



# F-35A Training Basing

## Environmental Impact Statement

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**Final**

Volume II

Appendix D

Comment Response  
Document

Book 3

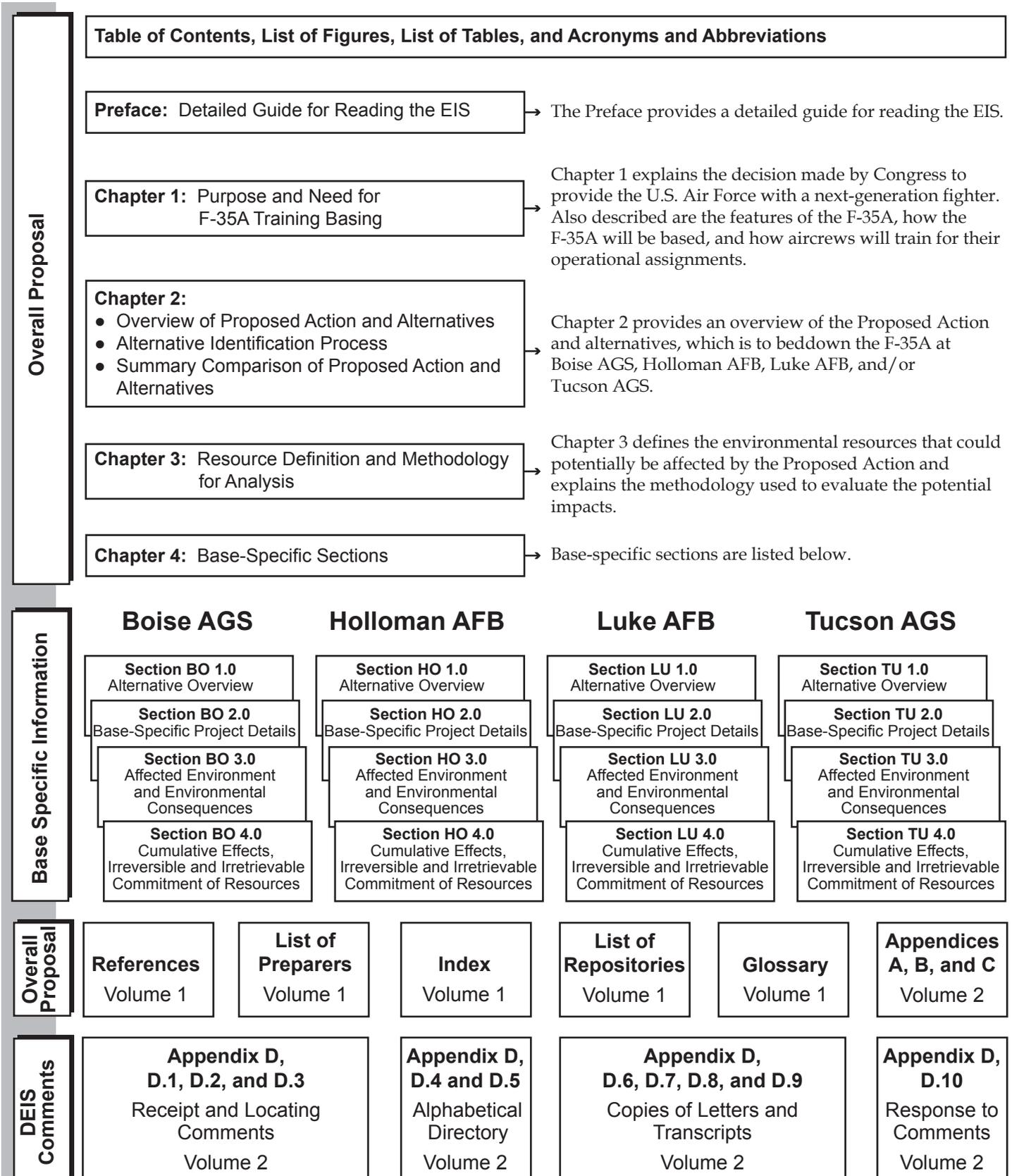


June 2012

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# How to Use This Document

Our goal is to give you a reader-friendly document that provides an in-depth, accurate analysis of the Proposed Action, the alternative beddown locations, and the potential environmental consequences for each base. The organization of this Final Environmental Impact Statement (Final EIS) is shown below.



**Final**

**F-35A Training Basing  
Environmental Impact Statement**

**Volume II  
Appendix D  
Comment Response Document  
Book 3**

**June 2012**



## Table of Contents

<b>Appendix D. Draft EIS Public Comments and Responses .....</b>	<b>D.1-1</b>
D.1 Comment Receipt and Review .....	D.1-1
D.2 Locating Your Comments .....	D.2-1
D.3 Locating Responses to Comments .....	D.3-1
D.4 Alphabetical Directory for Individual Letters, Agency/Organization/Company Letters, and Public Hearing Transcripts .....	D.4-1
D.4.1 Alphabetical Directory for Individual Letters .....	D.4-1
D.4.2 Alphabetical Directory for Agency/Organization/Company Letters .....	D.4-45
D.4.3 Alphabetical Directory for Public Hearing Transcripts.....	D.4-57
D.5 Alphabetical Directory for the Luke Forward F-35A Campaign.....	D.5-1
D.6 Individual Letters.....	D.6-1
D.7 Agency/Organization/Company Letters .....	D.7-1
D.8 Public Hearing Transcripts .....	D.8-1
D.8.1 Transcript from the Holloman Air Force Base Public Hearing Held February 7, 2012, in Weed, New Mexico .....	D.8-1
D.8.2 Transcript from the Holloman Air Force Base Public Hearing Held February 8, 2012, in Roswell, New Mexico .....	D.8-40
D.8.3 Transcript from the Holloman Air Force Base Public Hearing Held February 9, 2012, in Alamogordo, New Mexico .....	D.8-44
D.8.4 Transcript from the Luke Air Force Base Public Hearing Held February 13, 2012, in Litchfield Park, Arizona .....	D.8-51
D.8.5 Transcript from the Luke Air Force Base Public Hearing Held February 14, 2012, in El Mirage, Arizona .....	D.8-92
D.8.6 Transcript from the Luke Air Force Base Public Hearing Held February 15, 2012, in Sun City, Arizona .....	D.8-114
D.8.7 Transcript from the Luke Air Force Base Public Hearing Held February 16, 2012, in Gila Bend, Arizona .....	D.8-144
D.8.8 Transcript from the Tucson International Airport Air Guard Station Public Hearing Held February 21, 2012, in Sierra Vista, Arizona .....	D.8-154
D.8.9 Transcript from the Tucson International Airport Air Guard Station Public Hearing Held February 22, 2012, in Tucson, Arizona.....	D.8-169
D.8.10 Transcript from the Tucson International Airport Air Guard Station Public Hearing Held February 23, 2012, in Tucson, Arizona.....	D.8-207
D.8.11 Transcript from the Boise Air Terminal Airport Air Guard Station Public Hearing Held February 27, 2012, in Boise, Idaho .....	D.8-252
D.8.12 Transcript from the Boise Air Terminal Airport Air Guard Station Public Hearing Held February 28, 2012, in Boise, Idaho .....	D.8-294
D.8.13 Transcript from the Boise Air Terminal Airport Air Guard Station Public Hearing Held February 29, 2012, in Marsing, Idaho.....	D.8-331
D.9 Sample of the F-35A Luke Forward Campaign E-Postcard .....	D.9-1
D.10 Response to Comments .....	D.10-1

## List of Tables

Table D.10-1. Comment and Response Matrix.....	D.10-3
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D.7 Agency/Organization/Company Letters

www.history.idaho.gov



C.L. "Butch" Otter  
Governor of Idaho  
  
Janet Gallimore  
Executive Director

Administration  
2205 Old Penitentiary Road  
Boise, Idaho 83712-8250  
Office: (208) 334-2692  
Fax: (208) 334-2774

Membership and Fund  
Development  
2205 Old Penitentiary Road  
Boise, Idaho 83712-8250  
Office: (208) 514-2310  
Fax: (208) 334-2774

Historical Museum and  
Education Programs  
610 North Julia Davis Drive  
Boise, Idaho 83702-7695  
Office: (208) 334-2120  
Fax: (208) 334-4059

State Historic Preservation  
Office and Historic Sites  
Archeological Survey of Idaho  
210 Main Street  
Boise, Idaho 83702-7264  
Office: (208) 334-3881  
Fax: (208) 334-2774

Statewide Sites:  
• Franklin Historic Site  
• Pierce Courthouse  
• Rock Creek Station and  
• Seltoker Homestead

Old Penitentiary  
2445 Old Penitentiary Road  
Boise, Idaho 83712-8254  
Office: (208) 334-2844  
Fax: (208) 334-3225

Idaho State Archives  
2205 Old Penitentiary Road  
Boise, Idaho 83712-8250  
Office: (208) 334-2620  
Fax: (208) 334-2626

North Idaho Office  
112 West 4th Street, Suite #7  
Moscow, Idaho 83843  
Office: (208) 882-1540  
Fax: (208) 882-1763



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2000 BO

DATE: January 13, 2012  
TO: Jake Fruhlinger, Idaho National Guard  
FEDERAL AGENCY: DOD  
PROJECT NAME: Basing of F-35A Joint Strike Fighter Training Mission at  
Boise Air Terminal Air Guard Station

Section 106 Evaluation

The field work and documentation presented in this report meet the Secretary of the Interior's Standards.  
 No additional investigations are recommended. Project can proceed as planned.  
Additional information is required to complete the project review. (See comments below.)  
Additional investigations are recommended. (See comments below.)

Identification of Historic Properties (36 CFR 900.4):

No historic properties were identified within the project area.  
Property is not eligible. Reason:  
Property is eligible for listing in the National Register of Historic Places.  
Criterion: \_ A \_ B \_ C \_ D Context for Evaluation: Architecture.  
 No historic properties will be affected within the project area.

Assessment of Adverse Effects (36 CFR 800.5):

Project will have *no adverse effect* on historic properties.  
Property will have an *adverse effect* on historic properties. Additional consultation is required.

Comments:  
Based on the information currently available, it appears that basing the F-35A Training Mission at Boise Air Terminal Air Guard Station will have no effect on historic properties.

*Susan Pengilly*  
Susan Pengilly, Deputy SHPO  
State Historic Preservation Office

January 13, 2012  
Date

2001 LU

From: Wally Campbell [Wally.Campbell@goodyearaz.gov]  
Sent: Wednesday, February 08, 2012 12:06 AM  
To: AETC/A7CPP Inbox  
Subject: We support the F-35 to be stationed at Luke AFB Arizona

I fully support the mission of the men and women at Luke AFB, AZ and Luke is the only base the F-35 should be stationed at.  
Wally Campbell

Wally Campbell  
Council Member  
City of Goodyear- All America City  
190 N. Litchfield Road  
Goodyear, AZ 85338  
623-882-7776 office  
623-556-3479 cell  
623-882-7063 fax

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CU-1

GE-3

Final  
June 2012

2002 LU

**From:** Justin Schlegel [Justin@SchlegelSells.com]  
**Sent:** Monday, January 30, 2012 12:32 PM  
**To:** AETC/A7CPP Inbox  
**Subject:** Re: Luke Air Force Base - Arizona

Good morning...

I just wanted to write in order to say I would hope Luke Air Force Base is able to continue on with the F-35 training as closure of that base would be devastating to our local economy, which has already suffered greatly over the past few years. ] GE-3

Sincerely,

Justin Schlegel - "Your REO & Short-Sale Specialist"

Managing Broker, CSSN, CNE, NAHREP, A-REO Co-Founder / YPN Chair / ARMLS Rules Committee Member / Team Leader

Direct: 623-203-2264  
E-mail: [Justin@SchlegelSells.com](mailto:Justin@SchlegelSells.com)  
Direct Fax: 623-412-0494

RE/MAX Preferred Choice - Team Schlegel  
6751 N. Sunset Boulevard, Suite #320  
Glendale, Arizona 85305

2003 LU

**From:** Schell, Bruce A [bruce.schell@optum.com]  
**Sent:** Friday, January 27, 2012 10:32 PM  
**To:** AETC/A7CPP Inbox  
**Subject:** Luke Air force Base

To Whom it may concern...

Luke Air Force Base is the place for the new 35's to reside; for all the obvious reasons... ] GE-3

May the sound of freedom continue to bless the Arizona Skies!

**Bruce Schell**  
Vice President - Provider Consulting



20937 W. Lost Creek Dr.  
Buckeye, AZ 85396

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M +1 623-760-5216  
[Bruce.Schell@optum.com](mailto:Bruce.Schell@optum.com)  
[www.Optum.com](http://www.Optum.com)

Ingenix is now OptumInsight, Part of Optum - a leading health services business.

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## GILA RIVER INDIAN COMMUNITY

POST OFFICE BOX 2140, SACATON, AZ 85147

2004 LU

TRIBAL HISTORIC PRESERVATION OFFICE

(520) 562-7162  
Fax: (520) 562-5083

February 7, 2012

Colonel David E. DeMartino  
The Civil Engineer  
266 F Street West  
Randolph AFB, Texas 78150-4319

RE: Section 106 Review Proposed F-35A Joint Strike Fighter Training Luke Air Force Base or Tucson Air Guard Station, Arizona.

Dear Colonel DeMartino,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation package and draft Environmental Impact Statement (EIS) dated January 12, 2012. The draft EIS evaluates the environmental impacts to the natural and cultural landscapes as a result of basing F-35A fighter aircraft at either Boise, Idaho; Tucson, Arizona; Alamogordo, New Mexico; or at Luke Air Force Base (Luke AFB) in Phoenix, Arizona. Evaluations for basing 24, 48, 72, 96, and 120 F-35A fighters at Luke AFB have been completed. Noise levels generated by F-35A training at Luke AFB would adversely effect the exposed population. Aircraft from Luke AFB are expected to train within the airspace of the Barry M. Goldwater Range East (BMGR East) south of Gila Bend, Arizona. Access to airspace over the BMGR East will have no impacts to the Gila River Indian Community as no over flights of the GRIC are expected to occur. Training flights will primarily be conducted at higher altitudes (10,000 feet). The GRIC-THPO initially responded to this undertaking on December 16, 2010.

The GRIC-THPO has reviewed the draft EIS and the document appears to be acceptable. The EIS primarily focuses on impacts at Luke Air Force Base only. This includes construction and expansion of buildings, depending upon the number of aircraft and support staff necessary to operate a viable United States Air Force fighter command. Training flights over the BMGR East are described in the EIS as less intrusive because of higher flight altitudes, but the GRIC-THPO still has concerns about disturbance to raptors and other wildlife in the area in the training area. Observation of wildlife behavior during over flights would be most enlightening in measuring the kind of impacts one could reasonably expect. While jet crashes are uncommon and certainly unfortunate, nonetheless, there is little provision provided in the EIS providing guidelines about recovery procedures. What kinds of effects to cultural resources could potentially occur as a result of aircraft recovery procedures? Would archaeological monitors be required during recovery operations? Addressing these issues is no doubt a long term process and the GRIC-THPO looks forward to continued consultation with Luke AFB for the foreseeable future.

2004 LU

The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation. The GRIC-THPO defers to the Tohono O'Odham Nation as lead in the consultation process.

NA-2

We would like to reiterate that contacting our office to discuss this undertaking is always appropriate and we thank you for continued consultation with the GRIC-THPO. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

Barnaby V. Lewis  
Tribal Historic Preservation Officer  
Gila River Indian Community

2005 BO

**From:** Mayor Nelson [MayorNelson@cityofkuna.com]  
**Sent:** Friday, February 10, 2012 11:57 AM  
**To:** AETC/A7P Workflow  
**Cc:** RICHARD CARDOZA; Briana Buban; DougHolland@BoiseInc.com; Joe Stear (joestear@live.com)  
**Subject:** F-35A Pilot Training Center

Dear Mr. Martin  
 I have reviewed the draft EIS regarding the F-35A training Center and Basing of F-35A Training aircraft and have found the document complete and very informative. As a Mayor of a city within 18 miles of the proposed training center I feel the center is vital to our future security and support the Boise Idaho site as well as the training mission of personnel manning and supporting this modern day aircraft. I believe the positive impacts of such a Center in Idaho far outweigh any negative aspects and I fully support the Center and Base being located at the Boise, Idaho site. ] GE-3  
 Thank you for allowing us to comment on this proposal.  
 W. Greg Nelson  
 Mayor  
 City of Kuna

2006 TU

### YAVAPAI COUNTY BOARD OF SUPERVISORS



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**DAVID S. HUNT**  
 Board Counsel  
[dave.hunt@co.yavapai.az.us](mailto:dave.hunt@co.yavapai.az.us)

January 25, 2012

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

To Whom It May Concern:

My name is Thomas Thurman, District 2 Supervisor for Southern Yavapai County, Arizona.

I am addressing my comments in support of a Pilot Training Center with F-35A training aircraft at the Luke Air Force Base and/or the Tucson International Airport Air Guard Station in Arizona. The following points are why I am in favor of this project for either location. ] GE-3

- Job growth is important to Arizona
- Arizonians are definitely Patriots
- Arizona would welcome new technology

Thank you for taking my comments into consideration. If you should have any questions please feel free to contact me at (928) 771-3393 or at [Thomas.thurman@co.yavapai.az.us](mailto:Thomas.thurman@co.yavapai.az.us)

Sincerely,

Thomas Thurman, District 2 Supervisor

TI/vg

To reach County Offices toll-free from the following areas, call:

Verde Valley.....639-8100

(All other areas call toll-free 1-800-771-2797)

Black Canyon .....495-8800

2007 LU

1/24/2012

To: David Martin, Air Force Contractor  
From: Brigitte Brooks, General Manager –

**Arrowhead Landing Apartments**  
15740 N.83<sup>rd</sup> Ave.  
Peoria, AZ. 85382  
623-487-8400 phone  
623-487-8900 fax

This note is to inform you that the Staff at Arrowhead Landing, as well as the Management Company is in favor of establishing a pilot training Center at Luke Air Force Base in Arizona. ] GE-3

Our property is located 12 miles from the base and we are in great support of the F-35A training program.

For additional comments, you may contact me at 623-487-8400.

We would be happy to pass out comment forms to our residents, if you could provide us with this request.

Thank you for your help.



2008 HO



LeRoy N. Shingoitewa  
CHAIRMAN  
Herman G. Honanie  
VICE-CHAIRMAN

January 30, 2012

Colonel David F. DeMartino, The Civil Engineer  
Department of the Air Force, Air Education and Training Command  
266 F Street West  
Randolph AFB, TX 78150-4319

Dear Colonel DeMartino,

This letter is in response to your correspondence dated January 12, 2012, regarding an enclosed Draft Environmental Impact Statement to establish a Pilot Training Center for basing F-35A Joint Strike Fighter Training at Luke or Holloman Air Force Bases or other bases in Arizona and New Mexico. The Hopi Tribe claims cultural affiliation to the prehistoric cultural groups in Arizona and New Mexico. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites, and we consider the prehistoric archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we request consultation on any proposal that has the potential to adversely affect prehistoric cultural resources in Arizona and New Mexico, and therefore, we appreciate the Department of the Air Force's continuing solicitation of our input and your efforts to address our concerns.

In our letters to Holloman Air Force Base dated December 13, 2010, and December 5, 2011, and to Luke Air Force Base dated November 29, 2010 and October 17, 2011, we stated we understood constructing facilities and infrastructure necessary to support the F-35A training program for each of the locations will be analyzed in an Environmental Impact Statement. We have reviewed the lists of National Register properties located in areas that may be affected by the Holloman proposal that includes Salinas Pueblo Missions National Monument, and by the Luke proposal that includes Tonto National Monument and Gila Pueblo.

We have now reviewed the enclosed Draft Environmental Impact Statement. Regarding Holloman Air Force Base, we understand that although surveys have documented 250 archaeological resources in the main area, none are within any of the proposed construction projects. Regarding Luke Air Force Base and Tucson International Airport Air Guard Station, we understand impacts on archaeological resources are also not expected.

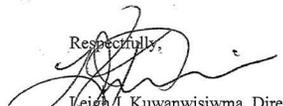
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June 2012

2008 HO

Colonel David F. DeMartino  
January 23, 2012  
Page 2

Therefore, unless prehistoric cultural resources are inadvertently discovered, we defer further consultation on establishing a Pilot Training Center for basing F-35A Joint Strike Fighter Training to the State Historic Preservation Offices and other interested tribes and parties. ] NA-3

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or [tmorgart@hopi.nsn.us](mailto:tmorgart@hopi.nsn.us). Thank you for your consideration.

Respectfully,  
  
Leigh J. Kuwanwiswima, Director  
Hopi Cultural Preservation Office

cc: New Mexico and Arizona State Historic Preservation Offices  
HQ AETC/A7CPP, David Martin, Air Force Contractor and Kim Fornof, 266 F Street West, Building 901, Randolph AFB, TX 78150-4319  
Colonel David A. Krumm, Andrew Gomolak, DOAF, Headquarters 49<sup>th</sup> Wing (ACC), 49 CES/CEA, 550 Tabosa Ave., Holloman Air Force Base, New Mexico 88330-8458  
Brigadier General Jerry D. Harris, Jr., Carol Heathington, DOAF, 56<sup>th</sup> Fighter Wing (AETC), 14185 West Flacon Street, Luke Air Force Base, Arizona 85309-1629



2009 TU

January 24, 2012

Department Of The Air Force  
David F. DeMartino, Colonel, USAF  
Civil Engineer  
HW AETC.A7CPP  
266 F Street West, Building 901  
Randolph AFB 78150-4319

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

Dear Colonel DeMartino:

Your letter of January 12, 2012 was received in my office in regards to the Environmental Impact Statement (EIS).

The proposed plan as described in the EIS will not have an impact on the New Mexico Department of Transportation (NMDOT), District Five area. ] GE-6

Should you need to contact my office, please feel free to e-mail me at [miguel.gabaldon@state.nm.us](mailto:miguel.gabaldon@state.nm.us) or you may also call (505) 476-4201.

Sincerely,



Miguel B. Gabaldon Jr., P.E.  
District Five Engineer

Susana Martinez  
Governor

Alvin C. Dominguez, P.E.  
Cabinet Secretary

Commissioners

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Vice Chairman  
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Dr. Kenneth White  
Secretary  
District 1

Ronald Schmeits  
Commissioner  
District 4

Butch Mathews  
Commissioner  
District 5

Jackson Gibson  
Commissioner  
District 6

District Five | P.O. Box 4127 | Santa Fe, New Mexico 87502-4127

2010 TU

306 Shattuck St  
Bisbee, AZ 85603-1548  
(520) 255-1519  
nicknight@cableone.net

.....

# Warm Hands Therapeutics

2/01/12

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

Mr. Martin & Ms. Fornof,

I am writing to urge you to establish the basing & pilot training center for the F-35A wing at Tucson International Airport Air Guard Station in Tucson, AZ. ] GE-3

As a resident of the area for the past 5 years, I have noticed strong local support for our armed services. I believe that our community will not only extend a very welcoming embrace to the new Wing, but will offer the support that makes moving to a new area & learning challenging new skills easier. Having a supportive & appreciative environment away from the base allows a level of relaxation and ease, which enhances integration of the skills being learned while keeping motivation high.

Additionally, our location offers a wide variety of terrain over which to learn, clear skies for most of the year (decreased "down town" or "grounded" days for the pilots) and some spectacular storms during monsoon season to allow practice in challenging flying conditions.

Overall, although I appreciate the merits of the other locations under consideration, I feel that Tucson offers you much more of everything that will contribute to the success of this program.

Thank-you for allowing me this chance to share my thoughts with you.

Nicholas Night CST/ LMT/ AMMP/ PT

*Remember, if it's starting to stick,  
its time to call Nick.*

2011 BO



**Oregon**  
John A. Kitzhaber, MD, Governor

**Parks and Recreation Department**  
State Historic Preservation Office  
725 Summer St NE, Ste C  
Salem, OR 97301-1266  
(503) 986-0671  
Fax (503) 986-0793  
www.oregonheritage.org



February 7, 2012

Mr. David DeMartino  
Department of the Air Force  
HQ AETC/A7CPP  
Randolph AFB, TX 78150

RE: SHPO Case No. 12-0072  
F-35A Pilot Training Center & Basing Proj (Various Locations throughout Oregon)  
Draft EIS (Vol. 1)  
USAF  
Multiple legals, Various, Various County

Dear Mr. DeMartino:

Our office recently received draft EIS about the project referenced above. I have reviewed the cultural resources section and agree there will be no direct affect to cultural resources in Oregon. As mentioned in the EIS there have been Traditional Cultural Properties (TCP) identified within the indirect APE. Many of these TCPs have not been formally documented As such, the National Register eligibility status of these TCPs has not been determined they will be treated as eligible. Our office recommends continued consultation with the appropriate Tribes to resolve any potential adverse impacts to TCPs as stated in the EIS. If adverse effects to TCPs are expected, consultation with our office and the Tribe is required to mitigate those effects. ] CU-1 ] CU-3

Please be aware, however, that if during development activities you or your staff encounters any cultural material (i.e., historic or prehistoric), all activities should cease immediately and an archaeologist should be contacted to evaluate the discovery. Under state law (ORS 358.905-955) it is a Class B misdemeanor to impact an archaeological site on public or private land in Oregon. Impacts to Native American graves and cultural items are considered a Class C felony (ORS 97.740-760). If you have any questions regarding any future discovery or my letter, feel free to contact our office at your convenience. ] CU-4

Sincerely,

Matt Diederich, MAIS  
SHPO Archaeologist  
(503) 986-0577  
Matthew.Diederich@state.or.us

Final  
June 2012



2012 LU

Councilmember Cathy Carlat  
Mesquite District

January 30, 2012

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

Re: F-35 Mission Support Letter

Dear Mr. Martin and Ms. Fornof:

I would like to take this opportunity to express my emphatic support for Luke Air Force Base as the home of the F-35 Fighter Lightning II. As a Peoria City Council Member I am keenly aware of the unique qualifications that make Luke the number one choice as a successful location for the next generation fighter aircraft. GE-3

Located to the east the Base, the City of Peoria is a family community with great patriotism and pride. Many Luke AFB personnel call the City of Peoria home. As a Peoria resident, I can say without hesitation that we consider the Luke team part of our family.

In addition to fueling the local economy, the impact that Luke has had on our local schools, businesses and organizations is one we could not replace. They are an integral part of our community and as such, we will continue to strive to do everything within our reach to ensure their success.

Thank you for this occasion to extend my support of Luke Air Force Base and their next mission, the F-35.

Sincerely,

Mesquite District Councilmember  
City of Peoria

8401 W Monroe Street ~ Peoria, AZ 85345 ~ 623.773-7300 Fax 623.773-7301 ~ cathy.carlat@peoriaaz.gov

2013 HO

### SACRAMENTO MOUNTAIN UNITED METHODIST CHURCH

PO Box 73 18 Assembly Road  
SACRAMENTO NM 88347-0073



Bishop W. Angie and Bess Owens Smith Chapel Sacramento Methodist Assembly

February 5, 2012

David Martin, Air Force Contractor  
HQAETC/A7OPP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Dear USAF Representative,

I cannot be present on February 7, 2012, at the Weed, NM Community Center for the "F-35A Draft EIS meeting." However, as chairperson of the Administrative Council of the Sacramento Mountain United Methodist Church which is housed at Sacramento Methodist Assembly, Sacramento, New Mexico; I want to represent our congregation and the Administrative Council of the church.

Among many, questions we have about the impact upon our properties and quality of life are these:

- 1) Will the F35-A fly over this mountain on Sunday morning? What will be the effect of sudden sonic and other noise upon the tranquility of our worship service and Sunday School? It would be a more defining boom than present sonic booms and extremely disruptive to our worship and education. DO-8  
NO-16
- 2) What impact upon peace of mind, mental and physical health would the loud, to the extreme; booms and other noise have upon the campers and staff of the Sacramento Methodist Assembly camps and conferences? An aircraft of the power of an F35A flying over our camp at 100 to 500 feet (any altitude) would be disruptive, destructive to camp learning events, harmful to the mental and physical health of campers (this jet can cause deafness at the decibel noise level it creates). As a parent of a deaf young person, I assure you, you do not want to even be close to causing such permanent harm. NO-18

There are other issues with many questions. Please address these for us. We do not oppose the military, but absolutely do not think that we should be damaged by our own or guest sonic/supersonic aircraft.

Sincerely,

Diana Moore, Administrative Council Chairperson  
Sacramento Mountain United Methodist Church  
P.O. Box 73  
Sacramento, NM 88347

Final  
June 2012

GOVERNOR  
Susana Martinez



DIRECTOR AND SECRETARY  
TO THE COMMISSION  
James S. Lane, Jr.

2014 HO  
STATE GAME COMMISSION

STATE OF NEW MEXICO  
DEPARTMENT OF GAME & FISH

One Wildlife Way  
Santa Fe, NM 87507  
Post Office Box 25112  
Santa Fe, NM 87504  
Phone: (505) 476-8008  
Fax: (505) 476-8124

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Farmington, NM

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Las Cruces, NM

BILL MONTOYA  
Alto, NM

January 31, 2012

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

Re: F-35A Training Basing Draft Environmental Impact Statement  
NMGF No. 14868

Dear Mr. Martin:

The New Mexico Department of Game and Fish (Department) has reviewed the draft environmental impact statement for the above referenced project. The Department does not anticipate significant impacts to wildlife or sensitive habitats from implementation of this project. BI-4

For more information on listed and other species of concern, contact the following sources:

1. BISON-M Species Accounts, Searches, and County lists: <http://www.bison-m.org>
2. Habitat Handbook Project Guidelines: [http://wildlife.state.nm.us/conservation/habitat\\_handbook/index.htm](http://wildlife.state.nm.us/conservation/habitat_handbook/index.htm)
3. For custom, site-specific database searches on plants and wildlife. Go to Data then to Free On-Line Data and follow the directions go to: <http://nmnhp.unm.edu>
4. New Mexico State Forestry Division (505-827-5830) or <http://nmrareplants.unm.edu/index.html> for state-listed plants
5. For the most current listing of federally listed species always check the U.S. Fish and Wildlife Service at (505-346-2525) or <http://www.fws.gov/ifu2es/NewMexico/index.cfm>.

We appreciate the opportunity to review and comment on this project. Should you have any questions regarding these comments, please contact Mark Watson, Habitat Specialist, at (505) 476-8115 or [mark.watson@state.nm.us](mailto:mark.watson@state.nm.us)

Sincerely,

Matt Wunder, Chief  
Conservation Services Division

xc: Ecological Services Field Supervisor, USFWS

2015 TU

**From:** Thompson, Carolyn Y CIV (US) [[carolyn.y.thompson2.civ@mail.mil](mailto:carolyn.y.thompson2.civ@mail.mil)]  
**Sent:** Wednesday, January 25, 2012 8:18 AM  
**To:** AETC/A7P Workflow  
**Cc:** Harrell, Gregory J CIV (US)  
**Subject:** Draft F-35 EIS Comment (UNCLASSIFIED)  
**Attachments:** USAF F-35A - Comment Form Libby AAF.doc  
**Signed By:** carolyn.thompson4@us.army.mil

**Importance:** High

**Classification:** UNCLASSIFIED  
**Caveats:** NONE

Request the noise numbers for an F-35 low approach at 500 ft, touch and go, and at 1,000 ft as they fly initial to final be included in the Final EIS. Although the noise contour for Libby Army Airfield is provided, the noise numbers comparable to the A-10 and F-16 that fly here is what needs to be included. These are the aircraft the local community can relate to. NO-19

Thanks,  
Carol Thompson  
Libby Airfield Manager  
520-538-2861

**Classification:** UNCLASSIFIED  
**Caveats:** NONE

Final  
June 2012

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



2015 TU

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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: Carolyn Thompson

Organization/Affiliation: USA, Ft Huachuca, AZ/Airfield Manager/Airspace Manager

Address: 2300 Gerstner Rd, Building 91251

City, State, Zip Code: Ft Huachuca, AZ 85613

Comments: Reference Table B-1, there should be data on the F-35 to show how its noise is comparable to F-16s that fly at Libby Army Airfield. The draft mentions how it has a larger noise contour, yet doesn't provide the numbers. Please include in table.

NO-19

Blank lines for additional comments.

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

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

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

2016 TU

From: Bill Baker [bill-rxo2@qwestoffice.net]
Sent: Wednesday, February 15, 2012 11:30 AM
To: AETC/A7P Workflow
Subject: F-35 at TUCSON INTERNATIONAL AIRPORT - Public Comment

Have your say
Public comment
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

As a long term native resident of Tucson Arizona I thank you for placing this opportunity to make public comment in such an easy to access direct format in an article about the subject in the Arizona Daily Star – WOW! It's almost makes the newspaper directly interactive to the source of the article. Quite amazing!

I'm in 100% support of basing the F-35 Lightning II at Tucson International Airport. The facility has a long GE-3 history of similar use with the 362nd Air Guard Fighter Wing of F-16's that has not only trained many of our allies Air Forces but has provided a great fighter wing which has supported the active US AirForce in its deployments and operations as an active fighter wing.

I've known many of the active Air Guardsmen, as well as the reserve pilots and crews. It's a great bunch of men and women working in the Arizona Air Guard at Tucson. The facility that has been built is quite extensive both in flight line infrastructure as well as support building, fuel system etc. The Air Guard has a very nice facility at Tucson International Airport. It should continue to be used as what it is – a world class training facility – with great resources – excellent crews – great flight weather and range – other air facilities in the area already built to support this mission or any new mission without duplication of effort. It's a cost savings to continue to use what we already have as an excellent asset.

The general public in Tucson is for the most part very supportive of the Air Force and Air Guard. One look at the crowd of hundreds of thousands that shows up at D.M.AFB when its Air Show time lets you know that Tucson is behind the military and supports the Air Force and Guard untis here in Tucson.

Keep the Air Guard at Tucson International Airport – Base the new F-35 at TIA – it's the right place for them to be.

Bill Baker R.R. T.

President
RxO2 Oxygen & Medical Equipment Supply Co., Inc.
2100 N. Wilmot Rd.
Suite 110
Tucson, Arizona 85712
Toll Free Phone (866) 751-1929
Phone (520) 751-1929
Fax 520-327-7354
bill-rxo2@qwestoffice.net

Final
June 2012

2017 BO

**From:** Michael De St. Germain [mdestgermain@meridiancity.org]  
**Sent:** Tuesday, January 24, 2012 11:34 AM  
**To:** AETC/A7P Workflow  
**Subject:** Support

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I totally support the F-35's coming to Gowen Field. The environmental impact would be minimal in Idaho. It is an honor to support our Military that protect us each and every day. ] GE-3

*Mike De St. Germain  
Lieutenant  
Criminal Investigations Division  
Meridian Police Department  
208 846-7311*

2018 LU

**From:** Neil Baker [NBaker@periniwest.com]  
**Sent:** Friday, February 17, 2012 9:13 AM  
**To:** AETC/A7P Workflow  
**Subject:** FW: F35

I am a west valley resident.  
I am a Vietnam Veteran

I proudly support the decision to station the F35 jet at Luke AFB. ] GE-3

I am a member of a local church at which a number of the AF personnel are members. The community as a whole is rewarded by the presence of the military base and the continued growth of the base.

*Neil Baker*  
General Superintendent  
Perini Building Company  
(602) 723-6673

---

**From:** Neil Baker  
**Sent:** Friday, February 17, 2012 7:08 AM  
**To:** 'a7cp.inbox@us.af.mil.'  
**Subject:** F35

I am a west valley resident.  
I am a Vietnam Veteran

I proudly support the decision to station the F35 jet at Luke AFB.

I am a member of a local church at which a number of the AF personnel are members. The community as a whole is rewarded by the presence of the military base and the continued growth of the base.

*Neil Baker*  
General Superintendent  
Perini Building Company  
(602) 723-6673

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



2019 LU

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Name: CERY J. KING  
 Organization/Affiliation: BK PLUMBING AND BATH, LLC  
 Address: 1418 W. CROBUS DR.  
 City, State, Zip Code: SURPRISE, AZ 85379

Comments: AS A RESIDENT OF SURPRISE AND A SMALL BUSINESS OWNER, THE ESTABLISHMENT OF THE F-35A TRAINING BASE AT LUKE AFB WOULD NOT HAVE ANY DIRECT OR INDIRECT ENVIRONMENTAL IMPACT UPON MYSELF OR MY BUSINESS ANYWAY. HOWEVER, THE ESTABLISHMENT OF SUCH A BASE TO SUPPORT THE F-35A DOES HAVE A HUGE ECONOMIC IMPACT FOR OUR COMMUNITIES THAT SUPPORT LUKE AS WELL AS FOR THE BUSINESSES THAT ARE SUPPORTED BY BOTH THE SUPPORT FOR SERVICES AND THE NEEDED SERVICES BY ALL STATIONED BASE PERSONNEL. THEREFORE, WITH THE EIS RESEARCH AND THE VARIOUS IMPACT STUDIES COMPLETED, I DO NOT SEE ANY REASON, WHILE PROVIDING TRAINING SUPPORT TO THE F-35A, THAT SUCH AN ESTABLISHMENT WOULD HAVE ANY NEGATIVE IMPACT UPON OUR ENVIRONMENT.

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. 2/14 - El Mirage, AZ

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



2020 LU

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Name: Mam K Nelson  
 Organization/Affiliation: Bilingual Services LLC  
 Address: PO Box 7244  
 City, State, Zip Code: Surprise AZ 85374

Comments: in this election year is Arizona going to be given funds for this or are there going to be political decisions made about funding in Arizona? (Green ecology) green (\$) BACKS.

PN-2

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**United States Air Force**  
**Public Hearing Comment Form**  
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**Environmental Impact Statement (EIS)**



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Name: Troy Chapp, Jerry Rovey, Dean Rovey, Todd Rovey  
 Organization/Affiliation: Flying Rovey Farms (Cesna)  
 Address: Buckeye, Gila Bend, Paloma  
 City, State, Zip Code: 4201 S. Dean Rd, Buckeye, AZ 85326

Comments: We support SSF and more airframes being stationed at Luke. We also support less restrictions on altitude (flight decks of floors) Airspeeds (after burners) and supersonic flight. The faster, lower and more airframes we can get assigned to Luke, the better!
] GE-3

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2/16 Gila Bend, AZ

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2/16 Gila Bend, AZ

United States Air Force  
Public Hearing Comment Form  
F-35A Training Basing  
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2022 LU

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Name: Heather L. Goebel  
 Organization/Affiliation: Az Solar Society / Gila Bend Chamber of Commerce  
 Address\*: 802 W Margaret, Gila Bend 85337  
 City, State, Zip Code: \_\_\_\_\_

Comments: Thank you for the project materials and  
draft EIS at the LIBRARIES.  
We fully support this project in Az  
at Luke and at the Gila Bend Gunnery Range. ] GE-3  
We hope that there will be considerable  
"spill-over" to the Gila Bend Auxiliary Field  
in the way of economic impact. Thx!  
Perhaps some time you could provide the  
press and the community w/ some figures on  
the economic impact of the Base in Gila Bend.  
hlgoebel@yahoo.com  
heathergoebel@mlclaz.org  
928-683-2061

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2/16 Gila Bend, AZ

2022 LU

We at the Gila Bend Chamber of Commerce  
 Welcome the F-35s to Az (and hopefully  
 to Gila Bend too) ] GE-3  
 A little less pollution emitted as mentioned by  
 one staffer sounds good too.

2/16 Gila Bend, AZ

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



2023 LU

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Name: CHUCK TURNER  
 Organization/Affiliation: VICE MAYOR, TOWN OF GILA BEND  
 Address: P.O. Box 706  
 City, State, Zip Code: GILA BEND, ARIZONA 85339

Comments: As a resident and being involved as an active politician for the last 20 years I am in full support of the F-35A located at Luke Air Base. I have been an active supporter of the F-16 program and have a full understanding of the need for the F-35A @ Luke, in Arizona, and what it means for our country, with the Fighter wing located @ Luke and using Gvidwater Range for training we have a logical economic balance which is needed under the current economy.

GE-3

GILA BEND AND THE SURROUNDING AREA SUPPORT THE F35A PROGRAM LOCATED @ LUKE AIR FORCE BASE.

\*\*\*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)**



2024 LU

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Name: JAMES (SHAMUS) WALKER  
 Organization/Affiliation: PGR PATRIOT GUARD RIDERS  
 Address: 13476 S. ZUNI RD.  
 City, State, Zip Code: BUCKEYE, ARIZONA, 85326

Comments: I PERSONALLY WANT THE F35 HERE TO HELP THE ECONOMY.

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. 213- LITCHFIELD PARK

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



2025 LU

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Name: Wood Thomas  
 Organization/Affiliation: LITCHFIELD PARK PLANNING & ZONING COMMISSION  
 Address: 270 ANCONA DR. N.  
 City, State, Zip Code: LITCHFIELD PARK, AZ 85340  
 Comments: SB 1525 WAS TO BRING LUKE AFB TO CONTINUOUS OPERATIONS. THE ACUTE LINKS WERE BASED ON THE F-15. PLANNING UNDERSTANDING RELICS AND COMPREHENDING THE NOTIFICATION THE NEW AIRCRAFTS ARE AWAY OF BIRD IN THE VICINITY OF A MILITARY AIRBASE. SOUND ATTENUATION IS REQUIRED FOR NEW CONSTRUCTION TO MITIGATE IMPACT FROM NOISE. GOOD SPATIAL RELATIONSHIP OF HOMES IS STATE PROPERTY. CITY RESPONSIBILITIES NOT THE AFE I SUPPORT THE TRANSITION TO THE F-35(A).

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. 213- Litchfield Park

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



2026 LU

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

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

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

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Name: Freddie Garcia  
 Organization/Affiliation: DEA services LLC  
 Address: 14209 W. Poinsettia Dr.  
 City, State, Zip Code: Surprise, AZ 85379  
 Comments: I am in support to bringing the F-35's to Luke. The noise doesn't bother me, it just makes me feel secure.

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)**



2027 LU

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Name: Douglas D. Freeman  
 Organization/Affiliation: Hacienda Herrada Townhouses Corporation  
 Address: Po Box 1352  
 City, State, Zip Code: Litchfield Park AZ 85340  
 Comments:

Hacienda Herrada Townhouses Corporation is a homeowners association consisting of 37 townhouse units adjacent to the Patriot Golf course at the Wigwam and which borders Villa Nueva Drive. Many of our owners have been residents for several years.

Our Board of Directors, on behalf of our owners, is very aware of the favorable impact of Luke Air Force Base on our community and the surrounding area. We very much favor the F-35 deployment at Luke which will continue the favorable economic impact on the cities and towns which surround the base.

We want the F-35 deployment at Luke!

Douglas D. Freeman President HHTC

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



2028 LU

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Name: SUBIL HARIG, L.A.C.  
 Organization/Affiliation: \_\_\_\_\_  
 Address: 18789 N. REAMS RD., STE. 260  
 City, State, Zip Code: SURPRISE AZ 85374  
 Comments:

As a medical professional and healthcare practitioner who sees many individuals with chronic respiratory problems, I am deeply concerned about the future impact of the F-35s on the air quality in Maricopa County. I have practiced in other states and see much higher proportion of respiratory diseases here than anywhere else.

I have read the relevant sections of the January 2012 draft EIS and seen the projections that the F35s would not cause Maricopa County to exceed standards for the six criteria pollutants. However, these projections are as yet conjecture and a very different picture may ensue once operations are in full force. What opportunities for remediation and compensatory damages will victims be entitled to at that point? Or will there simply be obfuscation?

I suppose siting of the F35s at Luke AFB on the grounds that, with the poor air quality we already "enjoy" here in the

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2028 LU

Phoenix Valley, it would be a crime against human health to disregard human health concerns substantially. We do not need to add any further pollutants to our environment.

AQ-1

If the U.S. Government has no more regard for the health of our citizens than this, then we are morally speaking little better than Saddam Hussein or any of the other tyrants to whom we like to claim ethical superiority.

GE-13

Fuel dumping, flares and pollutants emissions have no place in a heavily populated area that already suffers from poor air quality. Please consider locating the F-35A training facility in one of the other sites that is more rural.

SA-9/SA-4

AQ-1

GE-1

2029 LU

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



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Name: Sharilyn Holman  
 Organization/Affiliation: Southwest Valley Chamber of Commerce  
 Address: 289 W. Litchfield Road  
 City, State, Zip Code: Irving, TX 75038

Comments: The business community of the region closest to Lackland AFB welcomes the F-35 mission. Our citizens have always treated our military neighbors with respect and appreciation of their contribution to our nation's safety.

There are many reasons why it makes good business sense for the F-35 to be at Lackland AFB. We have the flying capabilities, we have close proximity to the administration for operational mission practices, the excellent maintenance support and excellent community. It is a top-notch facility for everyone.

Our diligence is to be acknowledged. Some of the Southwest Valley is the Virginia Valley of the

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. 2113- Litchfield Park

Final  
June 2012



2031 LU

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



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Name: MARY ROYE

Organization/Affiliation: PEOPLES CHAMBER

Address: 10846 W. Sun City

City, State, Zip Code: Sun City, AZ 85373

Comments: I fully support the F-35A coming to  
Randolph AFB. I cannot imagine not hearing  
or seeing the planes. When 9-11 happened,  
and planes were grounded, you were left  
with an empty feeling of not being protected.  
It would be a great honor for these  
airplanes and all the brave personnel to  
be a huge part of our community.  
NEVER want silent skies again

GE-3

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

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

2032 HO

From: beth enson [wildmushroomsoup@gmail.com]  
Sent: Wednesday, February 22, 2012 9:28 AM  
To: AETC/A7P Workflow  
Subject: comment on Draft Training Basing Environmental Impact Statement

To whom it may concern,

I am revolted to hear that the US is now planning to train foreign pilots to fly the F-35 bomber in our Western skies. The time for war is over, and we had best start working on a sustainable economy not based on the profits of huge warmongering corporations. We need a just and fair foreign policy, an economy based on renewable energy resources, (achievable within 20 years according to new studies) and some concern for our planet on whom we rely. Please deny this permit on any location. PN-4  
GE-13  
GE-4

--  
Beth Enson  
Development Director  
Northern NM Midwifery Center  
1331 Maestas Road  
Taos, NM 87571  
575-758-1216 Mondays and Fridays  
575-776-3238 H  
[wildmushroomsoup@gmail.com](mailto:wildmushroomsoup@gmail.com)

Final  
June 2012



A PASSION FOR GREAT PLACES®

2033 LU

2034 TU

February 13, 2012

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

**RE: Support for Luke Air Force Base**

Dear Mr. Martin and Ms. Fornof:

For more than 70 years, Luke Air Force Base has been an important foundation of the development and economic strength of the West Valley. Our company, DMB Associates, has been proud to support the operations of Luke and the men and women who serve and train there.

Luke Air Force Base is the right location for the training base for the F-35 Joint Strike Fighter. Arizona's near perfect flying weather, training ranges, and facilities at Luke and around Arizona, make this base an ideal training location for the F-35 and its teams. Our state has been proactive in securing statewide legislation to protect the operations of military bases and ranges, like the Barry M. Goldwater Range, to ensure that development is compatible with the installation's mission.

DMB Associates has developed two communities in the West Valley, near Luke Air Force base. Residents in Verrado, located in the Town of Buckeye, and Marley Park in the City of Surprise, support the operations of Luke Air Force Base and we are proud to have a number of staff members from LAFB in our communities. When those communities were developed years ago, we understood and appreciated the significance of Luke's operations for the West Valley and all of Arizona. In fact, we worked closely with Base operations to ensure long-term compatibility with Luke for our communities. Our buyers and residents understand the operations at Luke Air Force Base and we have added additional notifications/disclosures for our buyers as part of our sales efforts. Today, our communities enjoy many partnerships with Luke as a neighbor.

GE-3

The importance of this mission to Arizona's future cannot be understated. This active base supports tens of thousands of jobs related to the operations at Luke. The direct and indirect economic impact of the Base exceeds \$2.0 billion to Arizona. This new mission will ensure that Arizona's aerospace and defense sectors will stay strong economic drivers of our economy and enhance our ability to attract new companies to the area. Families stationed at Luke are active members of our communities, serving in churches, nonprofits, and schools.

DMB also has a long history of supporting Luke through our involvement with Fighter Country Partnership and our involvement in the Honorary Commanders program. We have also participated in and supported legislative efforts to ensure compatible land uses around Luke.

Again, we urge the Record of Decision to support the Air Force recommendation of Luke Air Force Base as the future home to the F-35 training mission.

Sincerely,

Karrin K. Taylor  
Executive Vice President

7600 E. Doubletree Ranch Road Suite 300 Scottsdale, AZ 85258-2137 (480) 367-7000 www.dmbinc.com

**Collin P. Coatney, Coatney Designs**

5872 S Copper Hills Dr  
Tucson AZ 85747

Home Phone: (520) 275-5621  
E-mail: collincoatney@yahoo.com

January 25, 2012

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

**RE: F-35 Training EIS**

David and/or Kim:

My name is Collin Coatney and I live in Tucson, AZ. Due to my work schedule, I will be unable to attend the February 2012 EIS meetings. I fully support the F-35 coming to Tucson, AZ.

As our Air Force transitioned from propeller to jet aircraft, I am sure there were growing pains. The louder aircraft are undoubtedly more "annoying" to people who live nearby. My question is, what is the cost of "annoying"? The way I see the situation, the "annoying" noise is the only valid argument against the new aircraft. Although louder, I believe the benefits outweigh the costs.

Some people argue that a new single engine fighter poses a risk to the community. The Air Force has been flying single engine aircraft out of the Tucson International Airport for some time now, and they have procedures in place to ensure the local community's safety should an engine fail. A new single engine aircraft is no different. As the F-16 fleet ages new problems crop up; therefore, I believe the F-35 is safer.

GE-3

Some people in the community fear that student training is inherently dangerous. The USAF has been training students for as long as I can remember out of TIA. So the argument of dangerous student training out of Tucson is simply not valid. The students are placed through a battery of classes and simulators prior to taking to the air. Again, procedures are in place to minimize exposure to the local public when dealing with student training.

The only fact, as I see it, would be the increased noise. That seems to be the main argument that is undisputable; however, it also seems that most people making this argument do not really understand the Tucson area and where aircraft fly.

Final  
June 2012

2034 TU

I attended the town hall meetings prior to the EIS and most people were surprised to hear that F-16 fighter jets were already at the International Airport. Many of the people I spoke with, who argued about the increased noise, were completely unaware that the International Airport already hosted fighter jets. Many thought the military jets were all out of Davis Monthan and that the F-35s would be new to the airport (as fighters go). I can understand those people's fears, if they thought there were no fighters at the airport, and now this loud one is coming. The fact is that the F-35 is only slightly louder, and the local community truly would not even notice it, just as they have not noticed the 30+ F-16s that have been operating there already. Additionally, I am sure the Air Force has the ability to mitigate noise by adjusting the flight pattern and procedures.

NO-9

NO-29

So far I have focused on the negative aspects of the F-35 program, as most people would argue. I would like to shift to the positives.

Tucson, whether we like it or not, is a military community. The city relies on the dollars that both DM and the AZ Air National Guard bring to the area. By failing to upgrade an already aging fleet, the city would be doomed to lose a key aspect to our economy. As the F-16 is inevitably phased out, I fear the AZ ANG unit would be as well. That would be an economical disaster. Our already bruised housing market would take another blow as military members leave to "follow" the work elsewhere. Tucson would not be able to absorb this blow as easily as Phoenix would be able to.

GE-3

A new aircraft would also bring new jobs and new construction for the airport and to the local community. This would be a much needed facelift for an aging infrastructure. It would bring new customers to our communities. The Joint Strike Fighter is not only "joint" amongst US services, but "joint" amongst nations. Those nations will need to be trained. Their students would be brought to a unit who has already shined for training the international world in the F-16. It would bring conferences that would boost the hotel and restaurant business. Tourism would increase by further placing Tucson in the international spotlight. The US cannot fail with regards to the F-35 program, and the Tucson ANG has already proven that it can manage the difficult task of multiple syllabi, multiple nations, and multiple courses, all while providing the customer with a fully qualified, mission ready fighter pilot graduate. The unit has already proven with the UAE Block 60 program that it can excel in an environment with different and advanced aircraft. This, along with the ideal Tucson weather and vast military operating areas, begs the question: why wouldn't you bring the F-35 to Tucson?

Respectfully,

Collin Coatney

2035 TU  
February 8, 2012

Mr. David Martin  
HQ AETC/A7/CP  
266 F Street West, Bldg. 901  
Randolph AFB, Texas 78150-4319

Mr. Martin:

Please allow me to introduce myself. My name is Gary Ashberger, and I am in receipt of your Draft EIS for the proposed basing of the F-35A JSF aircraft at the AGS squadron at Tucson International Airport in Tucson, Arizona. My residence is approximately 1 mile from the Northwest end of the runway at TIA, using your map, and I have lived in this residence for almost 39 years, so I feel especially qualified to comment on aspects of your analysis. The comments in this letter are all referenced from Volume 1 section TU 3.2 on Noise.

I am especially critical of the afterburner portion of the EIS, contained on page# TU-23, Volume 1 under table# 3.2-2, where you state that all measurements were done from Ocotillo Elementary School for the representative departures from TIA. I would now like to list and elaborate on the specifics of my concern. As follows:

- 1) Using your map and another, more detailed map from Google, it looks as if Ocotillo Elementary School is approximately 1 mile from the 65db contour under Scenario T1 at its closest point, and approximately 1/2 mile from the 65 db contour under Scenario T2. While your attempts to protect the hearing of young children is laudable, it does not take into consideration another elementary school which is much closer, that being Mission Manor Elementary School, which is on the corner of 12<sup>th</sup> Avenue and Santa Rosa Street. Again, using your map, this school is approximately 1/4 mile from the 65 db contour under Scenario T1, and it looks to be slightly less under Scenario T2. This school is, therefore, much closer than Ocotillo Elementary School to the actual over flight zone and noise profiles. Given that fact, I view this information to be grossly inaccurate and therefore invalid. It is inconceivable to me that this school could have been missed on the analysis.
- 2) Only one point of reference was analyzed for the afterburner portion, that being Ocotillo Elementary School, referring to your **Note** at the bottom of Table# 3.2-2 on page# TU-23, Volume 1. What about the consequences for residences, churches, parks and businesses directly in line with, and close to the end of the runway. These entities will be subjected to far more noise, especially during the summer flying schedule, than Ocotillo Elementary School. On pages# TU-27 thru TU-29, Volume 1, table# 3.2-3, you provide detailed sound projections for 15 different locations under Scenarios# 1,2 and 3 encompassing normal flight operations. Why were these projections also not done for afterburner operation? This omission gives the impression that the projections are somewhat one sided to say the least.
- 3) On page# TU-3 you state, and I quote, **"As the training syllabus consists of 58 total training events, approximately 7 percent of the sorties would use afterburner to fulfill the training syllabus"**. I can tell you this, however: During at least late May throughout June, sometimes longer, it is not uncommon for ambient temperatures to be well over +100 F. with humidity at or well below 5%. As I'm sure you are aware sir, hot, dry air is much thinner than cooler, more humid air. Does not thin air produce less lift? And let us not forget, these aircraft will be taking off with a full fuel load and, at times, a full munitions load. Given these conditions, will afterburner operation become routine for all departures? Even at night? These questions must be answered **explicitly**, not **implicitly**. My neighborhood has ongoing issues with this, even with the F-16's, especially in the summer, because it becomes virtually impossible to have evening outdoor activities or use of our parks in any measure of comfort. In addition, the noise abatement modifications made to our residences by Tucson Airport Authority are totally inadequate, since we cannot watch television or speak in normal tones with all doors and windows closed during these very loud departures. This is with the current F-16 contingent.

NO-5

NO-4

DO-3

DO-3

NO-8

NO-18

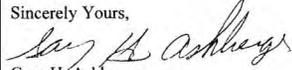
NO-3

Final  
June 2012

2035 TU

In conclusion, repeated requests have been made by various individuals and organizations, including mayor Rothschild and members of various community groups and Tucson Forward Inc. for over flight tests using actual aircraft. Requests have been denied due to the fact that at this time, insufficient aircraft exist in a flyable state to accommodate. Given that, is not this EIS a bit premature? Speaking strictly for myself, statistics are fine in their place, however, when my home is at stake, I would prefer facts. Thank you. GE-2  
NP-1

Sincerely Yours,

  
Gary H. Ashberger  
Sunnyside Neighborhood Association  
Committee Co-Chair of the F-35

**Roger Whitaker Financial Services, Inc.**

2036 LU

6056 S.E. Tenino St., Portland, Oregon 97206  
Ph.: 503-432-8264 • Fax: 503-432-8951 • e-mail: rlwhit@comcast.net

Roger Whitaker Financial Services, Inc.

Roger Whitaker

Direct: 503-432-8264  
Fax: 503-432-8951  
Email: rlwhit@comcast.net  
6056 S.E. Tenino St.  
Portland, Oregon 97206

**Date :** February 10, 2012

**To :** David Martin  
HQ AETC/A7CPP  
Randolph AFB, TX8150-4317

**From :** Roger Whitaker  
28909 N. 127th Lane  
Peoria, AZ 85383

**Subject :** Luke AFB For F-35A

Dear Sir,

I support Luke AFB as a training site of the F-35A. I live in Peoria and currently Jets fly over all the time. Myself and most of my neighbors enjoy seeing and hearing the jets. I did attend a hearing/presentation that was given about a year ago regarding the F-35A

Luke has a tremendous amount of training area like the Goldwater Reserve.

Currently, Luke serves many retired Service, like my self. I get great service from the base and I am very grateful.

Luke AFB should remain active, busy, and support the Phoenix area.

Please let me know if i can be of further help to you.

  
live + work part time in Portland, OR

2037 TU

**KANEEN**  
Advertising &  
Public Relations Inc.

110 S. Church Avenue  
Suite #3350  
Tucson, AZ 85701-7617  
Phone 520.885.9009  
Fax 520.885.0311

*Unable to attend so  
writing in support of the  
Pilot Training Center  
F-35A training aircraft EIS*

*Tucson International Airport  
Air Guard Station, Arizona,  
(resident of Tucson since  
1950) (Air Force DMAT Base)  
we need things like  
this & will do what  
can to support your  
efforts*

*Beryl Kaneen*

Beryle D. Kaneen  
President



GE-3

2038 TU

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



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Name: Bruce Dusenberry

Organization/Affiliation: DM50

Address: [Redacted] (23600 E. 36th St Office)

City, State, Zip Code: Tucson, AZ 85718

Comments:

*The 162nd Arizona ANG at Tucson International Airport is the ideal location for the F-35 flying mission. The 162nd is the largest guard unit in our country and has a long history of excellence in F16 flight training. As the F16 transitions to the F-35, it is the right place for the new aircraft to be based. Two important considerations that no other base outside Arizona has: (1) the Barry Goldwater Range and (2) the number of ideal flying days with clear weather year round. Furthermore, Tucson has Davis-Monthan AFB and its assets to support the 162nd as well as Luke AFB to the north. The Tucson and Southern Arizona*

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. 2122-Tucson

2038 TU

Community – including Ft. Huachuca and Libby Air Field, where the F-35s will also do training exercises – is VERY supportive of the 162nd and the military personnel stationed there. We want the F-35 at Tucson International Airport and have the state of the art facilities and expertise to handle this mission better than any other possible location.

GE-3 cont'd

With regard to community noise impacts, there are large buffer areas with undeveloped land (vacant land) to the southeast and south of the airport – the prevailing takeoff direction, where ~~higher~~ higher power is required, is therefore free of incompatible residential uses. To the north west (the landing area, where lower power settings are applied) most of the homes inside the ~~high~~ high noise contours have been renovated with noise attenuation treatments to reduce the impacts on those residences. Air National Guard fighter jets have been operating out of this airport for many years and the any incremental impacts on surrounding residents should not be a major concern when weighed against the many advantages of the Tucson location.

NO-2

Defense & aerospace is a primary emphasis in Tucson and we welcome the F-35 as the next generation aircraft for our nation's security.

GE-3

2039 TU

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



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- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof  
 HQ AETC/A7CPP  
 266 F Street West, Bldg. 901  
 Randolph AFB, TX 78150-4319  
 Fax: 210-652-5649  
 Email: aetca7cp.inbox@us.af.mil

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Name: SANRA EGHTESADI  
 Organization/Affiliation: Businesswomen, ESCB, 162<sup>nd</sup> Air Refueling Wing  
 Address: \* 4100 N. Sunnywood Place  
 City, State, Zip Code: Tucson AZ 85749

Comments: As the owner of a large Farmers Insurance Agency and I have a unique overview of Tucson's diverse population. I have a degree from UC Berkeley in Sociology & with the literally thousands of people I have met & know in Tucson I rarely do I meet anyone against the military presence in Tucson. The 162<sup>nd</sup> runs a tight ship, there is no noise that has ever bothered me and my office is in the flight path. The military keeps a low profile and protects us every minute 24/7. We have a strong aerospace industry here and

GE-3

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 Provide your mailing address to receive future notices about the F-35A Training Basing EIS. Valuable opportunity to better themselves & the military. Tucson

2039 TU

Our economy is dependent on military presence but more than that the USA needs well-trained pilots that are trained from other countries. We, ~~for~~ are a diverse, border city with lots of great weather. I see the 162nd as a fantastic diplomatic global outreach to the world.

As a successful businesswoman on several key board of directors, including CRFW, we ~~for~~ will treat all foreign guests with kindness and respect and dignity - they will take the story back home and freedom will ring. I have never been in the military but this is my way of serving.

Sandya Eghtetadi  
Vice Chair  
Southern Arizona ESGP  
162<sup>nd</sup> Board of Directors  
Punishment Committee  
Farmers Insurance  
Agency Owner  
520-881-8000

GE-3  
cont'd

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



2040 TU

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Name: MICHAEL GRASSINGOR

Organization/Affiliation: DM-50

Address: 110 S. CHURCH AVE #6320

City, State, Zip Code: TUCSON, AZ 85701

Comments: THE F-35 WILL CONTINUE THE VIABILITY OF THE MISSION OF THE 162ND. THIS WILL CONTINUE THE <sup>POSITIVE</sup> ECONOMIC IMPACT ON THE CITY OF TUCSON AND PIMA COUNTY. THE LOCAL CLIMATE SUPPORTS THIS MISSION AS WELL AS THE PROXIMITY TO TRAINING FACILITIES SUCH AS THE GOLDWATER RANGE. THE LOCAL AIRSPACE ALSO SUPPORTS THE TRAINING MISSION OF THE 162ND AND THE F-35

GE-3

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

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2/22 - TUCSON

2041 TU




## United States Air Force Public Hearing Comment Form

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

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Name: GEORGE STEWART

Organization/Affiliation: DM-50

Address\*: ALREADY REGISTERED

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

Comments: THE F-35A TRAINING MISSION IS OF CRITICAL IMPORTANCE TO THE COUNTRY'S DEFENSE, TO THE STATE OF ARIZONA, TO PIMA COUNTY, AND TO THE CITY OF TUCSON. WE CANNOT LET THE OPPORTUNITY TO HOUSE THE MISSION IN TUCSON PASS US BY. AS A 45+ YEAR TUCSON RESIDENT AND BUSINESSMAN, I KNOW THE IMPACT THAT THE PROGRAM CAN HAVE TO IMPROVE OUR COMMUNITY. CONVERSELY, I CAN ANTICIPATE THE ADVERSE HARM THAT WILL COME THE DAY THE CURRENT F-16 TRAINING MISSION IS PHASED OUT WITHOUT THE F-35A BEING INSTALLED. ALL THE FACTORS ENHANCING THE F-16 MISSION - THE WEATHER, THE PROXIMITY TO THE GOLDWATER RANGE, THE EXISTING INFRASTRUCTURE, ETC. MAKE TUCSON THE MOST LOGICAL HOME FOR THE F-35A TRAINING MISSION.

GE-3

INSTALL THE F-35A MISSION IN TUCSON!

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

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2042 TU




## United States Air Force Public Hearing Comment Form

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Name: TIM AMALONG

Organization/Affiliation: VELOCITY AIR INC.

Address\*: 6971 S. APRON DR.

City, State, Zip Code: TUCSON, AZ. 85756

Comments: I HAVE OWNED 3 BUSINESSES @ TIA SINCE 2000. I MAINTENANCE/HANGAR FACILITY AND 2 FLIGHT SCHOOLS. I WELCOME THE F-35 @ TIA AND TO THE 162ND FIGHTER WING WHO HAVE BEEN GREAT NEIGHBORS. THEY MUST HAVE THE OPPORTUNITY FOR THE LONG TERM FUTURE OF BEING BASED @ TIA AND THE F-35 IS AN IMPORTANT PART OF THIS. AS THE F-16 IS RETIRED, THE F-35 MUST BE THERE TO REPLACE IT. IT IS ALSO CRUCIAL FOR THE INTERNATIONAL COUNTRIES THAT ALREADY TRAIN @ THE 162ND BE ALLOWED TO CONTINUE THAT LONG TERM RELATIONSHIP WITH PEOPLE THEY TRUST & HAVE TRAINED WITH BEFORE.

GE-3

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

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**Final**  
**June 2012**

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



2043 TU

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HQ AETC/A7CPP
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Name: RON SHOOPMAN
Organization/Affiliation: SOUTHWEST ARIZONA COOPERATION COUNCIL
Address: 3497 N CAMPBELL AVE
City, State, Zip Code: TUCSON AZ 85719

Comments: THE 106 CEO'S OF SMALL BUSINESS SUPPORT THE EIS AND THE BASING OF THE F-35A AT THE 162 FIGHTER WING.

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)



2044 TU

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Name: Michael Burkholder
Organization/Affiliation: Kennedy Park Hills HOA
Address: 1857 W. Horn Mesa Place
City, State, Zip Code: Tucson AZ 85713

Comments: As a resident of a neighborhood directly below the flight path of aircraft arriving at the Tucson National Air Guard Base. Considering that the F-35A has been found to be approximately 4 times louder upon landing approach than the F-16 I would not want F-35As to be regularly part of the air traffic over my neighborhood or the undeveloped areas surrounding it. As a former USAF officer I will appreciate the need to upgrade aircraft but there are alternative locations for the basing of this significantly louder aircraft. Should the Air Force choose to remunerate those who live below the landing pattern for the noise abatement modifications we will be forced to make to our homes I still would be troubled by the loss of the quality of recreational experience in the desert areas surrounding my home. Thank you!

NO-1

GE-4

GE-1

NO-20

NO-36

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



2045 TU

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Name: LEE BALIN  
 Organization/Affiliation: LEE BALIN ACCTG & TAXES  
 Address: 2618 E. 18th St.  
 City, State, Zip Code: TUCSON, AZ 85716-5640

Comments: THE AIR FORCE SETS MILITARY HELICOPTERS  
FLY DIRECTLY, I MEAN EXACT OVER  
MY HOME/ACCTG & TAX SERVICES

NO-8

THEY ARE UNWITTINGLY DEFENDING  
THERE HAS TO BE A PLACE TO FIND WHO BEING ONE A BIG  
IT'S BAD ENOUGH FOR ME ALREADY CITY  
BUT MY HERO WHO MY FATHER HAS  
TO LIVE WITH IT.

GE-1

HE ALREADY CAN'T UNDERSTAND IT  
THOSE DAMN BUILDERS/REALTORS

NO-8

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**United States Air Force**  
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2046 TU

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Name: HOWARD DEEVERS  
 Organization/Affiliation: ARIZONA PILOTS ASSOC  
 Address: \_\_\_\_\_  
 City, State, Zip Code: \_\_\_\_\_

Comments: We, Tucson, need to keep the D-Mall  
Air Force Base. To do that we must  
keep up with technology or lose the base

GE-10

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



2047 TU

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Name: BARBARA L. HARPER

Organization/Affiliation: AOA; FAASTEAM REP

Address\*: 7752 E. OAKWOOD PLACE

City, State, Zip Code: TUCSON AZ 85750

Comments: I BELIEVE THE F-35A TRAINING PROGRAM WOULD BE VERY GOOD FOR ARIZONA. THE NEW LEADERSHIP WOULD ALSO ENHANCE THE AVIATION COMMUNITY IN YUMA, PHOENIX, TUCSON AND SIERRA VISTA.

GE-3

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2/23 - TUCSON

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2048 TU

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Name: Ellen Timenez

Organization/Affiliation: Radisson Suites Tucson Military Affairs

Address\*: 4555 E Speedway Committee

City, State, Zip Code: Tucson AZ 85710

Comments: Tucson is grateful and honored to have the Tucson Airguard Station and the wonderful Airmen and Air women who work there. we appreciate having them as our neighbors and will support any way we can. we DO want the F-35's to come. Jet noise is the sound of freedom.

GE-3

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2/23 - TUCSON

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



2049 TU

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Name: Jeffrey J. Cesare

Organization/Affiliation: Full Sail Hospitality LLC

Address: 4574 W. 1st Ave

City, State, Zip Code: Tucson AZ 85718

Comments: As an AZ I understand the importance of the Air force to our City, State, & Country. They have not only a financial impact, but a community impact. And as an American I am very proud to have them here.

GE-3

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

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2/23-TUCSON

**United States Air Force  
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2050 TU

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 Email: 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: John Escinger

Organization/Affiliation: Head Commander - 355th MAINT GP - DM AFB

Address: 1272 N. Dorado Blvd

City, State, Zip Code: Tucson AZ 85715

Comments: BOTTOM LINE: NO choice but being in the F-35. Should do what's everything possible to accommodate the neighbors, BUT the Airport was there before them and if they don't like it, it's adjust or MOVE.

GE-3

Happy Con Trails

John Escinger

\*\*\*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.

2/23-TUCSON

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



2051 TU

2051 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

SA-4

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: RICHARD KAISER

Organization/Affiliation: TUCSON FORWARD

Address\*: 1562 E. PAINTED COLT LOOP

City, State, Zip Code: TUCSON AZ 85719

Comments: HARD THINGS FALLING ON MY HOUSE IS ENVIRONMENTAL.

THINGS FALLING OUT OF THE SKY IS

NOT TO BE PROMOTED BY THE FEDERAL

GOVERNMENT. THE F35A SHOULD NOT BE FLOWN

OVER TUCSON FOR THE FOLLOWING REASONS:

1) PILOTS IN TRAINING WILL LEARNING

HOW TO FLY OVER A MILLION TUCSONIANS

IF THE F35 IS BASED HERE, TRAINEES MAKE MANY

2) THE F35 IS A SINGLE-ENGINE AIRCRAFT

COMMONLY-KNOWN BY SEASONED AIR FORCE PILOTS AS

"LAWN DARTS." Ouch!!

3) MANY TRAINEES WILL HAVE ENGLISH AS THEIR

SECOND LANGUAGE, ~~AND THEY~~ NICHT VERSTAHEN

AND THEN THERE'S THE NEED FOR AGREED-UPON

FLY-OVERS.

\*\*\*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.

2/23-TUCSON

PLEASE SCHEDULE THEM BEFORE YOU DECIDE.

Is it TRUE THAT THE F35 IS A SINGLE-SEAT AIRCRAFT WITH NO ACCOMMODATION FOR A TRAINED INSTRUCTOR? IF SO, I WOULD LIKE SOMEONE TO CONTACT ME TO EXPLAIN WHY FLYING THE F35 OVER A MILLION AMERICAN CITIZENS MAKE THEM SAFER?

SA-16



Henry R. Darwin  
Director

ARIZONA DEPARTMENT  
OF  
ENVIRONMENTAL QUALITY

1110 West Washington Street • Phoenix, Arizona 85007  
(602) 771-2300 • www.azdeq.gov



Janice K. Brewer  
Governor

February 8, 2012

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

RE: Maricopa and Pima Counties: Scoping Letter for the Proposed Pilot Training Centers for  
the F-35 Joint Strike Fighter Aircraft Project, Draft EIS

Dear Mr. Martin and Ms. Fornof:

The ADEQ Air Quality Division has reviewed your requests for comments concerning the  
Proposed Pilot Training Centers for the F-35 Joint Strike Fighter Aircraft. We appreciate your  
interest in siting a pilot training center in Arizona, and the latest plan for particulate matter  
demonstrates attainment by 2012 in the Phoenix metropolitan area. Monitoring data shows  
attainment of the 1997 ozone standard in Phoenix. If the decision is made to locate a center at  
Luke Air Force Base in Glendale, Arizona, your project will be located in a maintenance area for  
carbon monoxide, a probable marginal nonattainment area for 2008 8-hour ozone standard, and  
the nonattainment area for 10-micron particulate matter (PM<sub>10</sub>). If the decision is made to locate  
a center at the International Airport Air Guard Station in Tucson, Arizona, your project will be  
located in a maintenance area for carbon monoxide.

AQ-6  
AQ-7

As described, it may have a de minimis impact on air quality. Disturbance of asbestos and  
particulate matter is anticipated during construction. Considering prevailing winds, to comply  
with other applicable air pollution control requirements and minimize adverse impacts on public  
health and welfare, the following information is provided for consideration:

AQ-8

PREVENT RELEASE OF REGULATED ASBESTOS FIBERS

Title 40 Code of Federal Regulations § 61.145 contains requirements to survey for the presence  
of asbestos at each demolition or renovation activity prior to demolition or renovation (Asbestos  
National Emission Standards for Hazardous Air Pollutants. A 10-business days advance

Northern Regional Office  
1801 W. Route 66 • Suite 117 • Flagstaff, AZ 86001  
(928) 779-0313

Southern Regional Office  
400 West Congress Street • Suite 433 • Tucson, AZ 85701  
(520) 628-6733

Printed on recycled paper

2051 TU

AIR PILOTS AGREE =  
THE F-35 IS A

2/23-TUCSON

LAWYERS!

Mr. David Martin and Ms. Kim Fornof  
February 8, 2012  
Page 2

2052 AZ

notification of demolition is required for every demolition project (unless at an exempt facility) and for any renovation project that would disturb at least 260 linear feet, on pipes, at least 160 square feet on other components, or at least 35 cubic feet where length or area cannot be measured. A permit may be required. To determine applicability of asbestos survey and work practice standards, please contact the Environmental Program Specialist, Air Quality Division Compliance Section, at (602) 771-2333.

AQ-8  
cont'd

#### REDUCE DISTURBANCE of PARTICULATE MATTER during CONSTRUCTION

This action, plan or activity may temporarily increase ambient particulate matter (dust) levels. Particulate matter 10 microns in size and smaller can penetrate the lungs of human beings and animals and is subject to a National Ambient Air Quality Standard (NAAQS) to protect public health and welfare. Particulate matter 2.5 microns in size and smaller is difficult for lungs to expel and has been linked to increases in death rates; heart attacks by disturbing heart rhythms and increasing plaque and clotting; respiratory infections; asthma attacks and cardiopulmonary obstructive disease (COPD) aggravation. It is also subject to a NAAQS.

The following measures are recommended to reduce disturbance of particulate matter, including emissions caused by strong winds as well as machinery and trucks tracking soil off the construction site:

- I. Site Preparation and Construction
  - A. Minimize land disturbance;
  - B. Suppress dust on traveled paths which are not paved through wetting, use of watering trucks, chemical dust suppressants, or other reasonable precautions to prevent dust entering ambient air;
  - C. Cover trucks when hauling soil;
  - D. Minimize soil track-out by washing or cleaning truck wheels before leaving construction site;
  - E. Stabilize the surface of soil piles; and
  - F. Create windbreaks.
- II. Site Restoration
  - A. Revegetate any disturbed land not used;
  - B. Remove unused material; and
  - C. Remove soil piles via covered trucks.

AQ-9

The following rules applicable to reducing dust from open areas, dry washes or riverbeds, roadways and streets are enclosed:

- Arizona Administrative Code R18-2-604 and R18-2-605
- Arizona Administrative Code R18-2-804
- Maricopa County Code Rules 310 and 310.01  
(see <http://www.maricopa.gov/airquality/divisions/compliance/dust/Default.aspx>)

Mr. David Martin and Ms. Kim Fornof  
February 8, 2012  
Page 3

2052 AZ

Should you have further questions, please do not hesitate to call me at (602) 771-2375, or Lhamo LeMoine at (602) 771-2373.

Very truly yours,



Diane L. Arnst, Manager  
Air Quality Planning Section

Enclosures (2)

cc: Bret Parke, EV Administrative Counsel  
Lhamo LeMoine, Administrative Secretary  
File No. 277337, 278305, and 279123

- c. If the burning would occur at a solid waste facility in violation of 40 CFR 258.24 and the Director has not issued a variance under A.R.S. § 49-763.01.
- B. Open outdoor fires of dangerous material. A fire set for the disposal of a dangerous material is allowed by the provisions of this Section, when the material is too dangerous to store and transport, and the Director has issued a permit for the fire. A permit issued under this subsection shall contain all provisions in subsection (D)(3) except for subsections (D)(3)(e) and (D)(3)(f). The Director shall permit fires for the disposal of dangerous materials only when no safe alternative method of disposal exists, and burning the materials does not result in the emission of hazardous or toxic substances either directly or as a product of combustion in amounts that will endanger health or safety.
- F. Open outdoor fires of household waste. An open outdoor fire for the disposal of household waste is allowed by provisions of this Section when permitted in writing by the Director or a delegated authority. A permit issued under this subsection shall contain all provisions in subsection (D)(3) except for subsections (D)(3)(e) and (D)(3)(f). The permittee shall conduct open outdoor fires of household waste in an approved waste burner and shall either:
1. Burn household waste generated on-site on farms or ranches of 40 acres or more where no household waste collection or disposal service is available; or
  2. Burn household waste generated on-site where no household waste collection and disposal service is available and where the nearest other dwelling unit is at least 500 feet away.
- G. Permits issued by a delegated authority. The Director may delegate authority for the issuance of open burning permits to a county, city, town, air pollution control district, or fire district. A delegated authority may not issue a permit for its own open burning activity. The Director shall not delegate authority to issue permits to burn dangerous material under subsection (B). A county, city, town, air pollution control district, or fire district with delegated authority from the Director may assign that authority to one or more private fire protection service providers that perform fire protection services within the county, city, town, air pollution control district, or fire district. A private fire protection provider shall not directly or indirectly condition the issuance of open burning permits on the applicant being a customer. Permits issued under this subsection shall comply with the requirements in subsection (D)(3) and be in a format prescribed by the Director. Each delegated authority shall:
1. Maintain a copy of each permit issued for the previous five years available for inspection by the Director;
  2. For each permit currently issued, have a means of contacting the person authorized by the permit to set an open fire if an order to extinguish open burning is issued; and
  3. Annually submit to the Director by May 15 a record of daily burn activity, excluding household waste burn permits, on a form provided by the Director for the previous calendar year containing the information required in subsections (D)(3)(e) and (D)(3)(f).
- H. The Director shall hold an annual public meeting for interested parties to review operations of the open outdoor fire program and discuss emission reduction techniques.
- J. Nothing in this Section is intended to permit any practice that is a violation of any statute, ordinance, rule, or regulation.

Historical Note

Adopted effective May 14, 1979 (Supp. 79-1). Amended effective October 2, 1979 (Supp. 79-5). Correction, subsection (C) repealed effective October 2, 1979, not shown (Supp. 80-1). Former Section R9-3-602 renumbered without change as Section R18-2-602 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-602 renumbered to R18-2-602, new Section R18-2-602 renumbered from R18-2-401 effective November 15, 1993 (Supp. 93-4). Amended by final rulemaking at 10 A.A.R. 388, effective March 16, 2004 (Supp. 04-1).

R18-2-603. Repealed

Historical Note

Adopted effective May 14, 1979 (Supp. 79-1). Former Section R9-3-603 renumbered without change as Section R18-2-603 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-603 renumbered to R18-2-603, new Section R18-2-603 renumbered from R18-2-403 effective November 15, 1993 (Supp. 93-4). Repealed effective October 8, 1996 (Supp. 96-4).

R18-2-604. Open Areas, Dry Washes, or Riverbeds

- A. No person shall cause, suffer, allow, or permit a building or its appurtenances, or a building or subdivision site, or a driveway, or a parking area, or a vacant lot or sales lot, or an urban or suburban open area to be constructed, used, altered, repaired, demolished, cleared, or leveled, or the earth to be moved or excavated, without taking reasonable precautions to limit excessive amounts of particulate matter from becoming airborne. Dust and other types of air contaminants shall be kept to a minimum by good modern practices such as using an approved dust suppressant or adhesive soil stabilizer, paving, covering, landscaping, continuous wetting, detouring, barring access, or other acceptable means.
- B. No person shall cause, suffer, allow, or permit a vacant lot, or an urban or suburban open area, to be driven over or used by motor vehicles, trucks, cars, cycles, bikes, or buggies, or by animals such as horses, without taking reasonable precautions to limit excessive amounts of particulates from becoming airborne. Dust shall be kept to a minimum by using an approved dust suppressant, or adhesive soil stabilizer, or by paving, or by barring access to the property, or by other acceptable means.
- C. No person shall operate a motor vehicle for recreational purposes in a dry wash, riverbed or open area in such a way as to cause or contribute to visible dust emissions which then cross property lines into a residential, recreational, institutional, educational, retail sales, hotel or business premises. For purposes of this subsection "motor vehicles" shall include, but not be limited to trucks, cars, cycles, bikes, buggies and 3-wheelers. Any person who violates the provisions of this subsection shall be subject to prosecution under A.R.S. § 49-463.

Historical Note

Adopted effective May 14, 1979 (Supp. 79-1). Former Section R9-3-604 renumbered without change as Section R18-2-604 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-604 renumbered to R18-2-604, new Section R18-2-604 renumbered from R18-2-404 and amended effective November 15, 1993 (Supp. 93-4).

R18-2-605. Roadways and Streets

- A. No person shall cause, suffer, allow or permit the use, repair, construction or reconstruction of a roadway or alley without taking reasonable precautions to prevent excessive amounts of particulate matter from becoming airborne. Dust and other particulates shall be kept to a minimum by employing temporary paving, dust suppressants, wetting down, detouring or by other reasonable means.
- B. No person shall cause, suffer, allow or permit transportation of materials likely to give rise to airborne dust without taking reasonable precautions, such as wetting, applying dust suppressants, or covering the load, to prevent particulate matter from becoming airborne. Earth or other material that is deposited by trucking or earth moving equipment shall be removed from paved streets by the person responsible for such deposits.

Historical Note

Adopted effective May 14, 1979 (Supp. 79-1). Former Section R9-3-605 renumbered without change as Section R18-2-605 (Supp. 87-3). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-605 renumbered to R18-2-605, new Section R18-2-605 renumbered from R18-2-405 effective November 15, 1993 (Supp. 93-4).

R18-2-606. Material Handling

No person shall cause, suffer, allow or permit crushing, screening, handling, transporting or conveying of materials or other operations likely to result in significant amounts of airborne dust without taking reasonable precautions, such as the use of spray bars, wetting agents, dust suppressants, covering the load, and hoods to prevent excessive amounts of particulate matter from becoming airborne.

Historical Note

Section R18-2-606 renumbered from R18-2-406 effective November 15, 1993 (Supp. 93-4).

R18-2-607. Storage Piles

- A. No person shall cause, suffer, allow, or permit organic or inorganic dust producing material to be stacked, piled, or otherwise stored without taking reasonable precautions such as chemical stabilization, wetting, or covering to prevent excessive amounts of particulate matter from becoming airborne.
- B. Stacking and reclaiming machinery utilized at storage piles shall be operated at all times with a minimum fall of material and in such manner, or with the use of spray bars and wetting agents, as to prevent excessive amounts of particulate matter from becoming airborne.

Historical Note

Section R18-2-607 renumbered from R18-2-407 effective November 15, 1993 (Supp. 93-4).

R18-2-608. Mineral Tailings

No person shall cause, suffer, allow, or permit construction of mineral tailing piles without taking reasonable precautions to prevent excessive amounts of particulate matter from becoming airborne. Reasonable precautions shall mean wetting, chemical stabilization, revegetation or such other measures as are approved by the Director.

Historical Note

Section R18-2-608 renumbered from R18-2-408, new Section R18-2-408 adopted effective November 15, 1993 (Supp. 93-4).

R18-2-609. Agricultural Practices

A person shall not cause, suffer, allow, or permit the performance of agricultural practices outside the Phoenix and Yuma planning areas, as defined in 40 CFR 81.303, which is incorporated by reference in R18-2-210, including tilling of land and application of fertilizers without taking reasonable precautions to prevent excessive amounts of particulate matter from becoming airborne.

Historical Note

Section R18-2-609 renumbered from R18-2-409 effective November 15, 1993 (Supp. 93-4). Amended by final rulemaking at 6 A.A.R. 2009, effective May 12, 2000 (Supp. 00-2). Amended by final rulemaking at 11 A.A.R. 2210, effective July 18, 2005 (Supp. 05-2).

R18-2-610. Definitions for R18-2-611

The definitions in Article 1 of this Chapter and the following definitions apply to R18-2-611:

1. "Access restriction" means restricting or eliminating public access to noncropland with signs or physical obstruction.
2. "Aggregate cover" means gravel, concrete, recycled road base, caliche, or other similar material applied to noncropland.
3. "Artificial wind barrier" means a physical barrier to the wind.
4. "Best management practice" means a technique verified by scientific research, that on a case-by-case basis is practical, economically feasible, and effective in reducing PM<sub>10</sub> emissions from a regulated agricultural activity.
5. "Chemical irrigation" means applying a fertilizer, pesticide, or other agricultural chemical to cropland through an irrigation system.
6. "Combining tractor operations" means performing two or more tillage, cultivation, planting, or harvesting operations with a single tractor or harvester pass.
7. "Commercial farm" means 10 or more contiguous acres of land used for agricultural purposes within the boundary of the Maricopa PM<sub>10</sub> nonattainment area.
8. "Commercial farmer" means an individual, entity, or joint operation in general control of a commercial farm.
9. "Committee" means the Governor's Agricultural Best Management Practices Committee.
10. "Cover crop" means plants or a grass manure crop grown for seasonal soil protection or soil improvement.
11. "Critical area planting" means using trees, shrubs, vines, grasses, or other vegetative cover on noncropland.
12. "Cropland" means land of a commercial farm that:
  - a. Is within the time-frame of final harvest to plant emergence;
  - b. Has been tilled in a prior year and is suitable for crop production, but is currently fallow; or
  - c. Is a turn-row.

ARTICLE 8. EMISSIONS FROM MOBILE SOURCES (NEW AND EXISTING)

R18-2-801. Classification of Mobile Sources

A. This Article is applicable to mobile sources which either move while emitting air contaminants or are frequently moved during the course of their utilization but are not classified as motor vehicles, agricultural vehicles, or agricultural equipment used in normal farm operations.

B. Unless otherwise specified, no mobile source shall emit smoke or dust the opacity of which exceeds 40%.

Historical Note

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Amended effective February 3, 1993 (Supp. 93-1). Former Section R18-2-801 renumbered to Section R18-2-901, new Section R18-2-801 renumbered from R18-2-601 effective November 15, 1993 (Supp. 93-4).

R18-2-802. Off-road Machinery

A. No person shall cause, allow or permit to be emitted into the atmosphere from any off-road machinery, smoke for any period greater than 10 consecutive seconds, the opacity of which exceeds 40%. Visible emissions when starting cold equipment shall be exempt from this requirement for the first 10 minutes.

B. Off-road machinery shall include trucks, graders, scrapers, rollers, locomotives and other construction and mining machinery not normally driven on a completed public roadway.

Historical Note

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-802 renumbered to Section R18-2-902, new Section R18-2-802 renumbered from R18-2-602 effective November 15, 1993 (Supp. 93-4).

R18-2-803. Heater-planer Units

No person shall cause, allow or permit to be emitted into the atmosphere from any heater-planer operated for the purpose of reconstructing asphalt pavements smoke the opacity of which exceeds 20%. However three minutes' upset time in any one hour shall not constitute a violation of this Section.

Historical Note

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-803 renumbered to Section R18-2-903, new Section R18-2-803 renumbered from R18-2-603 effective November 15, 1993 (Supp. 93-4).

R18-2-804. Roadway and Site Cleaning Machinery

A. No person shall cause, allow or permit to be emitted into the atmosphere from any roadway and site cleaning machinery smoke or dust for any period greater than 10 consecutive seconds, the opacity of which exceeds 40%. Visible emissions when starting cold equipment shall be exempt from this requirement for the first 10 minutes.

B. In addition to complying with subsection (A), no person shall cause, allow or permit the cleaning of any site, roadway, or alley without taking reasonable precautions to prevent particulate matter from becoming airborne. Reasonable precautions may include applying dust suppressants. Earth or other material shall be removed from paved streets onto which earth or other material has been transported by trucking or earth moving equipment, erosion by water or by other means.

Historical Note

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Amended effective February 3, 1993 (Supp. 93-1). Former Section R18-2-804 renumbered to Section R18-2-904, new Section R18-2-804 renumbered from R18-2-604 effective November 15, 1993 (Supp. 93-4).

R18-2-805. Asphalt or Tar Kettles

A. No person shall cause, allow or permit to be emitted into the atmosphere from any asphalt or tar kettle smoke for any period greater than 10 consecutive seconds, the opacity of which exceeds 40%.

B. In addition to complying with subsection (A), no person shall cause, allow or permit the operation of an asphalt or tar kettle without minimizing air contaminant emissions by utilizing all of the following control measures:

1. The control of temperature recommended by the asphalt or tar manufacturer;
2. The operation of the kettle with lid closed except when charging;
3. The pumping of asphalt from the kettle or the drawing of asphalt through coeks with no dipping;
4. The dipping of tar in an approved manner;
5. The maintaining of the kettle in clean, properly adjusted, and good operating condition;
6. The firing of the kettle with liquid petroleum gas or other fuels acceptable to the Director.

Historical Note

Adopted effective February 26, 1988 (Supp. 88-1). Amended effective September 26, 1990 (Supp. 90-3). Former Section R18-2-805 renumbered to Section R18-2-905, new Section R18-2-805 renumbered from R18-2-605 effective November 15, 1993 (Supp. 93-4).



THE STATE OF ARIZONA  
GAME AND FISH DEPARTMENT

5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGF.DOV  
REGION IV, 9140 E. 28TH ST., YUMA, AZ 85365



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GARY R. HOWATTER  
BOB BROSCHEID

February 15, 2012

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

Re: F-35A Training Basing: Draft Environmental Impact Statement

Dear Mr. Martin:

The Arizona Game and Fish Department (Department) has reviewed the Department of the Air Force's January 2012 Draft Environmental Impact Statement (Draft EIS) for establishing the F-35A Joint Strike Fighter training aircraft at Luke Air Force Base and Tucson International Airport Air Guard Station (Tucson AGS). Given the description and our understanding of planned activities, we are providing the following comments for your consideration.

The Department has no comments on the Draft EIS but supports the basing of the F-35A at Luke Air Force Base and Tucson AGS. The Department does respectfully request to be informed on decisions regarding the proposed lowering of the floor of R-2301E over the Cabeza Prieta National Wildlife Refuge. As discussed the proposed lowering could result in increases in noise that are not compatible with wildlife.

GE-3  
BI-7

Final  
June 2012

2053 AZ

Mr. Martin 2/15/12  
2

Thank you for the opportunity to provide comments on the Draft EIS. We appreciate the continued cooperation and partnership between the Air Force and the Department. If you have any questions, please contact me at 928-341-4069 or tbommarito@azgfd.gov.

Sincerely,



Tab Bommarito  
Habitat Specialist  
Region IV, Yuma

cc: Pat Barber, Regional Supervisor, Region IV  
Josh Avey, Chief, Habitat Branch  
Leonard Ordway, Assistant Director, Field Operations  
Bill Knowles, Habitat Program Manager, Region IV

AGFD #M12-01194034

2054 LU



**Maricopa County**  
MARY ROSE WILCOX  
Board of Supervisors, District 5

301 West Jefferson Street  
10th Floor  
Phoenix, AZ 85003-2143  
Phone: 602-506-7562  
Fax: 602-506-6362  
www.maricopa.gov

February 16, 2012

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

Dear Mr. Martin:

Thank you for providing this opportunity to express my support for Luke Air Force Base as the training facility for the F-35, Joint Strike Fighter. Luke Air Force Base has been a valued community asset for decades and we are very proud that Luke is being considered for the F-35 Pilot Training Center.

If Luke becomes the training center for F-35 pilots, the local community, the United State and the world will benefit. The local community will benefit from the estimated economic impact of over \$2 billion annually. The United States and its allies will benefit from training pilots in a location like no other, a location that is close to the Barry M. Goldwater Range, which provides a unique opportunity for pilots to learn air-to-ground combat maneuvers.

Realizing the importance of the F-35 coming to Luke Air Force Base, I was part of a bipartisan effort in 2010 that stopped new single-family development around the base. Today, I remain steadfast in my support of that policy and F-35 coming to Luke Air Force Base.

Thank you for your time and consideration.

Sincerely,



Supervisor Mary Rose Wilcox  
Maricopa County Board of Supervisors

GE-3

Final  
June 2012

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



2055 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: [aetca7cpinbox@us.af.mil](mailto:aetca7cpinbox@us.af.mil)

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

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

Name: JONAS M. MAREN

Organization/Affiliation: MOUNTAIN COMMITTEE, 162nd Fighter Wing

Address: 7851 W. TROOP FRIG TRAIL

City, State, Zip Code: TUCSON, AZ, 85785

Comments:

I support bringing the F-35 to Tucson and the 162nd Fighter Wing

\*\*\*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

MOHAVE COUNTY BOARD of SUPERVISORS



2056 LU

P.O. Box 7000 700 West Beale Street Kingman, Arizona 86402-7000  
Website - [www.co.mohave.az.us](http://www.co.mohave.az.us) TDD - (928) 753-0726

District 1 Gary Watson (928) 753-0722  
District 2 Tom Sockwell (928) 758-0713  
District 3 Buster D. Johnson (928) 453-0724

County Manager  
Ron E. Walker  
(928) 753-0729  
FAX (928) 718-4957

Clerk of the Board  
Barbara Bracken  
(928) 753-0731  
FAX (928) 753-0732

February 10, 2012

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

RE: Proposed Pilot Training Center and Basing of F-35A Training Aircraft Environmental Impact Statement (EIS)

The Mohave County Board of Supervisors is writing in support of the Air Force's proposal to establish a Pilot Training Center for the F-35A Joint Strike Fighter (JSF) aircraft at one or more existing Air Force or Air National Guard installations within the continental United States.

The Air Force is looking at four basing alternatives:

- Boise Air Terminal Air Guard Station, Idaho
- Holloman Air Force Base (AFB), New Mexico
- Luke AFB, Arizona
- Tucson International Airport Air Guard Station, Arizona

The Mohave County Board of Supervisors supports Luke Air Force Base as being chosen as one of the alternatives for the F-35A Training Centers. Existing portions of the Bagdad Military Operations Area and two training routes, VR-243 and VR-245, include portions of Mohave County. These areas are generally sparsely populated or remote. The proposal does not change these existing areas, and data indicates that any effects on residents below those over flight areas would be reduced due to the higher altitude of the F-35A flights.

Luke AFB also has gone to great lengths to ensure the protection of our environment. They have a long history of conscientious environmental stewardship with managing 1.1 million of the 2.7 million acres that comprise the Barry M. Goldwater Range in southern Arizona and its current solar project. They also have good standing with the Maricopa County Air Quality Department. In 2004, Luke became the first Department of Defense installation in the state to obtain a Title V air permit which was renewed in November of last year.

Final  
June 2012

GE-3

GE-3

GE-3

2056 LU

F-35A Training Aircraft Environmental Impact Statement  
February 10, 2012  
Page Two

Luke AFB is also part of the Arizona Interagency Desert Tortoise Team which coordinates with other agencies to: (1) Ensure the perpetuation of the species and (2) prevent loss and improve quality of habitat in Arizona.

Luke AFB has always been concerned with the environment and allowing an F-35A Training Center to be established there is in no way going to cause any environmental impact on the area. In the Final Draft Environmental Impact Statement (EIS) it was stated that "The net change in annual emissions between the 1999 base case and the basing of 24 to 144 F-35A training aircraft at Luke AFB would reduce emissions of all pollutants. Since the net effect of each basing action would not exceed any applicable conformity or PSD threshold, the F-35A bed-down actions would produce less than significant air quality impacts."

Luke AFB has always been a good neighbor to Mohave County and the state since its opening in 1941. Mohave County would indirectly benefit from the approval of F-35A training on the base. Upwards to \$17 million in tax revenues would be added to the economy in Arizona if approved. While that may not directly impact Mohave County, it does have a profound effect come budget time. What is good for the state in return is good for us as it means less money will be swept from our funds to cover the state's budget. The better the state does the better chance we have of doing well.

Not only would a training center improve the overall state's economy, it would bring much needed jobs into the area. Luke Air Force Base alone contributes more than 7,000 jobs and \$2.17 billion annually to the local economy. In times of economic downturns, military installations provide unsurpassed economic stability. If awarded the F-35A training mission, Luke can anticipate seeing an infusion of \$125 - \$150 in construction-related projects. Between 1,532 to 2,657 new construction jobs are anticipated. Under the Preferred Alternative of Six increments for Luke AFB, an estimated 2,290 construction jobs would be created, and 299 operational positions at Luke AFB would be added.

In addition to protecting our nation's defense and being an economic asset to the state, Luke AFB has a profound impact in our community. Base personnel volunteer more than 100,000 hours annually at local schools, churches, youth sports leagues and non-profit organizations.

It is a matter of national security that Pilot Training Centers for the F-35A's are setup. The F-35A is the Fighter replacement for aging aircraft scheduled to be withdrawn from service through 2025. Trained F-35A pilots and personnel must be available to meet F-35A scheduled delivery dates as legacy fighter aircraft are withdrawn from service. The No Action Alternative for this EIS means that an F-35A training basing would not take place at any of the basing alternatives. No F-35A personnel changes or construction would be performed and no F-35A training activities would be conducted in the United States. The No Action Alternative, if chosen, would be a disaster for the national security of this country.

GE-3  
cont'd

2056 LU

F-35A Training Aircraft Environmental Impact Statement  
February 10, 2012  
Page Three

There are many positive reasons why F-35A's should be used as a replacement and supplement for existing legacy aircraft. The F-35A offers a unique combination of capabilities to achieve multiple-mission roles such as:

- Low Observability: Design features and radar-absorbent materials.
- Range and Supersonic Speed: Combat radius and speed equivalent to or greater than the F-16.
- Sensor Integration to Support Precision Munitions: Threat detection and precision munitions delivery at substantially greater distances than legacy aircraft.
- Comprehensive Combat Information Systems: Highly sophisticated situation awareness for combat pilots.
- Low Maintenance Costs: Computerized self-tests of all systems to enhance mission readiness.

Allowing F-35A training in Arizona would be a major plus to the state's economy. Not allowing for this training would be a major blow to the national security of this country. It is important not just for Arizona that this training occurs but for the entire nation as a whole. F-16's are over 40 years old, meaning the concept was originally created back in the early 1970's. Technology and the threat our nation faces today are drastically different than they were back in the early 70's. We need this technology to protect this nation from future threats.

Sincerely,

MOHAVE COUNTY BOARD OF SUPERVISORS



Buster D. Johnson, Chairman

GE-3  
cont'd

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



2057 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: aetlc.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: Betty A. Olson  
 Organization/Affiliation: Mountain Dove Realty . com  
 Address: 33 Wood Road  
 City, State, Zip Code: Wood NM 88354

Comments: You have confiscated all the ranches to form your White Sands Missile Range plus other W. Oregon Range to use it & quit usurping more private lands in this manner.

DO-4

\*\*\*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)



2058 TU

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Name: Stevie Cole  
 Organization/Affiliation: Southwest Appraisal Associates  
 Address: 6021 E. GRANT RD  
 City, State, Zip Code: TUCSON, AZ 85712

Comments: I am a supporter of The USAF locating their F-35 strike Fighter here at Tucson International Airport in Tucson, Arizona.

GE-3

The landing phase of operations for the F-35 does not create more noise than the current F16's. Take-offs are ground based operations and most often fly to the southeast where no housing is located.

NO-9

\*\*\*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.

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



2059 TU

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- 2) Mail, fax or email comments to:

David Martin, Air Force Contractor, and Kim Fornof  
HQ AETCA/7CPP  
266 F Street West, Bldg. 901  
Randolph AFB, TX 78150-4319  
Fax: 210-652-6649  
Email: [aetca7cp.inbox@us.af.mil](mailto:aetca7cp.inbox@us.af.mil)

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Name: JOE MANEMANN

Organization/Affiliation: SOUTHERN ARIZONA COMMERCIAL REAL ESTATE

Address: 7500 E. CALLE LAS ARBOLES

City, State, Zip Code: TUCSON, AZ 85750

Comments: I GROW UP IN TUCSON. AS A NATIVE, I LIVED AT 2<sup>ND</sup> STREET & TUCSON BLVD. (85716) RIGHT IN THE FLIGHT LINE OF DANIEL MONTAN AFB FROM 1948 TILL 1965. WE ALWAYS ENJOYED THE PLANES COMING IN OVER OUR HOUSE. WE THOUGHT NOTHING OF THE SOUND OF THE JETS & PROPS. I SUPPOSE IT WAS NOISY TO AN EXTENT, BUT WE BECAME OBLIVIOUS TO IT.

I WENT TO ST. AMBROSE SCHOOL, UP TUCSON BLVD. AND I REMEMBER ONE NUN IN PARTICULAR WHO WOULD SAY A LITTLE PRAYER AS ONE OF THE JETS CAME OVER AND MOMENTARILY INTERRUPTED HER. SHE WOULD JUST STOP, PAUSE, CROSS HERSELF AND THEN GO ON WITH THE LESSON.

\*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.

GE-10

2059 TU

I ASKED HER ONCE, WHAT SHE WAS PRAYING FOR WHEN THAT OCCURRED. SHE SAID SHE WAS JUST GIVING THANKS THAT WE HAD THE PRESENCE OF THE AIR FORCE NEARBY TO PROTECT US AND THAT WE SHOULD ALL BE GRATEFUL FOR THE GREAT SOLDIERS AND PILOTS THAT WE ENJOY IN AMERICA. I LATER LEARNED THAT SHE HAD A BAD WAR EXPERIENCE IN FRANCE IN WWII, AND THEN REALIZED HER GRATITUDE OF THE AMERICAN MILITARY LIBERATING HER. I ALWAYS THINK OF THAT WHEN I SEE THE PLANES IN THE AIR HERE.

CONCLUSION:

THE "NOISE" IS WAY OVERSTATED. WE GET USED TO IT AND WHEN I HEAR SOMEONE COMPLAIN ABOUT IT, I JUST SAY "THAT IS THE SOUND OF FREEDOM." AS I REMEMBER THE SISTER WHO SHOWED ME THAT WE SHOULD ALL INDEED BE GRATEFUL FOR THE MILITARY WE HAVE HERE, PUT UP WITH A SMALL ANNOYANCE, AND GO ON WITH OUR TASKS, ENJOYING OUR FREEDOM PROVIDED BY OUR MILITARY.

DMAFB IS A GREAT INSTITUTION IN TUCSON AND THE VAST MAJORITY OF CITIZENS HERE ARE GRATEFUL FOR ITS PRESENCE AND HOPE IT CONTINUES TO BE HERE FOR MANY YEARS & GENERATIONS TO COME.

THANKS,

Joe Manemann

jmanemann@msa.com

GE-10  
cont'd

Final  
June 2012

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



2060 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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- 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: 210.662.6619  
 Email: aetc.afcp.inbox@us.af.mil

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Name: Dan Richards  
 Organization/Affiliation: Southwest Appraisal Associates  
 Address: 6021 E. Grant Rd., Tucson AZ 85712  
 City, State, Zip Code: Tucson AZ 85712

Comments:   
 I strongly support the USAF locating the F-35 strike fighter base at the Tucson International Airport. GE-3  
 Tucson has the advantage of the existing F-16 facilities that could be expanded. NO-9  
 In my opinion the operation of the F-35s would not generate any more noise than the F-16s currently generate. Also, I believe Air Force experts would develop proper flight procedures for take-offs and landings to minimize noise generation. More importantly, aircraft operations typically overfly vacant desert and sparsely developed rural areas. NO-29

\*\*\*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.



2061 TU

February 21, 2012

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

Dear Mr. Martin & Ms. Fornof:

The Southern Arizona Leadership Council (SALC) is comprised of over 100 CEO and community leaders. We write you today in full support of basing the next generation of U.S. Air Force fighter aircraft, the F-35A, at the 162nd Fighter Wing, Tucson International Airport.

The 162nd Fighter Wing has long served this nation by providing unmatched high quality U.S. and international pilot training in fighter aircraft. The 162nd Fighter Wings positive economic impact on our community is certainly important, but it is equally important that the vast majority of our citizens take great pride in the fact that our region plays a significant role in the defense of our nation. The people of Tucson have shown unwavering support for all the military in Southern Arizona and that extends directly to their support of basing the F-35A here.

The advantages of pilot training in our region include great weather, unmatched training ranges and a highly experienced team of professionals in a wing that already conducts high quality fighter training for the USAF and 27 allied nations. The community leaders of SALC also noted the following additional reasons for their enthusiastic support:

- The F-35, if based at Tucson International Airport, TIA, would require between \$176 and \$188 million in construction projects at the airport which would bring a 2-to-3 year stimulus for Tucson's construction industry and create between 1,815 and 2,089 jobs.
- Tucson International Airport is an ideal location for basing the F-35A due to its highly successful noise mitigation program. The actions taken over the last 20 years included moving the main Runway some 3000 feet to the southeast. Aircraft now fly at a higher altitude as they approach the field over the more populated areas northwest of the airport. Another significant action was the FAA approved \$35 million sound insulation program. That program has insulated over 1100 homes near or under the flight path to TIA.
- The Draft EIS states that F-35 training would generate less emissions than F-16 training - a "less-than-significant" air quality impact. And the impacts on wildlife, vegetation, historic properties, and recreation areas range from none to minimal.
- The Draft EIS states that there would be no anticipated increase in safety risks associated with aircraft mishaps.

GE-3

2061 TU

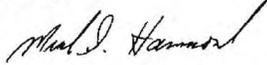
February 21, 2012  
David Martin, Air Force Contractor, and Kim Fornof  
Page 2 of 2

Basing the F-35A at the 162nd Fighter Wing offers great flexibility for the USAF to continue the high quality fighter training already in place serving the USAF and our allies. The 162nd Fighter Wing has a demonstrated and unmatched record of efficiency and effectiveness in carrying out a complex fighter training mission. We are confident that basing the F-35A in Tucson is both the best operational decision and the best value option for the USAF especially in view of the budget challenges ahead.

GE-3  
cont'd

Tucson and the 162 Fighter Wing stand ready to serve the needs of our nation, the USAF and our allies and we urge you to select the 162nd Fighter Wing as the next F-35A Pilot Training Center for the USAF.

Sincerely,



Michael Hammond  
Chairman  
Southern Arizona Leadership Council

2062 LU



**Maricopa County**  
Department of Transportation

2001 W. Durango Street  
Phoenix, Arizona 85009  
Phone: (602) 506-8000  
Fax: (602) 506-4858

February 23, 2012

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

Dear Mr. Martin and Ms. Fornof:

Luke Air Force Base has served a vital role for the U.S. Air Force for seventy years. As the world's largest fighter wing and the finest training base in the world, Luke is the logical location as a training site for the F-35 mission. Arizona has the ideal climate, land, airspace, training ranges and facilities needed to fly the F-35.

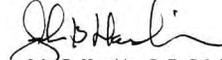
Luke Air Force Base enjoys unconditional community support from Arizonans like me. In fact, Arizona is viewed as a model for proactively and successfully securing statewide legislation that ensures responsible land-use planning around the state's military institutions to ensure that development is compatible with the installation's mission. Luke also possesses the ability to house up to six squadrons of F-35's along with a network of auxiliary fields which are of critical importance to pilot training. Finally, its management and operation of Barry M. Goldwater Range, provides pilots with year round, state-of-the-art training capabilities and a realistic training environment.

GE-3

My family has a personal connection with Luke Air Force Base since my father was one of the first instructor pilots at that location in World War two. He was stationed there and assisted many flight students in getting their wings including one Barry Goldwater who was not a Senator at the time. This base has been an integral part of the Phoenix area since that time. The contribution to the Air Force Mission has been significant and many of the excellent pilots flying missions overseas right now were trained at Luke Air Force base!

The F-35 is certainly a game changer in the Military Aircraft industry and will contribute to the United States Airborne supremacy for some time to come. I recommend that you seriously consider the contribution that this facility can make to the overall success of the Air Force and respectfully request you select Luke AFB as the location for F-35 training.

Best Regards,



John B. Hauskins, P. E., R.L.S  
Director, Maricopa County Department of Transportation

Final  
June 2012



**www.TucsonForward.com**

P.O. Box 42472 • Tucson, AZ 85733-2472

2063 TU

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

February 24, 2012

Dear Mr. Martin:

We want to 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. It was a pleasure meeting you here in Tucson.

The F-35 uses brand new technologies and we realize that issuing an Environmental Impact Statement for this aircraft is not an easy task. Due to the complex technical issues involved with this new aircraft, the citizens need more time to understand these complexities. We respectfully request a 45-day extension of the comment period on the draft EIS so that the public can better understand the technical aspects of the DEIS and offer more constructive, substantive comments.

NP-12

Thank you in advance for your consideration of our request and we await your reply.

Respectfully,

Mary Terry Schiftz  
President  
Tucson Forward, Inc.

2064 BO

**WWW.SAVEOURVALLEYNOW.ORG**

4400 Meriwether Boise Idaho 83705

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

February 29<sup>th</sup>, 2012

Dear Mr. Martin

We want to thank you for the opportunity to hear about and comment on the Draft Environmental Impact Statement for the proposed F-35A Pilot Training Center at the Boise Air Guard Station in Boise Idaho.

A significant amount of technical information has been presented to the public at the meetings which are currently being held in Boise. For many participants, this is their first opportunity to hear and understand the full details and impact of the proposed training facility in Boise. We have very recently had assistance offered by very experienced economists, statisticians, risk managers, biologists, and acoustical engineers to analyze the Draft EIS based on awareness resulting from the public meetings and associated news coverage. Obviously with only two weeks between these meetings and the end of the comment period of March 15<sup>th</sup> we cannot respond completely and adequately without an extension of the comment deadline by at least 45 days. We therefore respectfully request a 45-day extension of the comment period on the Draft EIS so our experts and the public in general can better understand the technical aspects of the DEIS and offer more constructive, substantive comments.

NP-12

Thank you in advance for your consideration of our request and we await your reply.

Respectfully

Monty Mericle  
Chief Technical Officer  
SaveOurValleyNow.org

Final  
June 2012

2065 LU

I am writing this letter for the neighborhood water association of Pebble Beach Dr., St. Anne Dr., Augusta Dr., Riverside, and W. Alabama Ave.

Some people in our association went to Lumbard Recreation Center for the meeting with Luke Sullivan. We have complained about the annoying planes overhead and have changed the nearby North Golf Course that we used to enjoy to play at a course in S.C. West.

We have studied the pamphlets given at that meeting, and think Holloman A.F.B. would be more appropriate. Three couples in our association previously lived in Alamogordo and say the area there is nowhere near the amount of residents around LUKE.

However, we do not want to be NAYSAYERS and would like to suggest the possibility of the planes to fly further West. From Grand Ave. South, there is a ravine less than 10 blocks from where the planes now have been flying. They fly now right over this neighborhood and golf course. At the ravine there are no houses.

If this could be changed to that route we will support the F35A just to come to LUKE, but still think a retirement community should be more quiet.

I thank you for considering our suggestions.

This should be sent to LUKE AFB, not to TX.

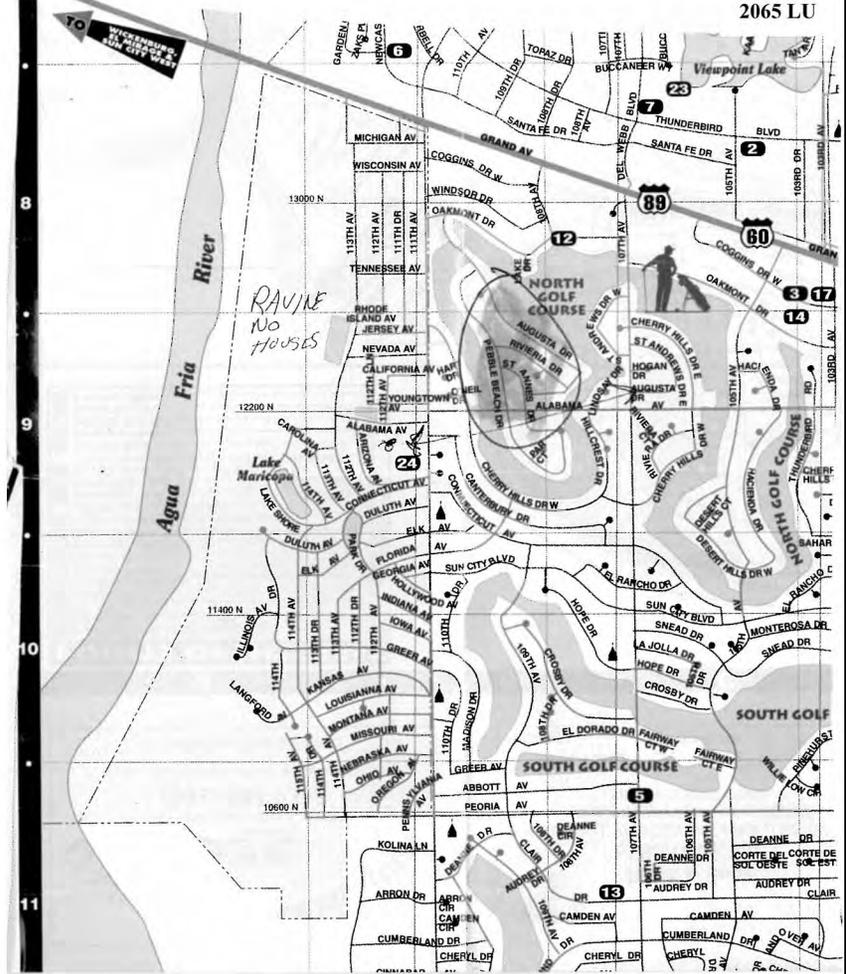
NO-8  
LU-3

GE-1

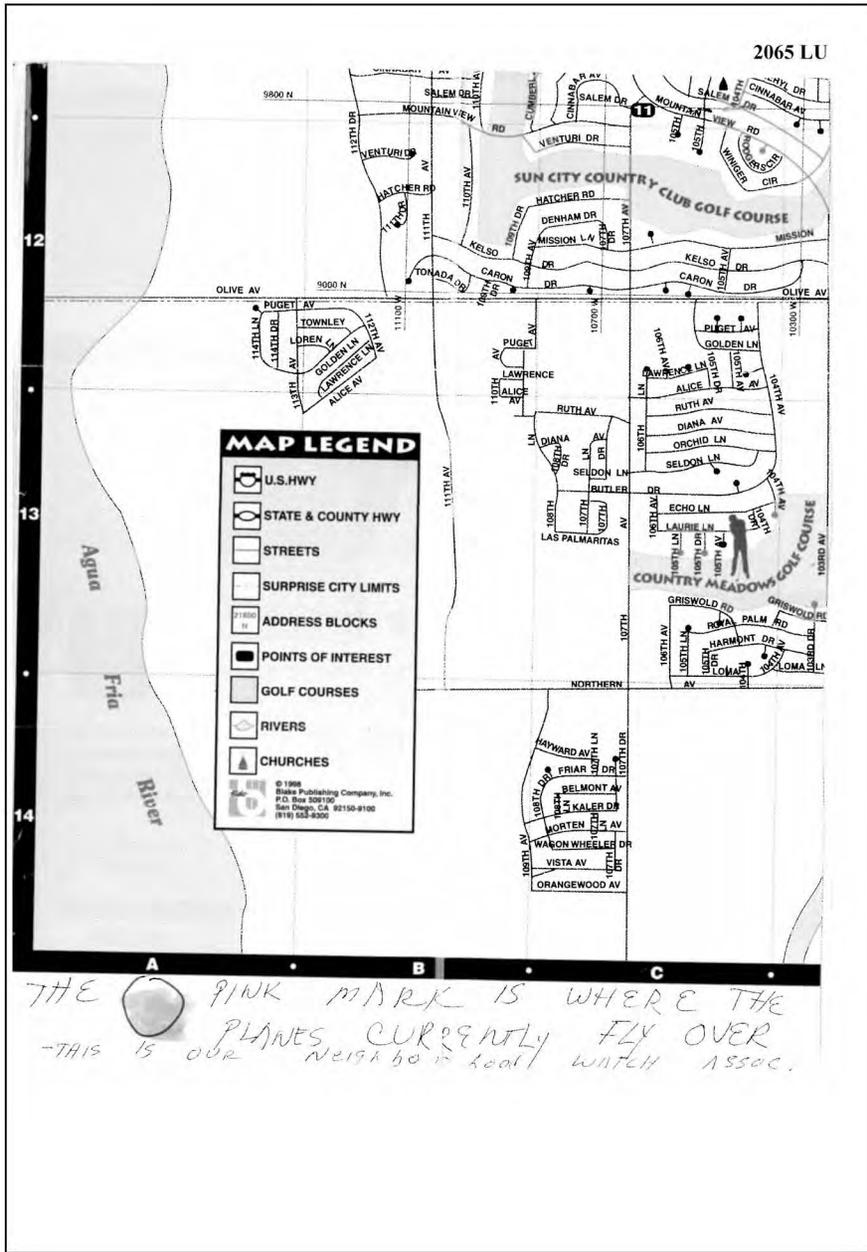
NO-20

NO-23

2065 LU



Final  
June 2012



Date: 2-28-2012

Page 1 of 4

### Testimony of record & 'opposition' for use of Boise, Idaho's Gowen Field as Military training base for F-35 aircraft.

By; Charles Thomas  
 Board member, Three Mile Creek Neighborhood Association.  
 2370 Three Mile Creek Way  
 Boise, Idaho 83709

First I want to make it very clear that 'opposing' the F-35's at Gowen field has nothing to do with patriotism,,, our organization & members are very supportive of our fine military. GE-4

**THANK GOD FOR OUR TROOPS WHO HONOR THEIR OATHS OF OFFICE...**  
**IF OUR PUBLIC SERVANTS DID THE SAME WE WOULD NOT BE HERE TONIGHT & OUR NATION WOULD NOT BE FACING ECONOMIC COLLAPSE..**

During previous 2010 & 2012 F-35 hearings I & other citizen organizations provided evidence that the excessive noise level of F-35s at Gowen Field would create economic disaster to 5-10,000 property & home owners in our community. F-35 noise levels would render our homes & properties 'uninhabitable' & worthless. NO-1  
SO-1

During both the 2010 & 2012 Hearings military & local officials claim they don't really know how loud the F-35s are. During the 2-27-12 hearing Monty Mericle of SAVE OUR VALLEY NOW showed officials a decibel-meter he had purchased & suggested to officials bring an F-35 into Boise for us to settle the noise conflict. There were no-takers... NO-7

**Independent research studies compiled by 'citizens' show area residents would experience F-35 noise levels of at least 141 decibels from 'each' aircraft.** NO-2

2/28 - Boise, ID

Final  
June 2012

With 72 & possibly over a 100 F-35 aircraft being involved in training At Gowan & making multiple take-offs & landings 24-7 , quality of life & economies in Boise, Meridian, Kuna & surrounding areas would be destroyed.

NO-36  
SO-18

At last nights hearings, Monty Mericle of Save Our Valley Now website & organization testified how our valley is often on the verge of exceeding federal air quality standards, that the F-35s would likely place us in constant violation of federal EPA air quality standards.

AQ-3

Puzzling why Feds can restrict citizens access & use of our Public lands for recreation & to support our economy, then mandate hazardous federal projects like the F-35s that are allowed to poop pollution in the air of our cities ??

SA-1  
AQ-1

These type of decisions not only defy common-sense, they reflect more of the disrespect & dishonesty from our public servants.

Perhaps were long overdue to start covering the backs of our military pilots here at these hearings & our troops.. So they & we don't have to do combat with the immoral & ethically bankrupt politicians responsible for re-presenting this boondoggle.

How would you like to be put in these pilots positions & forced to maintain a poker-face for points you know are lies & deception ?

GE-13

While were on the subject of deception, during yesterdays F-35 hearing an area citizen testified & reported that our 'local officials' very recently & quietly removed decibel- noise limit standards.. More F-35 deception ???

At last nights hearings, Monty Mericle of Save Our Valley Now website & organization emphasized how our valley is often on the verge of exceeding federal air quality standards, that the F-35s would likely place us in constant violation of federal EPA air quality standards.

AQ-3

Puzzling why Feds can restrict citizens access & use of our Public lands for recreation & to support our economy, & create hazardous federal projects like the F-35s that would be allowed to poop pollution in the air of our high-density community ??

SA-1  
AQ-1

2/28 - Boise, ID

### WHO WILL PROFIT FROM F-35s AT GOWAN;

The only ones who will benefit from F-35s at Gowan are construction & real-estate industry lobbyists & realtors, voting records prove this is part of lobbying cartel that runs our state & local governments. They will receive a large influx of federal dollars for facility construction & housing for pilots & crew.

It was special interest lobbyists who brought the F-35 back to Boise.

PN-1

Any who have been victims of IDAHO'S FORCED ANNEXATION LAW has learned that a request from fast-buck developers to local government trumps citizens property & voting rights.. We're experiencing the same abusive system with the F-35s.

### BETTER SUITED ALTERNATIVE LOCATIONS

There are other bases under consideration for the F-35s that would be well suited. Holloman AFB in New Mexico is a prime example.

This base is located 14 miles from Alamogordo, where many people 'want' the F-35s.

GE-1

**Holloman is also very close to our nations 'unprotected' border with Mexico, what better place could there be for a stronger well armed military presence .**

Being bombarded daily by deception from our federal, state & local officials & most medias leaves little question why millions of Americans have lost all trust & faith in their public servants.

Perhaps it's time we exercise our constitutional right & obligation to purge our oath breakers before that right is also nullified ?

GE-13

### BETTER SUITED ALTERNATIVE LOCATIONS

There are other bases under consideration for the F-35s that would be well suited. Holloman AFB in New Mexico is a prime example.

This base is located 14 miles from Alamogordo, where many people 'want' the F-35s.

GE-1

**Holloman is also very close to our nations 'unprotected' border with Mexico, what better place could there be for a stronger well armed military presence ?**

2/28 - Boise, ID

2066 BO

Page 4 of 4

Continued & repeated deception & exhibit of total disregard by officials for citizen's economic & health public health issues only serves to further highlight the need for prompt political reform.

NP-2

This type of corruption is directly responsible for bringing our community & nation to the verge of economic ruin.

Americans are several decades past-due to assume their responsibilities as Oath Enforcers & use voting records as hard evidence to halt assaults like this F-35 debacle. It requires direct citizen management to maintain a legitimate representative government.

GE-13

*IF OFFICIALS CHOOSE TO IGNORE OR DENY THE SEVERE ECONOMIC & HEALTH DAMAGES IT WILL INFLECT ON OUR COMMUNITY & LOCATES AT BOISE, WE PROMISE A MAJOR CLASS-ACTION LAWSUIT WILL BE FILED TO RECOVER OUR LOSSES &*

GE-1

Respectfully,

Charles Thomas

Board member, Three Mile Creek Neighborhood Association

Three Mile Creek Way

Boise, Idaho 83709

2/28 - Boise, ID

2067 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.
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David Martin, Air Force Contractor, and Kim Fornof  
HQ AETC/A7CPP  
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Name: JEANNE M. WILSON

Organization/Affiliation: HILLCREST PLACE ASSOCIATION

Address: 3001 S ROOSEVELT #5

City, State, Zip Code: BOISE, ID 83705

Comments: I LIVE IN THE IMPACTED AREA -

I BELIEVE THE IMPACT AREA IS

TOO DENSELY POPULATED & WILL

RUIN PROPERTY VALUES & OUR

HERRING & NEGATIVELY IMPACT

OUR QUALITY OF LIFE -

NO-2

SO-1

NO-6

NO-36

\*\*\*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. 2/28 - Boise, ID

Final  
June 2012

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



2068 BO

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Name: Lyman Larson

Organization/Affiliation: Sunrise Rim Neighborhood Assn.

Address: 1725 Sunrise Rim

City, State, Zip Code: Boise, ID 83705

Comments: Mountain Home and Gowen Field should not be bundled together. The Mtn. Home AFB is the appropriate location for advanced (and seriously noisy) aircraft.

GE-12

NO-1

Boise's Gowen Field is adjacent to the public airport and adjacent to neighborhoods where people desire to live. The F-35s are very noisy and detrimental to the neighborhood.

NO-32

Additionally, F-35A night flights will be extremely disruptive to sleeping.

NO-3

I support the military, but the logical location for these extreme aircraft is at the Mtn Home AFB, not the Boise Airport.

GE-12

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2/28 - Boise, ID

**United States Air Force  
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F-35A Training Basing  
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2069 BO

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Name: Achete Brownfield

Organization/Affiliation: home owner / SRNA Director

Address: 1501 Sunrise Rim Rd.

City, State, Zip Code: Boise, ID 83705-5133

Comments: I'm pleased to see the military is starting to think like CM and make one aircraft in 3 models. If training in Boise gets the "thumbs-up" there are always be people who are unhappy at any change.

GE-3

I'm am pleased to think we are in the running. We have lived through the F-4's in the past, and I am disappointed the real noise maker was 'barred' the discussion. This limits a true idea of what we would be dealing with.

NO-32

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2/28 - Boise, ID

2070 BO

United States Air Force
Public Hearing Comment Form
F-35A Training Basing
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Name: MONTY MERICLE
Organization/Affiliation: SAVE OUR VALLEY NOW ORG
Address: HYDD MERKLETTAR
City, State, Zip Code: BOISE, ID, 83705

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.
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this?
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation.

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2/28 - Boise, ID

2070 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?
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.
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.
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.
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?
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?
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.
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.

2/28 - Boise, ID

Final
June 2012

2071 BO

Date: 2- 27 & 28, 2012  
Page 1 of 2

TESTIMONY OF RECORD & 'OPPOSITION' FOR USE OF BOISE's GOWEN FIELD AS A MILITARY PILOT TRAINING FACILITY FOR F-35 AIRCRAFT...

By; Charles Thomas  
as individual &  
Board member; Three Mile Creek Neighborhood Association.  
2370 Three mile Creek Way  
Boise, Idaho 83709

During previous 2010 F-35 Hearings we attended with Local & military Officials, these officials submitted very deceptive information concerning actual noise levels of the F-35, by repeatedly simply stating no-one knows.

This obvious deception by officials & military in 2010 prompted citizens to conduct their own valid noise impact studies on this aircraft & similar studies in other parts of the U.S..

Civilian measured noise impact research on the F-35 show that this aircraft is 3-4 times louder than F-15s & F-16s & also produces a loud screeching, that would cause billions in hearing damages & render useless the property values of over 5,000 homes, businesses, schools & hospitals in the F-35s flight path.

These legitimate 2010 studies led to the F-35 being rejected by our community due to major economic & health damages these aircraft would cause to many thousands living within it's flight path.

The fact that in 2012 these same greedy officials are back assaulting our community, to help stimulate the pockets of local developer lobbyists again makes it clear politicians are like dirty diapers & need changing often.

Boise is clearly an unsafe location for the F-35s, it's clearly just another political 'stimulus opportunity' for the real-estate development & construction industry that has long waged the tails of our state & local officials.

2/27 - Boise, ID

2071 BO

Page 2 of 2

Our 2010 research showed that in other areas the F-35s have rendered properties 'uninhabitable', that compensation has been as low as \$14,000 to homeowners. This amounts to pre-planned political thievery. Research of other areas under consideration, shows their hearings were also cloaked by deception, secrecy & false information from proponents.

Bases like Mountain Mountain & Holloman AFB are much more sensible locations than Boise. Holloman AFB in New Mexico is also under F-35 consideration. it's location 14 miles from town of Alamogordo would be a much more logical location. Especially so since Holloman adjoins White Sands missile & bombing range, a huge facility covering hundreds of square miles & is in close proximity to Fort Bliss in El Paso Texas where the U.S. lacks any serious border security.

**Idaho ranks 2nd from the-bottom Nationwide in ETHICS required to hold a Public Office, this f-35 issue is not our 1st experience with deception & corrupt politics..**

The fact that America is on the verge of economic bankruptcy due to our political & morally & ethically bankrupt politicians, leaves little question why millions of Americans have lost all faith in their Public Servants. The repeat of this F-35 verifies that our officials value a fast buck over their Oath of Office obligations to serve the people & need to be flushed from our political toilet.

If officials ignore the risks & do bring F-35s to Boise, citizens will have no other recourse than to initiate a major Class Action Lawsuit that would include all F-35 proponent individuals & government agencies to recover financial losses of our homes & health.

This is a promise we will keep....  
Sincerely,  
Chuck Thomas  
Board member; Three Mile Creek Neighborhood Assn.  
2370 Three mile creek way  
Boise, Idaho 83709

2/27 - Boise, ID

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



2071 BO

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Name: Chuck Thomas
Organization/Affiliation: Board member, Three mile creek neighborhood Assn.
Address: 2370 Three mile creek way
City, State, Zip Code: Boise, Idaho 83709

Comments: I was one of many who provided evidence to the DRIF-35 study commission that noise levels from the aircraft would cause great financial & medical harm to over 5,000 property owners in the flight path. I was promised if the F-35s are based here in spite of overwhelming evidence of the great harm it would bring to our community, we will have no other choice but to file a major class action lawsuit against all agencies & individual proponents involved. Hoping this will be one rare time where common sense will prevail in government.

SO-1
SO-18
NO-6
GE-14

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2127 - Boise, ID

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Name: Chuck Thomas
Organization/Affiliation: Board member, Three mile creek way
Address: 2370 Three mile creek way Boise, ID 83709
City, State, Zip Code: Boise, Idaho 83709

Comments: Opposed to F-35s @ Goose
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.

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2127 - Boise, ID

Final
June 2012

2071 BO

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

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

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

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

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

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

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

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

2/27 - Boise, ID

2072 BO

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



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Name: Nancy O Thomas  
 Organization/Affiliation: 3 miles Neighborhood Association  
 Address: 1370 Three Mile Creek Way  
 City, State, Zip Code: Boise, Idaho 83709  
 Comments: Opposed to F-35's at Bowen

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-4

\*\*\*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.

2/27 - Boise, ID

2072 BO

- 4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth. EJ-1
- 5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL. NO-6
- 6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts. NO-4  
NO-6
- 7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required. SO-2
- 8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available? DO-1  
DO-2
- 9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS? NP-1  
LU-1  
SO-3
- 10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why. GE-2  
NO-7
- 11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards. AQ-3

2/27 - Boise, ID

2073 HO

**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 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: Obie Prather *My family settled here in 1894!*

Organization/Affiliation: Prather Ranches

Address: 3303 Owen Prather Road Hwy.

City, State, Zip Code: Piñon NM 88344 575 687 3442

Comments: First, I would like to express gratitude to all who protect our freedoms. Also I would like to express my aggravation with the government. Well over a hundred thousand acres were taken from my family on the Otens mesa for training. Millions of acres were taken from ranchers county wide. You have a vast area of land you can use for basing your exercises. We live in an area of very peaceful surroundings. We ask you to continue doing what you do and respect us as well. I have been knocked down while on horseback by your jets. We have had livestock scattered and have suffered great disturbances by low flying over my house. Use the land you have confiscated for your use and leave us at peace. Again Thank you for your service.

*Obie Prather*

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

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\*Provide your mailing address to receive future notices about the F-35A Training Basing EIS. 2/7 - Weed, NM

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



2074 HO

2075 TU

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 HQ AETC/A7CPP  
 266 F Street West, Bldg. 901  
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 Fax: 210-652-5649  
 Email: [aetc.a7cp.inbox@us.af.mil](mailto:aetc.a7cp.inbox@us.af.mil)

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Name: Floyd G. Nelson  
 Organization/Affiliation: Wildweed Flower Horse Training Ranch  
 Address: POB 533  
 City, State, Zip Code: Weed, N.M. 88354-0533

Comments:  
 The decadal level of sonic booms on this  
 Formerly quite peaceful mountain has rendered  
 my investments in horses, land and training talent  
 need to break houses for children & noise  
 adults, a tragic loss.  
 It seems to me that there should be in all  
 this vast world of ocean & deserts a place  
 for the Air Force to train that does not destroy  
 economy & jobs  
 But then, what do I know?  
 Floyd G. Nelson  
 BS BA MA  
 NM-SU

NO-18  
 SO-18  
 BI-1  
 SO-18  
 GE-1  
 SO-18

\*\*\*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. 277 - Weed, NM

**From:** Lynn Kastella [lkastella@swcmgmt.com]  
**Sent:** Thursday, February 23, 2012 2:29 PM  
**To:** AETC/A7P Workflow  
**Subject:** Arizona 162nd Air National Guard

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)

To whom it may concern:

Please allow me to express my sincere wishes of support for our Air National Guard's candidacy for the F-35A Lightning II training to be housed in Tucson, Arizona.

This subject is very near and dear to my heart. My father moved our family to Tucson in 1957, so I grew up here. My father was a B-47 pilot and then B-52's later and fought in three wars for our country as a career service person. WWII, Korea and Viet Nam.

It is my distinct honor to have been raised in a military family and have so much love for service, the personnel and our fabulous city I grew up in. Davis Monthan and the Air Force has not only provided extreme economic values throughout the years, but has also afforded us the value of safety and protection. While living in many areas of the city and raising our families throughout the years, when you hear the sounds of our fighter planes - it makes you so proud to be a part of the family.

Our beautiful climate and vast land areas should be of great value for the final consideration. National defense should be of utmost importance to all citizens and the people that serve are loved and appreciated here. We also strongly care about our environment and would welcome the "reduction of pollutant emissions" the F-35's would save.

To sum it all up - after almost being a native - I cannot even fathom Tucson without being a training facility for our national defense.

Thank you for your time and please contact me should you have any questions.

Sincerely,

Lynn Kastella, RPA  
 Managing Member & Designated Broker  
 Southwest Commercial Management, LLC  
 DBA Long Realty Commercial Management  
 2900 E. Broadway, Suite 116  
 Tucson, AZ 85716  
 520.665-4500  
 fax 520.628-9878  
[lkastella@swcmgmt.com](mailto:lkastella@swcmgmt.com)

GE-3

Final  
 June 2012



2078 TU

**From:** Andria Burke [andria@bw-appraisals.com]  
**Sent:** Friday, February 17, 2012 5:46 PM  
**To:** AETC/A7P Workflow  
**Subject:** support for F35 Training Base at Tucson AZ

This letter is to express support for the F35 Training Base proposed for Tucson, Arizona

GE-3

I believe this will have a positive economic impact on Tucson.

**Andria K. Burke, MAI**  
Burke Weissenborn LLC  
326 S. Convent Avenue  
Tucson, Az 85701  
520-792-8200 phone  
520-792-8204 fax  
*Tucson CREW Member since 2002*

**PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL.**

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2079 TU

**From:** Matthew Sullivan [mbsulli@email.arizona.edu]  
**Sent:** Friday, February 17, 2012 2:09 PM  
**To:** AETC/A7P Workflow  
**Subject:** oppose F-35 in Tucson

To whom it may concern:

I am writing to record my absolute opposition to bringing the loud and untested F-35 to Tucson.

GE-4  
NO-1  
SA-12

Best,  
Dr. Sullivan

-----  
Matthew B. Sullivan  
Assistant Professor, University of Arizona  
Ecology and Evolutionary Biology Department  
and Molecular and Cellular Biology Department, Member BIOC  
Life Sciences South (Office LSS246, Lab LSS203 + LSS207)  
1007 East Lowell Street  
Tucson AZ 85721  
Phone: 520-626-6297 (lab)  
<http://www.eebweb.arizona.edu/Faculty/mbsulli/>

2080 BO

**From:** Donald Heuer [Donald.Heuer@labor.idaho.gov]  
**Sent:** Thursday, March 01, 2012 6:17 PM  
**To:** AETC/A7P Workflow  
**Subject:** FW: Rebuttal to Mr. Meride F-35  
**Attachments:** labor

I understand that public safety is of utmost concern, I agree, and that the F-35 is a lot noisier than the A-10. But lets get real, we are not just speaking of an airframe, but peace of mind. I spent 24 years working on numerous airframes in the United States Air force. I participated with one of the largest flight training programs initiated after Vietnam (the U.S. Air Force Aggressor Air Combat Training Squadron). Through our training and advanced capabilities we brought down the Berlin Wall and ended the Cold War. If we neglect to follow through today we can only compromise our Global Strategic Presence. What is the future mission of the United States military? From what I see, it is more involvement of our National Guard and Reserve Forces. I say, should we step back and confront the terrorist of today with bows and arrows because they are quieter, or should we protect the lives of those who serve by providing them with technology to survive in todays combat situations. The other issue is why Boise? Look around, we have one of the nations largest open Air combat ranges just miles away.

I'll bet that that the Great Wall of I-84 was initiated to control noise only because of advocates like Mr. Meride, and what was here first the highway or the houses.  
 Thank You,  
 Donald W. Heuer, MSgt, U.S. Air Force Retired

**Donald Heuer** | AmeriCorps Member  
 Canyon County Local Office  
 Idaho Department of Labor  
 4514 Thomas Jefferson Street | Caldwell, ID 83605-5100  
 208-364-7781 ext. 3065

Fax: 208-454-7720  
[Donald.Heuer@labor.idaho.gov](mailto:Donald.Heuer@labor.idaho.gov)

**IDAHO**  
 labor.idaho.gov  
 Connect with us on [LinkedIn](#), [Facebook](#), [Twitter](#)

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NO-1

GB-3

2081 BO

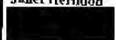
David Martin

No, No, No, Please do not use Green Field to fly F 35 jets for Training. Just one day with jets from Mountain Home Air Base was enough to drive me Bankrupt.

I have always been thankful to have been born in Boise and have lived here most of my life. But I would be forced to leave after eighty six years, if those deafening aircraft were stationed here.

Thank you

Janet Herndon  
 We are in the moving and storage business and would make money moving people out of town - but I fear we would go bankrupt when no one in their right mind would move in.

Janet Herndon  


GE-4

NO-8

NO-1

SO-18

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



2082 TU

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 HQ AETC/A7CPP  
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Name: DAN RYAN  
 Organization/Affiliation: DM-50  
 Address: \*  
 City, State, Zip Code:

Comments: I AM ALL FOR the F-35 coming to TUCSON.  
It will help maintain the strength of our military &  
it will bring jobs to a highly depressed area!  
As a member of the Davis-Monthan SD (DM-50) AND having  
lived near Kirtland AFB in Albuquerque, NM, the decibel  
level enviro's whine about will literally go unnoticed after  
6 weeks!  
Bring the F-35's to TUCSON...  
PLEASE!

*Dan Ryan*

\*\*\*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.

2083 BO

From: Marcus Bonn [marcusb@clima-tech.com]  
 Sent: Wednesday, February 29, 2012 2:05 PM  
 To: AETC/A7P Workflow  
 Cc: Jackie Bonn  
 Subject: No to the F-35's in Boise!

This past year, Gowen Field hosted f-16's f-15's and A-10's. I love the A-10's because they're quiet and powerful. I live about 2 miles west of the airport. When the F-16's and F-15's take off, they frequently, if not always, head out with afterburners lit. The noise is FREQUENTLY enough to drive us out of our house to see what the hell made that noise. We have lodged complaints to the airport several times.

NO-8

If I had the home phone number of the originator of that intrusive and noisy fighter training, I'd be happy to place the complaint calls to him personally.

I strongly support our military. I have a nice, well insulated house. Those two facts do not support the stupid idea that Gowen Field should be a training ground. Take it to Mountain Home or some other less-densely populated area.

GE-12  
GE-1

I will support with time and money any lawsuit or restraining order to stop the F-35 deployment in Boise. I mean it.

GE-14

The new fighters are not welcome in Boise.  
Let's not start this noise debacle. Don't punish me for owning a home.

GE-4  
NO-1

Also- Your comments that the F-35's would bring 100's of jobs is BS. I work in construction. It is finite-project driven. We need long-term jobs, but not at the cost of our peaceful lives.

SO-21  
NO-36

Marcus Bonn  
 Mechanical Operations Manager

GE-3

Final  
 June 2012

2084 TU

**From:** Lynn Smith [lsmith@life.arizona.edu]  
**Sent:** Monday, February 27, 2012 10:25 AM  
**To:** AETC/A7P Workflow  
**Subject:** F-35A Training Center

Dear David Martin and Kim Fornof;  
 Please accept this email as my support for the F-25A Training Center in Tucson International Airport Guard Station, Arizona. As a proud father of a Senior Airman in the 162<sup>nd</sup> Air Guard I would love to see this training center in Tucson. One of the most terrifying sounds the day after 9/11 was the empty sound in the skies above Tucson. I would pray that this silence never returns as the sound of Air Force above us means freedom. Corny, yes but so true.

GE-3

Oorah F-35A Training Center...Tucson needs and wants you!

Lynn Smith  
 7542 E. Clarence Circle  
 Tucson, AZ 85715-4507

**Lynn Smith**  
 Coordinator, Conference Services  
 Conference Services - Residence Life  
 The University of Arizona  
 Telephone: 520-626-9343 / Fax: 520-621-5312  
[lsmith@life.arizona.edu](mailto:lsmith@life.arizona.edu)

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2085 TU

## W.G. Valenzuela Drywall, Inc.

4085 N. Highway Drive – Tucson, AZ 85705  
 Phone (520) 887-5652 – Fax (520) 887-8404

February 20, 2012

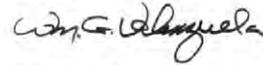
So the balance of power has shifted away from the United States, in regards to Industrial and Commercial Industry. So what does that mean? Our citizens that earn under \$35,000 per year can't hardly make it with medicine, food, rents, house payments all going up, and there wages going down? That is if they are lucky to find a job. Now our military defense is in trouble. Our planes are older than our pilots, our ships have cracks in there hauls and every day that goes by there is one more Country that wants to challenge our freedom.

So here we are we have a chance to get a new plane, not just a plane, the plane of the future for years to come and it could be here in Tucson. Tucson that offers so much, weather, space, great range, support units, experience trainers, brick and mortar, plus support of our Chamber of Commerce, our Congressman and Senators, our Country supervisors, most of all our Business owners, reasonable cost for housing and experience support personal. A great military unit, the 162<sup>nd</sup> Fighter Wing the best in the Air Force. And most important the majority of our citizens want them here. Please allow the 162<sup>nd</sup> to train our allied pilots before China does. We will walk the talk.

GE-3

Thank you.

Sincerely,



Bill Valenzuela

2086 TU



February 28, 2012

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

Dear Mr. Martin,

As the lead economic development agency for greater Tucson and southern Arizona, TREO supports the F35 mission here in the Tucson region.

TREO is governed by a 54-member Board of Directors made up of leaders from the private, public and academic sectors. This EIS comment represents our stakeholders and investors who support TREO's mission to facilitate the creation of jobs through attraction, expansion and retention efforts.

Aerospace & Defense is at the forefront of our economy, as the project uniquely matches the assets we have here in Southern AZ. First, the region offers one of the highest concentrations of Aerospace & Defense workers in the country: 1 in 5 jobs here is tied to the sector. This makes us a Top 5 Metro area nationwide. We can boast a well-established industry network of more than 200 companies in the region, many representing top names in the business. We have specialized educational programs to supply and support a highly-educated workforce.

Further, the region offers excellent flying weather, close access to airspace, level terrain, little rainfall, rarity of high winds and proximity to the nation's third-largest bombing range for testing and training purposes. Southern Arizona is home to Davis-Monthan Air Force Base and Ft. Huachuca. All of this makes us a formidable force and strength in support of having the F35s right here in Tucson.

Aerospace & Defense is one of Southern Arizona's most substantial economic pillars. It's vital to increase regional prosperity through higher-wage jobs and create an environment that allows for growth of our important industries. We wholeheartedly support of the F35 here in southern Arizona.

Regards,

Joe Snell  
President & CEO  
TREO  
(Tucson Regional Economic Opportunities, Inc.)

120 N. Stone Ave. #200  
Tucson, AZ 85701  
Office: 520.243.1900  
T: 886.600.0331  
Fax: 520.743.1910  
www.treoaz.org

2087 TU

**From:** Susan Meeks [REDACTED]  
**Sent:** Wednesday, February 22, 2012 4:03 PM  
**To:** AETC/A7P Workflow  
**Subject:** time and date

Dear Mr. Martin,

We received an email about a meeting sometime this week for "Bring the F-35 to Southern Arizona". We would like to attend and give our support but I for some reason we are not seeing a date and time for the meeting. NP-14

Can you please send us that information. Thanking you in advance.

Sincerely,  
Larry Meeks, DMSO Member and Susan Meeks

2088 TU

**From:** Donna Lominac [Donna.Lominac@hilton.com]  
**Sent:** Thursday, February 23, 2012 3:39 PM  
**To:** AETC/A7P Workflow  
**Subject:** David Marti, Air Force Contractor, and Kim Fornof Public Hearing Comment Form

**Name:** Donna Lominac  
**Organization/Affiliation:** Hampton Inn & Suites Tucson East/Williams Center  
**Address:** 251 South Wilmot Rd  
**City, State, Zip code:** Tucson, AZ 85710

**Comments:** I have lived in Tucson Arizona for 42 years; moving here in 1969. I cannot remember a time when our Military Bases were not part of everyday life. I have spent the majority of my years here living within the flight path of DMAFB and the ANG 162nd Fighter Wing. My children and I could hear Reveille each morning and TAPS played in the evening. Those memories warm my heart; we would stand, salute and honor our military personnel. My father Hank Lominac served during the Korean War; the Honor Guard presented my mother with the American Flag during his funeral services when he died February 6, 2002. They did that as a service to a veteran and his family; a gift.

**That being said I wish to submit my endorsement allowing the F-35A training in Tucson at the Arizona Air National Guard 162<sup>nd</sup> Fighter Wing.** I have had the opportunity to provide room accommodations for both National and International Military Personnel at my property, Hampton Inn & Suites Tucson East/Williams Center. Some personnel were being deployed to a war zone immediately following their stay with us; I consider my small contribution an Honor and a Privilege.

I recently attended an invitation to visit the Arizona Air National Guard 162<sup>nd</sup> Fighter Wing and received a presentation and tour of the facility with Col Michael McGuire; it was informative and I saw the steps in place to quiet the noise in and around TIA including the Hush House. Clearly the ANG 162<sup>nd</sup> Fighter Wing embraces our community and is taking steps to accommodate people in and around the area.

Since moving to Tucson in 1969 our Military base has been and important part of our community bringing jobs to the area and increasing hotel, restaurant and attractions revenues with the international training program; a one of a kind. I understand every person has a different tolerance level as it relates to noise; I don't have the answers however, I have heard the F-16 engines roaring when I lived Southeast at Golf Links and Kolb. It was loud but exciting too it did not damage my family's lifestyle.

I believe that overall our community endorses the F-35A training; I speak as a majority not a minority. To that end I am encouraging others to submit commits in an effort to gain the approval needed to move forward.

GE-3

Thank you for your time,

Donna

Donna Lominac  
 Hampton Inn & Suites Tucson East  
 251 S. Wilmot Rd.  
 Tucson, AZ 85710  
 520-514-0500 ext: 4004  
 520-514-5566 fax  
[www.hamptoninnandsuitestucsoneast.com](http://www.hamptoninnandsuitestucsoneast.com)

*Service is an action*

*Hospitality is a feeling*

2089 TU

**From:** Dan Starr [danstarrorg@yahoo.com]  
**Sent:** Tuesday, February 21, 2012 10:31 AM  
**To:** AETC/A7P Workflow  
**Subject:** Comments re F-35 Training @ DMAFB in Tucson, AZ

Sir,

My name is Daniel Dougherty. I am currently running a S corporation here in Tucson, AZ called "The Dan Starr Organization, Inc." which is based out of my home studio (the organization is a music production company) at 4839 E. 4th Street in Tucson. My email is attached and I can be reached at (520) 203-4390 and my mailing address is PO Box 12266, Tucson, AZ 85732.

I was born in Tucson in 1952 and have lived here ever since. I was here when the Cuban Missile Crisis occurred. Back then DM was a SAC base and Tucson was ringed by Titan Missile Silos. B-52s and U-2s were flown from DM. This all scared the hell out of me. I was 10 at the time and it was the end of my childhood. Still, I have far preferred the sound of the planes to silence. I attended the U of A which was directly under the flight path for DM. It didn't bother me, and in fact pleased me greatly.

Here's the thing. Most Tucsonans that I know value the fact that planes are flown from DM. We, the long-term residents, love this sound. However, we also know that newer folk, coming from other locations, sometimes want to change our city. This has been very detrimental to our development, leading to a designation of NIMBY (which stands for Not In My BackYard.) This is why there is only a single freeway in this town. There are other poor choices but the majority of those expressing dislike of the sound of planes are newcomers. At least, that is what I've observed. Such folks come and then want their new environment to match some place they came from. I say "tough - if you like that so much then return there." Please keep this in mind as you sort through the public commentary.

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

GE-10

2090 TU

**From:** John Hunnicutt [john@paytran.com]  
**Sent:** Friday, February 17, 2012 1:57 PM  
**To:** AETC/A7P Workflow  
**Subject:** comments re F35 training center

To HQ AETC/A7CPP

It is imperative that Davis Monthan AFB be given priority consideration for the F-35 training facility. Unfortunately there is a very loud MINORITY of the population of the city of Tucson who object to anything that might prevent them from sleeping off the night before the morning.

I have lived my entire life in Tucson (66yrs) and quite frankly I get a very secure feeling when I hear and see the pilots training in southern Arizona. The contribution to the growth and stability of this community by the personnel who work at DMAFB is immeasurable. I will not go into the long list of reasons it is beneficial to the Air force to train here as you are well aware of the infrastructure and civilian support that is locally based. Apparently the people who oppose it don't understand that one of the most valuable assets of Southern Arizona is the consistent weather available to the training facility. There are very few communities that have a completely renewable resource that can be "sold" over and over every day at a below market price and everyone wins. Please forgive their selfish nature and place the training facility for one of the most exciting aircraft ever developed at DMAFB.

GE-10

If necessary I will be delighted to start a business distributing discounted ear plugs to my short sighted neighbors.

John A Hunnicutt  
 PA Ytran, LLC



Phone 520-546-7777  
 Cell 520-906-8081

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



2091 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: aetca7co.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: RANDY JONES

Organization/Affiliation: DEFEND REALTY ADVISORS

Address: [REDACTED]

City, State, Zip Code: [REDACTED]

Comments: I CAN'T BELIEVE THIS IS AN ISSUE, OTHER THAN TUCSON'S CONTINUED EFFORT TO CHASE BUSINESS' OUT OF TOWN!

WE HAVE LOST THE BASEBALL TEAMS AND THE GEM SHOW IS PROBABLY NOT FAR BEHIND DUE TO OUR FAILURE TO BUILD CONVENTION CENTER & HOTEL, WHICH WE NEED!

SO, WHEN IF WE DON'T ACTIVELY PURSUE THE F35 AS A COMMUNITY AND LOOSE IT, WHERE WILL TUCSON BE? AN AIR BASE WITH NO PLANES! LESS PEOPLE RENTING, DINING OUT, GOING TO DRY CLEANERS, LESS TAXES BEING PAID!

AGAIN, WHY ARE DISCUSSING THIS?

DO IT!!

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.

2092 XX



U.S. Department of Transportation  
Federal Aviation Administration

Federal Aviation Administration  
Southern Regional Headquarters  
Eastern Flight Procedures Team

1701 Columbia Avenue  
College Park, GA 30337

FEB 28 2012

David F. DeMartino, Colonel  
United States Air Force  
HQ AETC/A7CPP  
Attn: David Martin, Air Force Contractor and Kim Fornof  
266 F Street West, Building 901  
Randolph AFB 78150-4319

Dear Colonel DeMartino:

The Federal Aviation Administration has reviewed the United States Air Force's F-35A Training Environmental Impact Statement (EIS) Memo dated January 19, 2010. According to the document, and at this point in time, we do not anticipate any requests for new or modifications of airspace as a part of the Proposed Action.

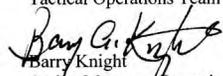
AM-7

We would like to remind you that on Feb. 19, 2010, the FAA responded to your request to be a cooperating agency; see enclosed letter. Please include our response in the Final EIS. We are also in the process of reviewing the EIS thoroughly, and should we have further comments, we will advise. We encourage you to work with our local air traffic control facilities to determine the feasibility of conducting airspace operations in any of the proposed areas. Should any additional airspace be required, supplemental environmental analysis to comply with the National Environmental Policy Act will be required.

NP-21

AM-8

If you have any questions, please contact Michael Vermuth, Operations Support Group, Tactical Operations Team Manager, ATO Eastern Service Center, at (404) 305-5645.

  
Barry Knight  
Acting Manager, Operations Support Group  
ATO Eastern Service Center

Enclosure

cc: Manager, Operations Support Group Central Service Area  
Manager, Operations Support Group Western Service Area  
Donna Warren, Airspace Management Group

2092 XX

AJR-34 Copy  
file



U.S. Department of Transportation  
Federal Aviation Administration

System Operations Services  
800 Independence Avenue, SW.  
Washington, DC 20591

FEB 19 2010

Mark A Correll, Colonel  
United States Air Force  
HQ AETC/A7C  
266 F Street West  
Randolph Air Force Base, TX 78150-4319

Dear Colonel Correll:

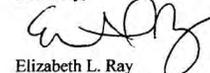
Thank you for your January 19 letter requesting the Federal Aviation Administration comment on the proposed action to establish F-35A Joint Strike Fighter training aircraft at one or more United States Air Force (USAF) installations within the continental United States for use in preparation of a draft environmental impact statement (EIS).

Modifications to special use airspace (SUA) usually reside under the jurisdiction of the appropriate Service Center, Operations Support Group in the FAA. Because this initiative potentially crosses Service Center boundaries, the FAA decided to consolidate all coordination on this matter to the Eastern Service Center. Mr. Michael Vermuth of the Eastern Service Center in College Park, Georgia, will serve as the agency's focal for all airspace and environmental issues related to this initiative. He will ensure all concerns are presented to the USAF for consideration.

As with all SUA modifications, FAA is pleased to participate in the EIS process in accordance with the National Environmental Policy Act of 1969 as amended, and its implementing regulations. Since the proposal contemplates potential modifications to the usage of existing SUA, and the USAF determines it to be advantageous, the FAA will act as cooperating agency following the guidelines described in the Memorandum of Understanding between the FAA and the Department of Defense Concerning SUA Environmental Actions, dated October 4, 2005.

A copy of the incoming correspondence and this response is being forwarded to each FAA Service Center Operations Support Group. Additionally, Mr. Vermuth can be contacted at (404) 305-5645 for further processing of your proposal.

Sincerely,



Elizabeth L. Ray  
Director of System Operations Airspace and Aeronautical Information Management  
Air Traffic Organization

cc: Manager, Operations Support Group, Central Service Center  
Manager, Operations Support Group, Western Service Center  
Manager, Operations Support Group, Eastern Service Center

Final  
June 2012

COMMISSION / ADMINISTRATION  
(575) 437-7427  
FAX (575) 443-2904



State of New Mexico  
County of Otero

2093 HO  
1101 NEW YORK AVE.  
ALAMOGORDO, NM 88310-6935

March 1, 2012

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

Dear Mr. Martin:

As representatives of the citizens of Otero County New Mexico, we, the Board of County Commissioners enthusiastically support the proposed basing of the F-35 Lightning II aircraft at Holloman Air Force Base. GE-3

Otero County is a large and diverse area, populated with small cities, communities and many rural residents. The quality of life offered in our county is unmatched anywhere in the world, and it is enjoyed by long-time residents, members of the military stationed in the area, and many thousands of guests each year. Justifiably, our citizens want to protect that way of life, their property and possessions.

The presence of Holloman Air Force Base provides an enormous economic benefit to all citizens of the county, and allows local governments and schools to provide many services to areas both urban and rural. The missions of the various units at Holloman help ensure the National Security of the United States.

After reviewing the Draft Environmental Impact Study and listening to the passionate and legitimate concerns of citizens during public comment hearings, we acknowledge that there are issues that must be addressed, among them training routes, minimum altitudes, aircraft noise, and the use of countermeasures, especially flares. DO-6  
NO-1  
SA-4

Our primary function is to protect the safety, health and welfare of our citizens, and we believe these issues should be further discussed and resolved in that light. We pledge to work closely with the military leadership at Holloman to address these concerns, and hope they can be resolved at the local level.

The citizens of Otero County have a long and proud history of support for the Armed Forces of this country, and their support for the F-35 program will be no exception. Every citizen in the

2093 HO

county is positively influenced by the presence of our military, and we consider it our duty and our privilege to support it now and in the future.

Respectfully:

Ronny Rardin  
County Commissioner

Susan Flores  
County Commissioner

Tommie Herrell  
County Commissioner



COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER  
130 W. CONGRESS, TUCSON, AZ 85701-1317  
(520) 740-8661 FAX (520) 740-8171

C.H. HUCKELBERRY  
County Administrator

March 2, 2012

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

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

Re: **F-35A Stationing with the Arizona Air National Guard 162<sup>nd</sup> Fighter Wing at Tucson International Airport and Continuing the Air National Guard Pilot Training Mission**

Dear Mr. Martin and Ms. Fornof:

The Arizona Air National Guard 162<sup>nd</sup> Fighter Wing has been a fixture in this community for over 50 years. In fact, I served at this facility as an airman from 1970 to 1976. The unit and its continuing pilot training mission are essential to the health of the Tucson and Arizona economies. Its pilot training mission is also essential to our national defense.

Pima County actively supports the United States Air Force mission and functions at Davis-Monthan Air Force Base as well as the Arizona Air National 162<sup>nd</sup> Fighter Wing Pilot Training Mission at Tucson International Airport. We also support basing the next generation of USAF fighter aircraft – the F-35A – at the 162<sup>nd</sup> Fighter Wing of the Arizona Air National Guard at Tucson International Airport.

The County has a long history of direct and indirect support of these military functions. We have, in the past, provided financial support related to improving and securing access at Davis-Monthan Air Force Base through transportation corridor improvements in the mid-1980s. As recently as 2004, the County authorized and has spent \$10 million to purchase lands in the Davis-Monthan Air Force Base Departure Corridor to prevent unwise urban encroachment that would limit the military missions available at the Base. Today, we have proposed significant transportation and other improvements in the vicinity of Tucson International Airport to secure its future as the anchor of our aerospace and defense economic development engine.

2094 TU

GE-3

2094 TU

David Martin, Air Force Contractor, and Kim Fornof  
Re: **F-35A Stationing with the Arizona Air National Guard 162<sup>nd</sup> Fighter Wing at Tucson International Airport and Continuing the Air National Guard Pilot Training Mission**  
March 21, 2012  
Page 2

We are aware of some community concern over noise impacts associated with the F-35A aircraft and are prepared to make significant County investments in noise mitigation to mitigate the adverse impacts of this noise on community residents. In a future bond issue that would be placed before the voters, as we have done successfully on 11 different occasions in the past 25 years, the voters will be asked to authorize bonds for a variety of purposes. These purposes include continuing the land acquisition program in the Davis-Monthan Departure Corridor as well as establishing a new initiative to mitigate adverse noise impacts associated with aircraft overflights at both Davis-Monthan Air Force Base and Tucson International Airport.

NO-20

These noise mitigation measures are needed regardless of the type of aircraft operating out of either facility. Hence, we propose an initial noise mitigation program investment of \$25 million and will supplement this initial investment as necessary to mitigate adverse noise impacts associated with aircraft overflight of both the approach and departure corridors of these facilities.

Sincerely,

C.H. Huckelberry  
County Administrator

CHH/mjk

c: The Honorable Chairman and Members, Pima County Board of Supervisors



2095 LU

February 29, 2012

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

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

Dear Mr. Martin and Ms Fornof:

I would like to take this opportunity to respond to the request for comments on the F-35A Training Basing Draft Environmental Impact Statement (EIS) and express my support for the selection of Luke Air Force Base (AFB) as the best location for siting up to 144 F-35A aircraft. On July 29, 2010, the Air Force had already identified Luke AFB with 72 F-35A training aircraft as the Air Force's Preferred Alternative in accordance with Title 40 of the *Code of Federal Regulations* (CFR), Section 1502.14(e). I agreed with that earlier decision and continue to believe that the selection of Luke AFB as the Preferred Alternative for basing up to 144 F-35A training aircraft would best fulfill the air force's mission and responsibilities, after taking into consideration environmental, operational, technical, and other factors.

As the world's largest fighter wing and the finest training base in the world, Luke is the logical location as a training site for the F-35A mission. Arizona has the ideal climate, land, airspace, training ranges and facilities needed to fly the F-35A. Luke Air Force Base has not only served a vital role for the U.S. Air Force for seventy years, but has been a good neighbor to the city of Goodyear as the has expanded and grown closer to the air force base.

Over the years, the City of Goodyear, its residents and major landowners in the vicinity of Luke AFB have gone to considerable effort to properly plan and ensure that only compatible land uses were, and will be, developed within the noise contours and accident potential zones for the base. When the City of Goodyear adopted the Goodyear General Plan for 2003-2013 in July 2003, the City went to great lengths to involve representatives of Luke AFB when planning future land use in the vicinity of the base. The General Plan's Land Use Plan contains a specific land use category called "Luke Compatible Land Use Area" which discourages land uses that might otherwise interfere with the mission of the air force base and serves to protect the base's southern departure corridor.



Office of the Mayor  
190 North Litchfield Road, Goodyear, Arizona 85338  
623-932-3910 • Fax 623-882-4249 • 1-800-872-1749 • TDD 623-932-6500 • www.goodyearaz.gov

2095 LU

February 22, 2012  
Jerry Colangelo  
Page 2

In addition, the City has worked with land owners to adjust their land use plans to keep residential land uses outside of the 65db DNL noise contour that was originally established for Luke AFB and only allow compatible uses within this noise contour. The City of Goodyear has even acquired land that was being used for purposes that were deemed incompatible with Luke AFB's mission.

Luke Air Force Base enjoys overwhelming community support from the residents of Goodyear. Many of our residents are either veterans or active duty members who are stationed at Luke AFB. If awarded the F-35 training mission, Luke will remain strong for decades to come, and the City will indirectly benefit from the infusion of \$120-\$206 million in construction-related projects over the next few years. Much of this investment will positively impact the city's economy with local labor and suppliers of construction material. The new mission will also generate additional employment and construction jobs, wages, consumer spending and investments throughout the West Valley and state.

The City of Goodyear and the State of Arizona have worked together to on statewide legislation that ensures responsible land-use planning around the state's military institutions to ensure that development is compatible with the installation's mission. Luke AFB not only has the space to house the 144 F-35's planned, but also has convenient access to a network of auxiliary fields which are of critical importance to pilot training. Finally, its management and operation of Barry M. Goldwater Range, provides pilots with year round, state-of-the-art training capabilities and a realistic training environment.

In closing, I would like to reiterate my support for the selection of Luke Air Force Base as the Preferred Alternative based on the evaluation contained within the F-35A Training Basing Draft Environmental Impact Statement. We are confident that after taking into consideration all environmental, operational, technical, and other factors, the logical choice for the F-35A training base is Luke AFB. Thank you for this opportunity to comment.

Sincerely,  
CITY OF GOODYEAR



Georgia Lord  
Mayor

Office of the Mayor  
190 North Litchfield Road, Goodyear, Arizona 85338  
623-932-3910 • Fax 623-882-4249 • 1-800-872-1749 • TDD 623-932-6500 • www.goodyearaz.gov

GE-3  
cont'd

Final  
June 2012

2096 LU

2097 HO

From: Paul Pal [Dhpa@deainc.com]  
Sent: Wednesday, February 22, 2012 4:10 PM  
To: AETC/A7P Workflow  
Subject: Luke Base complaint

Dear Sir,

Luke Airforce base is surrounded by houses and big subdivisions. to the north, south, east west there are millions of people living around the base area. my house is about 2-miles away from the base and still when the jets fly we have to run inside the house because the noise level is so high. My house is in 70 db noise level according to the noise contours but the noise you can feel is lot louder than that. lot of people I know are worried that if the f-35 comes to Luke, its going to increase the noise level more. lot of times these days jets fly very low and when they fly low my whole house shakes like it's a earthquake. Before they used to fly just on the week days but now they started over the weekend as well. the noise from jets are very loud. it's almost felt like my ears will explode. I have lots of cracks coming up on my house because when the jets fly low on top of my house, its vibrate a lot. All my windows make noise because of vibrations and my house is new built in 2007.

NO-8

NO-1

NO-12

Dear sir, can you move the luke base away from residential areas? we do not want the f-35s screaming on top of our houses.

GE-1

I wanted to go into the open house but I did not know the dates so I missed it. There was no sign posted outside the base for the open houses.

NP-14

Please do something.  
Thanks  
Paul  
6234514423  
My address is  
10411 N 144<sup>th</sup> Drive, Waddell, Az - 85355

Thank you,

Paul Pal, PE LEED AP | Site Development | David Evans and Associates Inc. | Direct: 602.474.9259 | Office: 602.678.5151 | Fax: 602.678.5155 dhpa@deainc.com

March 2, 2012

F-35A Training Environmental Impact Statement  
ATTN: Mr. David Martin, Air Force Contractor, & Ms. Kim Fornof  
HQ AETA/A7cpp  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Mr. Martin and and Ms. Fornof,

Two letters from Weed, NM were submitted during the F-35A "scoping" period recommending the F-35's use training sites other then the Sacramento Mountains.

Copies of those letters are attached and the sections recommending this alternative are highlighted.

According to NEPA Guidelines

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

Please explain why this alternative has not been evaluated in the F-35A Draft EIS.

Thank you.

*Tom Ward*  
Tom Ward  
President, Weed Community Association

NP-3  
DO-25

Final  
June 2012

2097 HO

March 14, 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

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

I have been a property owner in the Weed area for 54 years. The Sacramento Mountains are my home. The Sacramento Mountains have a peaceful environment that I have enjoyed for over five decades. The peace and quiet are a way of life for me. I expect to enjoy this peacefulness for the rest of my years.

I have serious concerns and questions regarding the proposed training operations of the F-35 over the Weed area. I expect that my questions and concerns will be addressed in the Holloman EIS.

Questions/Concerns:

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

In March I experienced a series of sonic booms all of which occurred within a short period of time. The booms rattled my house and cracked plaster in my home. I was startled, irritated and upset. I had to stop what I was doing. I was unable to concentrate and found myself tense, not knowing when another sonic boom would happen.

Sonic booms are loud and unexpected. Depending on what I am doing, for example using knives or lighting my wood stove, a sudden unexpected sonic boom can result in an accident to myself and or damage to my property.

What compensation would the Air Force provide should I have an accident caused by a sonic boom?

What compensation would the Air Force provide should damage to my property occur due to a sonic boom?

Would a third party investigate any/all claims of accidents and/or property damage caused by sonic booms?

I have owned cattle for decades. It is my experience that cows become agitated, nervous and upset when sonic booms occur. It is hard to control them and becomes a dangerous situation for the cattle and myself or anyone working with them. The sonic booms also stress my dogs.

2097 HO

They become fearful and hard to manage.

What studies have been done with the F-35 regarding sonic booms and livestock and pets?

In the event of an injury to myself or my livestock due to a sonic boom, how would I be compensated?

As a property owner I am concerned about the value of my property. Who would want to purchase property where sonic booms occur?

What studies have been done regarding impact on property values in areas where the F-35 trains causing sonic booms?

If these studies have been done, who did the studies? Was it only the Air Force?

How would I be compensated if I would want to sell and my property values go down because of sonic booms?

There are numerous recreational camps in the Sacramento Mountains that provide a wilderness experience for children and city people. The "campers" do not expect sonic booms to interrupt their experiences. The camps also employ a number of local residents.

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

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

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

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

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

I understand that "chaff" will also be used as part of the F-35 training.

What is chaff? What impact would it have on the environment including animals, land and water should a "mishap" occur?

I expect to be notified at every step in the National Environmental Policy Act (NEPA) process and that my comments, concerns and questions will be fully addressed in the draft Environmental Impact Statement (EIS). Please find my contact information below.

2097 HO

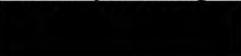
In conclusion, while I recognize that training is important for our military, the Sacramento Mountains is not the place to train. I recommend that an alternative site be used for the F-35 training. I recommend that a less populated and less environmentally sensitive area be used.

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

Sincerely,



Mrs. Pansy G. Northrip



2097 HO



Re: Scoping Comments on the Proposed F35-A Training at Holloman AFB, NM

Date: 3/20/10

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

My husband and I are property owners in the Weed/Mayhill area, NM. We purchased our property eleven years ago. We have put a lot of equity, both financially and "sweat", into the improvement and reclamation of the land and forest on our property. Our goal is to reestablish what was lost in the way of the natural ecology and environment that was destroyed due to poor land management in the past. Our other goal is to provide a sanctuary for the wildlife that is indigenous to the area. We are grazing cattle on the property. I also plan to supplement our income as a massage therapist by establishing a practice here on our property. Clients expect a quiet peaceful environment.

In order to realize these goals we gave up our professional positions (a tenured university profess/administrator and a CEO/ director for a non-profit corporation) at the peak of our earning years. We have made a very significant investment in this part of NM financially and personally. It is an investment that would never be recouped if the F 35A training flights occurred over the Weed/Mayhill area.

I believe that the US Air Force is the best in the world. Training is required to maintain that status. However I feel that common sense and a fair objective evaluation of proposed sites and alternatives is required as part of an "informed decision" making process.

In my professional career I was required to make informed decisions. Failure to make informed decisions based on sound scientific data that were evaluated by independent third parties posed legal and liability problems.

The NEPA "requires the decision-maker to make an informed decision and consider all potential impacts." (AF113-212 16 Nov 2007) .I believe the points listed below are mandatory in order to make an informed decision regarding proposed F-35 training and associated EIS.

Please address the following questions:

1. Will there be is an objective, third party review of all research, studies, technical reports, etc, the Air Force produces or refers to when developing the Holloman EIS?.
2. Who are the third party reviewers ? What associations do these reviewers have with the military or Air Force. Full disclosure requested..
3. How current are the research/studies that will be used in developing the the Holloman EIS ? Provide dates of studies.
4. All studies should pertain to only to the F35 and the munitions it will carry since the

2097 HO

F-35 is the issue. How will this be noted when the EIS is developed?

5. Both short term and long term studies on the F-35A need to cited in the EIS when addressing my concerns. How will this be addressed and noted ?
6. Who are of the “decision-makers”. What are their credentials. What is their association with the Air Force and military?
7. Describe the decision making process and demonstrate that the decision making process is science based
8. List those studies other then those produced by the US Military that are used developing the Holloman EIS
10. Who are the researchers associated with any research, studies or technical reports used in the Holloman ESI . What is their association the military and Air Force. Full disclosure is requested. List their credentials.
11. How many current studies are there with the F-35 regarding it’s impact on the environment? Please list them with complete notation.
12. Who are the researchers that conduct the studies and tests regarding the F-35's impact on the environment? What is their association with the military and the Air Force? Full disclosure requested.
13. Who are the independent third party evaluators for any studies or research produced by the military regarding the F-35's impact on the environment ? Do they have any association with the military? Full disclosure required. List their credentials..

“AF 13-201 US Air Force Airspace Management July 1994 (formerly AFR 55-34) establishes practices to decrease disturbances from flight operations that might cause adverse public reaction. It emphasizes the Air Force’s responsibility to ensure that the public is protected to the maximum extent practicable from the hazards and effects associated with flight operations.” To this end, I want to be assured that all of my concerns and questions will be addressed in the Holloman EIS.

**Concerns/Questions:**

**Aircraft Safety:**

“The testing program for the F-35 completed just under 100 sorties and about as many hours in 2.5 years by June, 2009. The testing phase was significantly behind schedule.” Sweetman, Bill, “Get Out and Fly. Defense Technology International, June 2009.

While the F35 AA -1 Completed it’s first test flight on Dec 15, 2006, the F-35A (the aircraft that would be used in the proposed training) has, as of 1/14/10, completed only three test flights. The first test flight was conducted on Nov 14, 2009. (F-35 Lightning II Program Update & Fast Facts; produced by the F-35 Communications Team 1/14/10).

Air Force Chief of Staff Gen. Norton Schwartz acknowledges (re: testing and acquisition of the F-35) “The path we were on was too aggressive, so there is an effort underway to reduce the concurrency, to lengthen the period associated with testing... etc” He further says that

2097 HO

concurrency, to lengthen the period associated with testing... etc” He further says that “adjustments” are recommend “to ensure that the large numbers of F-35's can be built problem free”. ( AF chief: F-35 testing, acquisition will slow; Air Force Times; 1/23/10.)

The GOA voiced concerned about “undue concurrency of the development, test and production activities and heightened risk it poses to achieving good cost, schedule and performance outcomes. ....no one (including Robert Gates, per article) “knows for sure what the F-35 will cost or be able to do in the sky because no complete prototypes have been fully tested”. (Forward Observer: F-35 Challenges Gates; Government Executive; 1/19/10.)

*So at this point in time, the Air Force is proposing to train pilots using jets that are recognized by the military as requiring more testing, that , as recognized by the military, may not be problem free, traveling at supersonic speed, armed with live munitions, flares, lasers and chaff over a populated area, over a forest that has been experiencing severe drought ( i.e. Weed/Mayhill N.M.) ! True or False. If false, please explain.*

Please identify the scientific, third party research that supports the above proposed action as safe **to all aspects of the environment and safe to the welfare of the impacted human population.**

**Noise:**

“The noise level associated with Joint Strike Fighter, designed as the F-35 Lightning II is significant, which has prompted public concerns about the noise and overall environmental impacts of the aircraft bed down.” (F-35 Environmental Impact Statement Released, The Official Web Site of the U.S. Air Force; Posted 10/17/08.

The Netherlands Dutch Deputy Minister Jack de Vries has ordered a new investigation into the sound pollution caused by the F-35. (Netherlands will start fresh studies on F-35 noise levels; The Kathryn Report; 1/10/10).

Communities in AZ are requesting studies be conducted re: the noise that the F35 produces. “The noise needs to be studied...” (El Mirage: Test F-35' before Feb. Forums; Phoenix Business Journal; 1/8/10)

What is the projected increased noise footprint from the F-35 and what populations would be impacted by the “footprint” as it would relate to the stationing of F-35's at Holloman?

Would the Weed/Mayhill area ,whose population is generally a retired, elderly and low income population be in the “footprint”? **This is an Environmental Justice issue.**

How much noise does the F35 A make in terms of decibels.

2097 HO

the F35 has on human response and animal response (livestock and wildlife)?

**Noise abatement:**

As per the 9<sup>th</sup> International Congress on Noise as a Public Health Problem, 2008, noise abatement technology is available for the F35A (e.g. noise reducing chevron nozzles). (Effects of Science-based noise Control Laws, Standards, and policies: Lundry, W. R.; ICBEN 2008).

What noise abatement measures will be taken re: the F-35 to insure that the quiet we historically enjoy in the Weed/Mayhill area will not be impacted or compromised ?

If noise abatement measures are taken, how do these measures differ from the noise abatement measures currently used by the F-22's ?

What third party recourse do we have as civilians should the F35 training and fly overs negatively impact the current quiet and tranquility to which we are historically accustomed ?

**Sonic booms:**

Over 20 years ago the U.S. Navy recognized sonic booms over population groups were recognized as an impact to human health. In the 1980's aircraft were not approaching the speeds of the F-35 !

The US Navy, in it's EIS for it's Supersonic Operating Area at Fallon, Nevada in the late 1980's, discussed in detail the potential effects of sonic booms on human health (and) noted sonic booms could adversely affect the quality of life. Moreover it is recognized that some residents living under the SOA **may be so severely affected by sonic booms that they would be required to relocate.** (895 F.2d 1416 Bargaen vs. DoN, FAA, EPA).

It is widely recognized that sonic booms are considered "noise pollution".

Commercial sonic transports are not permitted to fly over populated areas in the US.

Japan recognizes critical environmental issues of super sonic transport and boom alleviation resulting in the development of "Quiet Supersonic Airplane Technologies" (International Congress on Acoustics, Mardid 2007).

In November 2005 the Israeli Air Force began using sonic booms over the Gaza strip as a military tactic to instill "fear into terrorists.." A joint petition submitted by Israeli and Palestinian medics on November 2 " demanded an end to the tactic that said was terrorizing the civilian population

2097 HO

of Gaza, adult and child alike."

The petition further added that " The psychological damage caused by the sonic booms amounted to collective punishment," noting "that the Israeli Air Force no longer flew over residential areas at speeds exceeding the speed of sound due to the stress it caused." in Israel. ([www.americanintifada.com/2005](http://www.americanintifada.com/2005). Israel's top law officer okays sonic booms over Gaza, AFP, Date: 11-13-05.).

As of March 22,09, Israel is still using sonic booms over Gaza as a warfare technique.

Why would our own Air Force even consider exposing it's citizens to sonic booms, a violation of the public health and welfare under the US Code 4471 "Controlling aircraft noise and sonic boom" ?

What justification does the U.S. Air Force have in exposing it's own citizens to the use of what other counties consider terrorizing and fear tactics (sonic booms). Please explain!!!! Why is the US Air Force using war tactics on it's own civilian population ? Please explain!!

What third party studies have been done to show the effect sudden sonic booms have on rural populations ? What are the results of these studies ?

What long term and short term studies have been done with the F35 regarding sonic booms on rural populations ? What are the results of these studies ?

What long term and short term studies have been done with the F35 regarding the impact sonic booms have on livestock and on wildlife? What are the results of these studies?

Has the Air Force met with local live stock owners (e.g. local cattlemen associations) regarding the impact sonic booms and noise their animals? What are the results of these meetings ?

Have safety issues been discussed with livestock owners regarding sonic booms created by the F-35?

What studies have been done with sonic booms created by the F-35 concerning animal safety, health and welfare issues in both livestock and wildlife. What third parties have reviewed these studies? What are the results of these studies ?

What long term and short term studies have been done demonstrating the physiological impact sonic booms have on humans? What independent third party has reviewed these studies? What are the results of these studies?

2097 HO

Why is sonic/supersonic military flight conducted over any populated areas while commercial SST are prohibited from doing so?

What current studies have been done concerning property values in areas where the F-35 flies over during training? What third party has evaluated these studies?

What third party studies regarding sonic booms created by the F-35 have been cited by the Air Force in developing the Holloman EIS ?

In the event residents must relocate because they are severely affected by sonic booms, will property values be assessed based on fair market values as determined by third parties ?  
Will those that must relocate be compensated based upon the fair market value of their property?  
How long will the compensation take? Describe the process used for property compensation.

**Focused booms/ Super booms:**

As per Major Richard M. Roberds, US Air Force, supersonic velocity maneuvers cause focused booms. He states that these focused booms are sonic booms magnified as high as five times under focusing conditions (Sonic Boom and the Supersonic Transport: Air Force University Review, July -August 1971.) That was 39 years ago when military aircraft did not approach the supersonic and sonic speeds of the F-35.

How much magnification will there be of sonic booms created by the F-35 under "focusing" conditions?

The US Navy in it's EIS re: Supersonic Operating Area at Fallon Nevada recognizes that "focus" booms may lead to startle-related accidents involving exposed individuals who are operating automobiles and other equipment. In addition there could be adverse effects on the autonomic nervous system including changes in the vascular respiratory, endocrine and gastrointestinal systems, and the more likely possibility of annoyance, irritability, tension, nervousness, hearing impairments, sleep disturbances, and the inability to concentrate.

The autonomic nervous reaction the Navy described is FEAR.

Within the last year we have been exposed to at least two focused booms (in addition to numerous sonic booms)

In the first case our new home felt like it was imploding and the newly placed windows flexed ! I was in the house at the time. What I experienced was FEAR!

2097 HO

In the second case there was a succession of eight sonic booms within a 15 minute period followed by a focused boom. Once again the US Air Force subjected US citizens to fear.

This was with the F-22's What can we expect with the F-35's ?

Why does our U.S. Air Force subject U.S. citizens to this fear??? **Please explain ?**

What justification is there to exposing US citizens to this warfare technique ?

What studies have been done concerning long term human, animal and environmental exposure to sonic and focused booms caused by the F-35? Who are the researchers? Fully disclose all associations with the military? What are their credentials. What independent third parties have evaluated this research ? Fully disclose any association with the military.

What studies show that sonic booms and focused booms are compatible with the rural environment? List them with full notation. Who are the researchers. What are their credentials. Fully disclose all association with the military. Who are the third party evaluators? What are their credentials ? Fully disclose all association with the military.

**Exposure to "training fly-overs":**

"The GOA in 3/09 noted 5,000 planned test flights. Of that 1243 flights were set for FY 2010. To reach that goal the testing program plans add aircraft while reaching and sustaining a rate of 12 effective test sorties per aircraft per month to accelerate the testing program." Sweetman, Bill. "Get Out and Fly". Defense Technology International, June 2009.)

It is recognized by the military and Washington that the production of the F-35 is 2-3 years behind schedule. The testing program, if it were on schedule requires 5,000 planned flights. In order to reach that goal, Sweetman states 12 effective test sorties per aircraft per month would be required. Since the testing program is behind schedule how will the program be adjusted ? What "adjustments" have been made to increase the number of flights per air craft per month?

Should Holloman be selected as the training site :

how many months or years <sup>15</sup> of the F-35 training ?

how many F-35's would be stationed at Holloman AFB?

2097 HO

how many F-35 flights would there be per plane per day over the Weed / Sacramento / Mayhill / Pinon area?

how many F-35 flights would there be over the Weed / Sacramento / Mayhill / Pinon area per month ?

how many months would the F-35 training be held over the Weed / Sacramento/ Pinion / Mayhill area ?

at what elevation and speed would the F-35's fly?

would there be an "instructor" F-35 following the "training F-35" thereby doubling the number of sonic and focused booms?

#### Flares and Chaff

When the Air Force reviewed studies conducted by other researchers on flares and chaff, the Air Force concluded that all previous studies done by other researchers were found to be "inconclusive and additional research was conducted". (p. 2-1 Final Report) This resulted in the Air Force producing a study titled "The Environmental Effects of Self Protection Chaff and Flares-Final Report, August 1997 ;Prepared for :USAF Headquarters Air Command, Langley AFB, VA. " ( abbreviated for this letter as Final Report)

**All of the conclusions of this Air Force study state that there are no negative environmental impacts associated with chaff and flares. Interesting.**

This study is used by the Air Force in developing the flare and chaff assessment of an EIS.

What independent third party has evaluated the reliability and validity of this study?

While the list of researchers is impressive as are their credentials, have the researchers made full disclosure of any/ all association with the military ? Yes or No? Please provide proof.

Did other third party researchers reach the same conclusions that all previous studies were "inconclusive"? If so, please cite the research.

What other independent third party studies are used in developing the EIS ? Please cite the research.

If no independent third party studies are used, and if there are no third party evaluations regarding the reliability and validity of the Air Force's studies then is it correct to state that the Air Force

2097 HO

bases it's EIS statement on research done only by the Air Force? Please explain.

Based upon the Air Forces studies, have there been any research results that conclude that any tests or activity the Air Force proposes has a negative impact on the environment? If so, please cite. What are the results of these studies?

"Most past studies on chaff and flares have concentrated on acute effects and effects of a single or finite number of events. Even discussions of accumulated effects have been limited to one year or less. Prior to this study almost nothing was done to assess the long term effects of continuous chaff and flares use on either the accumulation of residual debris or the chronic effects of this accumulation on such things as soil and water chemistry and wildlife physiology."(Final Report) Yet in the Overview of the "Environmental Effects of Self Protection Chaff and Flares- Final Report" it states that "...this study did not include any long term studies" but rather "...laboratory analysis were designed to simulate long term chemical effects associated with weathering and field studies examined areas where chaff has been heavily used over a prolonged periods of time for detectable environmental effects. " (p. 2-1, Final Report)

Based on the above statement, the Air Force states that it has not done long term studies in the environment regarding chaff and flares but rather uses data from lab results and field studies.

Therefore it can be deduced that the EIS findings concerning the long term environmental effects of flares and chaff are based on lab results and not long term studies. True or false. Explain.

Again, what independent third party analysis was done to confirm or refute the validity of the study and the reliability of the results and conclusions of these types of these lab and field studies?

#### Flares:

"The main issue with flares is their potential to start fires that can spread and have significant adverse impact on the environment". (ES -3 Final Report). Personal safety is considered a "secondary effect". (ES-3 Final Report) as per the Air Force.

Have you ever had to fear for your life when wall of flame is descending on your home and you are forced to quickly evacuate because the wind has changed course and you are forced to decide which animals stay and probably die and which you take ? Everyone including the animals are in a sheer panic! **Please answer Yes or No .**

Sirs, this is not a "secondary consequence"

2097 HO

Since the F35 is a newly developed fifth generation aircraft with only three test flights recorded for the F35 as of Jan 14, 2010. A safety record has not been established since “no complete prototype has been fully tested” as per the GOA 1/19/10. (Forward Observer: F-35 Challenges Gates; Government Executive, 1/19/10.

So the Air Force is considering loading up a largely untested jet with flares and live munitions and using pilots who have not yet been trained (or with minimal training) in the F-35 and allowing him/her to test fly over our populated, heavily forested, drought stricken area ? **True or False. Please answer.**

Does this not fly in the face of AF 13-201 US Air Force Airspace Management ruling that the “Air Force’s responsibility is to ensure that the public is protected to the maximum extent practicable from the hazards and effects associated with flight operations”? **True or False. If false, explain.**

“Flare drops are permitted in MOA’s and MTR’s only when an environmental analysis has been completed” (P. 21, Final Report).

The Weed/Mayhill/Pinon/ Sacramento area has been under severe drought conditions for years. In the event of a “mishap” involving a flare, catastrophic consequences ( not secondary consequences in the opinion of local residents) would result including the loss of forest, ruining of water sources due to subsequent erosion, loss of property, loss of/injury to livestock, and /or injury to humans or loss of human life. The threat of forest fire real to us !! Our way of life would be lost. For many incomes would be lost.

Is the Weed/ Sacramento /Mayhill /Pinon area considered a MOA or MTR ? If so then can flares be dropped in the area which is located in the Lincoln National Forest?

Does not an environmental analysis take months ? How would this fit into the military’s time frame since meteorological conditions change rapidly one day to the next? How can we, the public, be assured that a complete, science based EIS will be done in this regard?

In the event of a “mishap” and resulting fire who would be the first responders? Probably our community volunteer firefighters.

2097 HO

What is the fire suppression plan ?

Has the plan been discussed with local volunteer fire fighting stations

Have the local volunteer fire fighters had input on the plan?

As per AF113-212. 4.13.4 (Nov 16, 2007) “appropriate fire suppression equipment and personnel must be available to deal with local fire hazards.”

In the case of Weed/Mayhill/ Sacramento /Pinon area, how has this requirement been addressed ?

Has this been discussed with local volunteer fire fighting stations?

In the even that one of our volunteer fire fighters is injured or loses his/her life in fighting a fire caused by a military aircraft “ mishap”, what compensation would the military provide in the way of medical care for the victim and/or insurance for the surviving family members?

What is the plan for providing community emergency medical services in the event of a fire or accident ?

Has the plan been discussed with the local EMS teams?

**Chaff:**

Citing again the Air Force’s study (Final Report), no long term studies have been done with regards to chaff. Laboratory tests are used to draw conclusions about the impact chaff has on the environment.

But there is cause for concern for only using laboratory findings. Since there have been no true environmental studies completed, the effects of chaff on the environment can only be “guessed”.

Some of the “guesses” include “ Adverse effects to sensitive aquatic animals although unlikely, **may be possible** in certain confined water bodies.” ( pg. ES -2 Final Report)

Regarding wildlife “ ...**few animals are expected to suffer physical effects** from chaff ingestion.”(pg. . ES-2 Final Report)

Regarding surface or bottom feeding waterfowl “**Information was not available** concerning the ability (of these birds) to process ingested chaff”. ( pg. ES-2 final report)

2097 HO

Because there have been no long term environmental studies, are the phrases “may be possible” “a few animals are expected” and “information not available” truly acceptable science- based findings ?

How can the use of these nebulous statements be justified when developing an EIS?

Has a third party evaluator studied the validity of lab findings extrapolated to the environment regarding chaff?

The Weed/Mayhill/Sacramento area currently supports a number of large and small ranches. Cattle are raised here then sold at market. Local ranchers depend on the quality of the environment to produce healthy cattle. Consumers, purchasing beef products, assume that the animal meat they are consuming is free of any dangerous substances.

What studies have been done with livestock (not wildlife) and chaff?

What studies have been done concerning short term and long term effects chaff may have once chaff enters the food ?

Again. What third party has validated the studies?

The Weed/ Mayhill/ Sacramento/ Pinon area are communities within the Lincoln National Forest. National Forests were designed so as to provide citizens “natural” places. The Lincoln National Forest is also home to endangered species therefore making the forest area an environmentally sensitive area.

As per the “Environmental Effects of Self Protection Chaff and Flares” study cited earlier, the Air Force states “Use of chaff over or immediately adjacent to highly sensitive areas such as Wilderness Areas, Wild and Scenic Rivers, National Parks and Monuments, and other pristine natural areas may be incompatible with the land use management objectives for those areas.” (Pg. ES-2 Final Report). I would like to add that sonic booms, focused booms and flares are also incompatible with the Lincoln National Forest. To suggest otherwise is flying in the face of the purpose of National Forests.

How does the Air Force justify flying F-35's over the Lincoln National Forests ?.

What studies have been conducted specifically in the Sacramento Mountains regarding the

2097 HO

impact the F-35 would have on endangered species flying at sonic and supersonic speeds ?

Who conducted these studies and what is their association with the military? Full disclosure requested. Who were the third party evaluators of these studies? What association do they have with the military ? Full disclosure requested.

What studies have been conducted regarding the impact focused booms from F-35's would have on endangered species? Who conducted the research? What is their association with the military? Full disclosure requested. Who are the third party evaluators of these studies? What association do they have with the military ? Full disclosure requested.

The “Environmental Effects of Self Protection Chaff and Flares Final Report 1997” states that a new type of chaff is being developed.

What are the results of the current studies regarding the “new” chaff” and it’s impact on the environment? What is the chemical make up? How does it differ from the chaff evaluated in the 1997 study? What current research studies have been conducted regarding the impact this new chaff has on the environment ? Who were/are the researchers? What is their association with the military? Full disclosure requested. What are their credentials ? What third party evaluation has been done regarding the “new” chaff? What association do they have with the military ?

#### **Hazardous Wastes :**

According to Air Force , chaff and flares produce waste materials that, in large amounts or with chronic long term exposures can produce a variety of maladies including cancers and chronic illnesses. For example, “ Flares use initiation cartridges and ignition devices that contain chromium and lead compounds . Both are hazardous air pollutants under the Clean Air Amendment of 1990. Both are known carcinogens.” ( “Environmental Effects of Self Protection Chaff and Flares”) In this report the Air Force cites their research as evidence that any hazardous waste produced is minimal and thus there is no impact on the environment or humans.

Since chaff studies were done in the lab, has this statement been found to be reliable and valid as confirmed by an objective third person researcher?

Regarding the “new chaff”, what hazardous waste will be/is being produced by the new chaff?

Since new chaff is being used, what current studies (after 1997) have been done regarding the impact the hazardous waste created by the “new chaff” has on the environment ? Who are the researchers? What is their association with the military ? Full disclosure requested. Has there been a third party evaluation of these studies?

2097 HO

**Local Economy:**

Small businesses and recreational camps are the economic backbone for the Weed/Mayhill/Sacramento /Pinon area. Business and income are generated largely from tourists and hunters.

What long term and short term studies have been conducted regarding the economic impact that F-35 training would have on local businesses and camps?

What long term and short term studies have been done regarding the impact F-35 training would have on hunters and the areas used by hunters?

What studies have been done regarding the impact F-35 training in an area would have on the tourist trade?

Has an independent third party validated the results of these studies?

**International Collaboration and Impact on US Air Space:**

A nine nation consortium is involved in the research, development, and manufacturing of the F-35: The U.S.A., the U.K., Italy, Netherlands, Turkey, Canada, Denmark, Norway, and Australia. Israel and Singapore are Security Cooperation Participants.

Other than the U.S.A., what other countries in the consortium are providing air space over populated areas and national forests for training flights?

If any of the countries are not providing air space, why are they not?

Will foreign pilots be training in the F-35's over US air space? What criteria do these pilots have to meet prior to training in the F-35? How does this criteria compare to that of the US pilot criteria?

Who shoulders the responsibility should a "mishap" occur when an F-35 is piloted by a foreign pilot?

Are foreign pilots held to the US rules and regulations regarding flight safety, use of air space etc ?

Conclusion: There are so many unknowns with regard to the safety of the F-35 as expressed by the public as well as by military officials and the GOA. There is the question as to whether all data and research produced by the Air Force and used in compiling an EIS is reviewed by independent third parties. There is a concern that chaff research was done in the laboratory and then extrapolated into the environment and this extrapolation is used as a basis for EIS studies.

2097 HO

There are also concerns regarding the impact F-35 training over our area would have on the local economy, small area businesses, tourism, recreational camps, endangered species, property values, property damage and compensation at fair market value for relocation or property damage, the generation hazardous waste and it's impact on humans, animals and the environment. There are questions as to whether other countries are allowing the F-35 to train in their air space. There are concerns and questions about sonic booms over populated areas (a warfare tactic used by Israel), the impact sonic booms and focused booms have on the health and safety of residents in the Weed/ Mayhill/ Sacramento / Pinon area , the potential for forest fires from flares deployed over the Lincoln National Forest, and the credentials of foreign pilots who could be training in F-35's over our area.

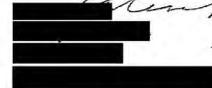
Summary: The Air Force is charged with making an informed decision and consider all potential impacts (AF 113-212 16 Nov 2007). Furthermore "... the Air Force has the responsibility to ensure that the public is protected to the maximum extent practicable from the hazards and effects associated with flight operations. (AF 13-201 US Air Force Airspace Management, July, 1994).

It is incumbent upon the Air Force that other sites be considered as training sites for the F-35. Sites to seriously consider are areas that are not populated and sites that are not environmentally sensitive or located within or around a National Forest. These sites exist: the desert and the ocean.

I expect to be notified at every step in the National Environmental Policy Act (NEPA) process and that all of my comments and questions will be fully addressed in the draft Environmental Impact Statement (EIS). I would like my comments/communication incorporated into the administrative record. I would also like a copy of the draft EIS and the final EIS.

My contact information is found below my name.

Sincerely,  
Ellen Kazor



15/15

2098 HO

Weed Community Association  
P.O. Box 482  
Weed, NM, 88354

February 10, 2012

David Martin, Air Force Contractor  
HQAETC/A70PP  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4519

Dear Mr. Martin,

On behalf of the communities of Weed, Sacramento, Pinon, and Mayhill, NM, I would like to respectfully request an extension of the date for which comments are due regarding the F-35-A Draft Environmental Impact Statement (EIS).

Inasmuch as it took over a year and a half to prepare the 1,258 pages of the EIS, we feel that, due to the technical nature and volume of data contained in the EIS, the short period given to review the document is inadequate.

We are requesting an extension until April 27 from the date comments are currently due. A response to this request is specifically requested not later than February 20, 2012.

Sincerely,

*Tom Ward*  
Tom Ward, President  
575-687-3104  
Thomas\_R\_Ward@yahoo.com

NP-12

2099 HO

March 2, 2012

F-35A Training Environmental Impact Statement  
ATTN: Mr. David Martin, Air Force Contractor, & Ms. Kim Fornof  
HQ AETA/A7cpp  
266 F Street West, Bldg 901  
Randolph AFB, TX 78150-4319

Mr Martin and Ms Fornof,

During the scoping period concerning the F35, a community meeting was held in Weed, NM. The meeting was held on March 23, 2010.

According to the attendance list 84 concerned citizens were present.

The meeting was organized by County Commissioner Ron Rardin and community members.

Representatives from Congressman Harry Teague's office were included as part of the panel.

Comments concerning the F-35 basing at Holloman were taken by the panel.

The audience was told that the comments would be submitted as part of the scoping process.

At the Public Hearing of the F-35A Draft EIS that was held in Weed on February 7, 2012, a legislator's aid stated that the March 23, 2010 meeting should be noted in the Final EIS and that this notation include the fact that 84 community members participated..

We are therefore requesting that these facts be included in the Final EIS for the F-35.

Thank you.

Sincerely,

*Thomas Ward*  
Thomas Ward  
President  
Weed Community Association

NP-17

2100 BO

From: Ron Slavick [rslavick@allmera.com]  
Sent: Saturday, March 03, 2012 7:51 PM  
To: AETC/A7P Workflow  
Subject: Boise - F35

Hello!

As a pilot I love watching the F35!!! but the A10s are more than we need at BOI ... lets put the F35 in Mountain Home!! ] GR-12

The noise pollution to the city caused by the F35 would greatly outweigh any benefits. ] NO-1

Please remember that many people (including myself) moved from big noisy cities to Boise Idaho because its dark at night and quite in they day! ] NO-36

Thank you,  
Ron Slavick



Allmera Worldwide  
Executive Director, New Business Development  
"The mind is everything, what we think we become."

**El Encanto Estates Homeowners Association**  
30 East Calle Mirasol, Tucson, AZ 85716-4917  
520-250-5585 fbabb@cox.net

2101 TU

March 1, 2012

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

Re: Comments on the Draft F-35 EIS and Request for a 45-Day Extension of the Comment Period

Dear Mr. Martin and Ms. Fornof:

We welcome the opportunity to comment on the important issue of the environmental impact statement (EIS) for training basing of the F-35A aircraft. We request that the EIS comment period be extended 45 days beyond the March 14 deadline. The EIS is lengthy and quite technical and, for most residents of Tucson, it requires substantial time and effort to understand the methodology and conclusions, and to formulate appropriate comments. ] NP-12

El Encanto Estates is a community of about 140 residences within the flight patterns contemplated by the EIS.

We have studied the EIS and found it disturbing on a number of counts. The first is that we are only given a choice of a No Action Alternative which eliminates basing F-35A training at all the sites studied in this EIS, or accepting some F-35A basing at ALL sites. This appears to us to be illogical, since some sites may be more appropriate than others, as the number of people affected by the environmental effects of this basing certainly differs from site to site. ] DO-31

Another problem we found is that the EIS analysis for the Tucson-AGS alternative is incomplete, so that no conclusion can be drawn from it. This is because not all the noise impact was analyzed. The EIS deals with the noise impact caused by flying in and out of Tucson International Airport. It also states that armament must be kept and loaded onto the F-35A at DMAFB, which involves flying in and out of the DMAFB runways. But no analysis of the impact of those flights is presented. This is important because those flight paths are necessarily over much higher population density than flights in and out of TIA, including several schools and a university. We do not see how Air Force officials can make a determination for basing without those data. ] NO-4 ] DO-30

The EIS states that the F-35A is between 9 dB and 22 dB louder than the F-16C, thus exceeding 100 dB at several locations along the flight path. We believe that the shock impact of short bursts of that much noise is not properly captured by the 24-hour average upon which the analysis in the EIS is based.

NO-50

The elected El Encanto Estates Homeowners Association Board was unanimous in its vote that it is inappropriate to base F-35As at a location that necessitates over-flights in high density populated areas, such as requiring flights in and out of DMAFB. It seems more appropriate to base the training of quieter aircraft at such locations, and do the training for the F-35A at more sparsely populated areas. This is thus NOT a “not in my back yard” statement; it is a statement of judging the sites chosen by minimizing the impact on our citizenry. We have supported the stationing of A-10s at DM. That is why the no-action alternative does not make sense to us; each site should be evaluated on its own merits. We believe that the EIS should reflect these realities.

GE-4

GE-1

DO-1

We also were appalled at the shallow treatment of the safety issue. Tucson has experienced two military aircraft crashes involving property damage and loss of life in the last 30 years. The EIS provided no data on crashes with new aircraft, or any other hard facts, only vague statements that the probability would decrease with time.

SA-2

We urge that the F-35A EIS address the impact on all of the affected population areas, and that some analysis be done on the effects of short-term high intensity sound beyond what the 24-hour average implies. In addition, we urge that the site selection criteria distinguish between sites on the basis of population affected by the basing as well as magnitude of the effects.

Sincerely,



Frank Babb, President

- CC: Senator Jon Kyl
- Senator John McCain
- Congressman Raul Grijalva
- Mayor Jonathan Rothschild
- Vice Mayor Shirley Scott
- Council Member Regina Romero
- Council Member Paul Cunningham
- Council Member Karin Uhlich
- Council Member Richard Fimbres
- Council Steve Kozachik

**From:** Joseph Marvin [JoeMarvin@psg-inc.net]  
**Sent:** Sunday, March 04, 2012 11:16 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 Draft EIS Comments  
**Attachments:** DEIS\_comments.xlsx

David and Kim,

Please find attached a set of comments to the DEIS. These comments are specific to Luke AFB sections. I am an appointed Commissioner of the Arizona Governor's Aerospace and Defense Commission as well as the President of the Frank Luke Chapter of the Air Force Association and local aerospace and defense small business owner.

Please let me know how I can help facilitate the discussions suggested in the comments.

Respectfully,

Joe M.

Joseph Marvin, ESEP  
 Prime Solutions Group, Inc (PSG)  
 (623) 853-0829 office  
 (602) 677-9761 cell  
[joemarvin@psg-inc.net](mailto:joemarvin@psg-inc.net)

				2102 LU
#	Name	Pg	Para	Comment
1	J. Marvin	1-6	Public Comment Period	The Arizona Commerce Authority Aerospace and Defense Sector and local city (Goodyear, AZ) economic development organizations have ideas for collaborative and leveraged projects that might provide cost savings in areas of facilities, Aerospace and Defense (A&D) Industry. When in the EIS scoping process is it appropriate for state and local economic environment considerations?
2	J. Marvin	1.6.2	Government-to-Government Consultations	No mention of Consultation with state and local government. The state and local governments surrounding Luke AFB are tremendous supporters of the Air Force and the training mission at Luke. Economic growth in the area has been carefully monitored to prevent encroachment issues. At the same time, the local area has experienced tremendous growth in the past twenty years. Leaders and the public are eager for a new model in the relationship with the Air Force. With the potential for an F-35A training mission at Luke the desire is for retention and recruitment of industry and business to the local area. How and when can these discussions take place?
3	J. Marvin	2.3.3	Luke Air Force Base	This section could include an overview of the rich history of Luke as a Pilot Training Center. Although Luke was "established a substantial distance west of Phoenix in 1941," it has since been surrounded by a vibrant community that is a proud neighbor. Even though there has been substantial growth since 1941, the state of Arizona, Maricopa County and local communities have gone to great lengths, public debate and legislation to preserve airspace and land beyond that required to ensure Luke AFB remains an integral part of this community. Initiatives such as the planned solar array farm, relocation of the Navy Reserve Center and other missions should be cited.
4	J. Marvin	2.4	F-35A Training Program Requirements	Sensor Integration to Support Precision Munitions, Comprehensive Combat Information Systems would suggest new and specialized requirements over existing resource requirements. Are those included in this section?
5	J. Marvin	LU-181	3-11 Socioeconomic	Given the growth in the ROI communities, Table LU 3.11-1 and LU 3.11-2, economic development organizations in the ROI are focused on continued development of high-tech industry. A major focus of the Arizona Commerce Authority is the retention and recruitment of aerospace and defense industry to the region. While construction jobs are important, and we welcome 2-3 years of stimulation to the local construction industry, the reality of current economic conditions mandates development of diverse industries and particularly high tech aerospace and defense industry. Toward that end, there is keen interest in discussion of how the F-35A beddown decision can stimulate high-tech aerospace and defense industry. Given the advanced capabilities in ISR, sensor integration, and Comprehensive Combat Information Systems, a discussion on current and future developments in these areas is requested. Particular focus on how businesses in the ROI can contribute and compete in these high-tech areas. For example, a Lockheed Martin Division is situated 8 miles south of the base in a state Military Reuse Zone (MRZ) with over 1 million sq ft of industrial space. In addition the Phoenix-Goodyear airport located on the MRZ has capability to land and hangar aircraft, access to rail and close access to I-10. A discussion of how these
6	J. Marvin	LU-203	LU 3.14 Transportation	No mention of the Phoenix-Goodyear Airport located just 8 miles south of Luke AFB. This presents another example of a possible win-win in the ROI. Another potential area for Air Force and ROI discussion.
7	J. Marvin	LU-124	Recreation	The Maricopa County Parks and Recreation Regional Park located 7 miles to the west of Luke AFB is the White Tank Regional Park. Incorrect in following tables and text.

**2103 HO**

March 6, 2012

147 Sonterra Dr.  
Alto, NM 88312

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

**Re: Comments on Draft EIS for F-35A Training at Holloman AFB**

Dear Mr. Martin and Ms. Fornof:

Thank you for this opportunity to comment on the proposed F-35A training at Holloman AFB. The Alto to Capitan area has lived with sonic booms for the last few years. Although this area and many areas of Lincoln County were once very rural and unpopulated, this is not the case today. More and more individuals and retirees are building their dream homes in the "country". The Air Force needs to rethink their proposed training plans. **NO-8**

Compensation is not the Answer

The last sonic boom over my house was a "direct hit", the worst I have had. The whole house rocked and the cats ran! This is not acceptable. I have also heard from many of my constituents who have experienced cracked stucco and wall murals, stampeded livestock and scared pets. Although the Public Affairs Officer is always sympathetic when we call and asks for the details of the flights (time, location, etc.), the flight patterns do not change. We still have the sonic booms. The Public Affairs Officer also asks that they submit a claim for damages. This is a hassle and not the answer. **Since it appears that the Air Force is not capable of conducting training flights without avoiding our area, then prevention--no training at Holloman, is the answer.** **NO-15**

Communities that Benefit are not the Ones who Live with the Sonic Booms

Your pilots avoid the City of Alamogordo and the Villages of Ruidoso/Ruidoso Downs. Although Alamogordo is the primary economic beneficiary of the Holloman Air Force Base, its citizens do not live with the sonic booms. Lincoln County residents do not think this is fair. We should not be asked to suffer the negative consequences of the training flights. **GE-1**

We were all glad to hear that the F-22s were being removed from Holloman. Then we heard about the proposed F-35A training. I am also supportive of Secretary Panetta's plans to downsize the armed forces but still maintain the protection of our nation. **Please remove Holloman from your list of potential bases for F-35A training.** **NO-45**

Sincerely,  
*Original signed by Kathryn L. Minter*

Kathryn L. Minter  
Lincoln County Commissioner  
575-336-4831

cc: Representative Steve Pearce **GE-4**

**Final**  
**June 2012**

2104 LU

**From:** Debbie Lesko [DLesko@azleg.gov]  
**Sent:** Wednesday, March 07, 2012 2:51 PM  
**To:** AETC/A7P Workflow  
**Subject:** hor2061h[1].pdf - Adobe Reader  
**Attachments:** hor2061h[1].pdf; CT\_CF\_Drop\_7.txt

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

From: State Representative Debbie Lesko

I would like the attached put into the official public comment record. Attached is the press release and resolution. NP-8

Please confirm that you have received this comment or if you prefer it in another format.

Sincerely,

Representative Debbie Lesko  
Majority Whip  
District 9

2104 LU

House Engrossed

State of Arizona  
House of Representatives  
Fiftieth Legislature  
Second Regular Session  
2012

### HOUSE CONCURRENT RESOLUTION 2061

A CONCURRENT RESOLUTION

SUPPORTING THE F-35 TRAINING MISSION AT LUKE AIR FORCE BASE.

(TEXT OF BILL BEGINS ON NEXT PAGE)

H.C.R. 2061

2104 LU

1           Whereas, the State of Arizona supports the current mission of Luke Air  
 2 Force Base for training F-16 fighter pilots in support of our nation's  
 3 defense; and  
 4           Whereas, Luke Air Force Base and Goldwater Gunnery Range provide a  
 5 cost-effective location for the current mission as well as follow-up  
 6 missions; and  
 7           Whereas, the F-35 Lightning II is critical to the future defense of  
 8 the United States, and Luke Air Force Base, with its superb flying weather  
 9 and outstanding facilities and infrastructure, is the right choice to train  
 10 Air Force pilots in this next generation aircraft; and  
 11           Whereas, the State of Arizona strongly supports the continued operation  
 12 of Luke Air Force Base as an Air Force flight training base and pledges to  
 13 continue to support Luke Air Force Base.  
 14 Therefore  
 15 Be it resolved by the House of Representatives of the State of Arizona, the  
 16 Senate concurring:  
 17           That the Members of the Legislature strongly support the F-35 training  
 18 mission at Luke Air Force Base.

GE-3

2105 TU

**From:** Patricia Vereb [lotdjoes@gmail.com]  
**Sent:** Monday, March 05, 2012 11:09 PM  
**To:** AETC/A7P Workflow  
**Subject:** F-35 Draft EIS

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

March 5, 2012

Many current and retired Air Force officials in the Tucson area have publicly acknowledged that the F-35 is not compatible with our densely populated urban community,

Is local airspace appropriate for F35 training? Explain the noise model validity and results.  
 What noise mitigations would be implemented?  
 How would damage claims for noise impacts be handled?  
 How many jobs would be brought to the communities?  
 What would the noise effects on schools or children be?

AM-6  
 NO-49  
 NO-20  
 DO-18  
 SO-21  
 EJ-2

**Who are the people most impacted by the F-35 at TIA?**

Most impacted are lower income and ethnic minorities living proximal to and south of TIA. However, because the National Guard training jets cannot load up on live ammunition for their training at TIA they have to fly into DM for that purpose taking them at times over the City. Also, as more foreign countries replace their jets with the F-35 and come to train as part of Operation Snowbird which is now a year round permanently housed program at DM, Tucsonans will be exposed to the F-35 noise and vibrational forces for weeks at a time throughout the year. No one, except perhaps those living in the Foothills will be exempt from the negative impacts of this jet.

EJ-4  
 SA-13  
 NO-1

**Why is the loudness and power of the F-35 being downplayed?**

Repeatedly we hear that the F-35 is only a little louder than the F-16. When in fact,

NO-2

**The reality is that the F-35 will have 10 times the energy of the F16C when cruising, and 100 times the energy on landing. The human auditory system compresses those differences into twice and four times respectively.**

NO-46

In addition, we know that the F-16 has 23,000 lbs. of thrust while the F-35 has 40,000. So the noise and pollution generated by those jets taking off in the morning from DM will be much louder and extend much further into the City neighborhoods. The vibrational forces alone will result in greater structural damage (ask any architect or structural engineer).

NO-47  
 NO-12

The Elgin AFB F-35 EIS recorded the F-35 while landing at 500mph at 500 ft at 122 decibels. Translated in health terms, that means that permanent hearing damage for humans occurs with only a 4 second cumulative exposure over a 24 hour period.

NO-48

If the projected increase in DM overflight activity both in terms of numbers and power of the jets was projected to have only minimal increased impact and concern to our citizens then why was Julia Keen school closed and why were 'notional' noise contours extended over homes all the way into the Broadmoor neighborhood

LU-8

2105 TU

designating them 'incompatible with residential use'? And because of the real greater energy footprint of the F-35 to the F-16 how much further into the City will those overlay zones have to extend?

LU-8 cont'd

I ask you to begin considering what sort of AF missions might be better suited for DM which is now situated 3/4 surrounded by a City, and where the jets are forced because of geography, proximity of TIA, and wind patterns to fly over a City of at least a million and a University with a day time population of 50,000.

GE-17

What good is defending our country if in the process we destroy the lives of some of the very citizens we are supposedly defending.?

GE-13

What effect will the vibrational forces have on those flying these planes and all who are on the base? Are we even debilitating the very people in the military who are serving now?

NO-12

How will the children and young adults of today be able to have quality of life and be leaders of our great nation if they are hearing impaired and their lungs are deteriorated because of pollution?

NO-36  
GE-13  
GE-16

Defending our country is important and necessary. The military people who serve and have served us give their all and I am grateful. Certainly with the intelligence, wisdom and knowledge available the F-35 can be engineered to improve the vibrational forces to a range that will not destroy our hearing, pollute our environment or do structural damage.

GE-13

Should the present limitations of the F-35 be corrected so as not to impede the lives of the people of Tucson, having the pilot training center and basing the F-35 training aircraft would be welcomed most likely by many of us.

GE-1

Thank you for taking the time to consider these concerns.

Respectfully,  
Sister Patricia Vereb, OSB  
Benedictine Monastery  
800 N Country Club Rd  
Tucson, AZ

2106 TU

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



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

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

David Martin, Air Force Contractor, and Kim Fornof  
HQ AETC/A7CPP  
266 F Street West, Bldg. 901  
Randolph AFB, TX 78150-4319  
Fax: 210-652-5649  
Email: [aetca7cp.inbox@us.af.mil](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.

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

Name: Matthew J Hard  
Organization/Affiliation: Raytheon Missile Systems  
Address:\* 13179 E. Mineta Ridge DR.  
City, State, Zip Code: Vail AZ 85641

Comments: As a member of the defense community I feel it is important to support our armed services. The F-35 will be a crucial asset to our national Guard base here in Tucson! The Pro's FAR exceed the con's!  
As a resident of Tucson I feel it would be devastating to Tucson if we were not to get the F-35 here. The Air Guard is a large employer here in Tucson. The men and woman employed by the guard are home owners, have their children in Tucson schools, they are members of our churches and are very important members of our community! If we do not get the F-35, what is the future of the Tucson Air National Guard after the F-16 is put out of service? The ripple effect will be devastating to Tucson.

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.

2106 TU

The F-35 will be good for our Air force & Air National Guard  
 and it will be good for Tucson!  
 In conversations with my family, friends, neighbors and co-workers  
 I have not heard a single objection to the F-35 coming to Tucson.  
 We are very hopeful that the right thing will be done and  
 we will see the F-35 in the Sky over Tucson.

Sincerely,  
 Matt Hail

GE-3  
cont'd

2107 BO

**From:** Steve Tornga [stornga@msn.com]  
**Sent:** Thursday, March 08, 2012 10:34 AM  
**To:** AETC/A7P Workflow  
**Cc:** Steve Tornga  
**Subject:** USAF Scoping Meeting Comment Form - F-35A in Boise

To: David Martin  
 HQ AETC/A7CPP  
 266 F Street West, BLDG 901  
 Randolph AFB, TX 78150-4319

My Name: Steven C. Tornga – President of the Sunrise Rim Neighborhood Association  
 Organization/Affiliation: Sunrise Rim Neighborhood Association & Resident  
 Address: 2124 Sunrise Rim Road  
 Boise, ID, 83705

Comments: Our entire Sunrise Rim Neighborhood Association SRNA are on the North side of I-84 and is in an area that will be designated "Not Suitable for Residential Use" per based on the Air Force's EIS & FAA regulations if any of the F-35A options are located in Boise. **Our SRNA Board of Directors are opposed to the USAF F-35A Pilot Training Range proposal for Boise.** Our Association includes over 200 residences and several businesses. Here's more on the impact we expect if this were to be approved in Boise:

1. Our Health – *If this base is located at the Boise Airport/Gowen Field airfield, the entire Sunrise Rim Neighborhood will be designated as "NOT SUITABLE FOR RESIDENTIAL USE". This is based primarily on noise exposure. A wide variety of sources reveals that these jets will cause extremely high levels of noise causing hearing loss, & sleep interruption. Additional information points out an increase in air pollution.*
2. Quality of Life – *The dramatic increase in noise and pollution from these jets will lower our quality of life. One study the Air Force conducted in Tucson where they already operate F-16's states that "the F-35A will be about 3 times as loud and spread over more than 4 times the area, if the new F-35 fighter comes to the Guard at Tucson International Airport". With news that up to 10% of the F-35A flights operating after 10pm we're already losing sleep over this proposal. Companies and individuals would no doubt drop consideration of Boise as a place to live, work or vacation. In our neighborhood, we won't be able to hear each other talk inside our homes (even when the windows are closed) during F-35 flights (up to 50 flights/day).*
3. Property Values – *If our neighborhood is designated "Not Suitable for Residential Use" we will lose a significant percentage of our property value, which will negatively impact our wealth and spending, thus hurting the Boise area's economy and tax revenue. The Tucson study states "the F-35A will be about 3 times as loud and spread over more than 4 times the area" when compared to the F-16 flights. It's obvious to us that the F-35A impact will be a lot more than the 6,958 acres and 10,119 residents as stated in the Air Force's Environmental Impact Statement.*
4. Negative Economic Impact – *Please read the Draft Economic Assessment of the USAF Socioeconomic Impact Analysis for Boise AGS, conducted by Kevin E. Cahill, PhD dated Feb. 26, 2012. The conclusion of this report states "the Air Force's application of the IMPLAN model in this case is fundamentally flawed because the Air Force does not take into account the impact of the F-35A ...when estimating impacts on employment, population, housing, schools, and public services. The noise levels the Air Force predicts will have a negative effect on 4 schools (and our kids) in our association area. The economic impacts stated by the Air Force's study do not include any related losses due to issues identified in 1, 2 or 3 above.*

We love our freedom, appreciate all the branches of our military, and support proposals for appropriate jobs. We also expect our elected officials to protect what makes Boise such a special place. We feel the Air Force's proposal would be a better fit for an existing Air Force Base. The Sunrise Rim Neighborhood Association finds this proposal incompatible with Boise's urban environment, and its citizens' health and lifestyle.

Steve Tornga  
 2124 Sunrise Rim Road  
 Boise, ID 83705  
 (208)342-1876 office  
 (208)861-8089 cell

Final  
 June 2012

GE-4  
 SO-1  
 NO-6  
 AQ-1  
 NO-1  
 SO-18  
 NO-3  
 SO-1  
 SO-18  
 NO-2  
 SO-13  
 GE-1

2108 TU

2109 LU

From: Anne Gomez [REDACTED]  
 Sent: Thursday, March 08, 2012 10:07 AM  
 To: AETC/A7P Workflow  
 Subject: Status of Tucson Forward Extension Request

Dear David and Kim,

Just wondered what the status is of the comment period extension request from Tucson Forward? NP-12

Thank you,

Anne Gomez

**RESOLUTION NUMBER 1249**

**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE TOWN OF PARADISE VALLEY, ARIZONA, SUPPORTING THE LOCATION OF THE F-35 JOINT STRIKE FIGHTERS TRAINING MISSION AT LUKE AIR FORCE BASE.**

**BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF PARADISE VALLEY, ARIZONA THAT:**

**WHEREAS**, Luke Air Force Base (Luke AFB), located in the State of Arizona, has served a vital role for the U.S. Air Force for 70 years and is the world's largest fighter wing and the finest training base in the world; and

**WHEREAS**, Luke AFB is the logical location as a training site for the F-35 mission since Arizona has ideal climate, land, airspace, training ranges and facilities needed to fly the F-35, our nation's newest strike fighters; and

**WHEREAS**, Luke AFB enjoys unconditional community support and is viewed as a model for proactively and successfully securing statewide legislation that ensures responsible land-use planning around the state's military institutions to ensure that development is compatible with the installation's mission, and possesses the ability to house up to six squadrons of F-35s along with a network of auxiliary fields which are of critical importance to pilot training, and its management and operation of Barry M. Goldwater Range provides pilots with year-round, state-of-the-art training capabilities and a realistic training environment; and

GE-3

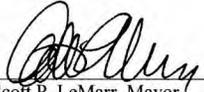
Final  
June 2012

2109 LU

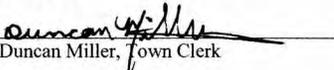
NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Mayor and Council of the Town of Paradise Valley affirm that Luke Air Force Base is the right location for the F-35 training mission, and encourage the Record of Decision to support the Air Force recommendation of Luke Air Force Base as the future home of the F-35 training mission.

GE-3  
cont'd

PASSED AND ADOPTED by the Town Council this 23rd day of February, 2012.

  
 Scott P. LeMarr, Mayor

ATTEST:

  
 Duncan Miller, Town Clerk

APPROVED AS TO FORM:

  
 Andrew M. Miller, Town Attorney



**SCOTT P. LEMARR**  
 MAYOR

TOWN OF PARADISE VALLEY  
 6401 EAST LINCOLN DRIVE  
 PARADISE VALLEY, ARIZONA 85253-4328

(480) 905-0535  
 CELL: (602) 708-2460

TOWN HALL:  
 (480) 348-3534  
 FAX: (480) 951-3715

slomarr@paradisvalleyaz.gov



United States Department of the Interior  
 BUREAU OF LAND MANAGEMENT  
 Boise District Office  
 3948 Development Ave.  
 Boise, Idaho 83705



2110 BO

In Reply Refer To:  
 1793 (ID-100)

March 12, 2012

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

Dear Sir/Madame:

The Boise District Bureau of Land Management (BLM) reviewed the F-35 Training Basin Environmental Impact Statement (EIS) and provides the following comments regarding the analysis. First, the EIS lists the old Wilderness Study Areas (WSA) and not the wilderness areas or designated rivers that were established in 2009 (P.L. 111-11, 2009). Please contact this office and we will provide the correct GIS data.

LU-10

Second, the effects analysis for sage grouse is inadequate and the potential effects from overflights are unknown (Appendix B: Noise is silent on the effects of noise on sage grouse). Given the grouse's current situation and the potential for listing under the Endangered Species Act, a thoroughly robust analysis that discloses the effects on sage grouse of basing the F-35A in Boise should be completed before a decision is made.

BI-8

It is projected that each F-35A squadron would conduct approximately 253 annual low-level training sorties (average of 1 per flying day) using the MTRs listed in Table BO 2.2-2. Scenario B3 would increase this annual total to 760 sorties, for an average of 3 sorties per flying day (EIS Page BO 17).

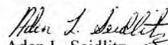
The analysis assumes that the low percentage of time spent in low-level flight and the previous and ongoing exposure of wildlife to training by other aircraft in the airspace would have no significant adverse effects on wildlife. The document references a proportional increase in noise but stops short of disclosing the noise levels that sage grouse would experience or the effects of this increased disturbance. The analysis concludes that there would be no effect to sage grouse from F-35 flights because no new "types of impacts" would be introduced into the area. The F-35 is considerably louder than other aircraft using the airspace today. For example, the EIS states that off-installation/airport residents affected by noise levels at which the risk of hearing loss is considered to be significant (≥80 dB DNL) would increase from 0 to 68, 164, and 313 persons under Scenarios B1, B2, and B3, respectively (EIS Alternatives Comparison Table). We do not believe that using the existing condition as a proxy for a real analysis constitutes a hard look as required when completing an EIS.

NO-1

BI-8

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

Sincerely,

  
 Aden L. Seidlitz  
 District Manager

Final  
 June 2012

2111 BO

## FAX COVER

March 7, 2012

HQ AETC//A7CPP

Attention: David Martin, Air Force Contractor and Kim Fornof  
 266 F Street West, Building 901  
 Randolph AFB, TX 78150-4319  
 Phone: 210-652-1961  
 Fax: 210-652-5649

Billy F Richey  
 Spec Asst for Military Affairs  
 150 South 3<sup>rd</sup> East  
 Mountain Home, ID 83647

Attention: David Martin, Air Force Contractor and Kim Fornof

Attached are my comments, concerns and recommendations for the January 2012, Draft AETC F-35 Training EIS. I would be glad to discuss any or all of my recommendations. (208) 599-1256 [mac@mountain-home.us](mailto:mac@mountain-home.us)

Sincerely,



BILLY F RICHEY  
 Special Assistant for Military Affairs  
 State of Idaho

## Attachments:

1. Cover Letter 1 Mar 2012
2. Endorsements
3. Draft AETC F-35 Training EIS, January 2012 Comments

Page 1 of 7 Pages

2111 BO

March 1, 2012

HQ AETC//A7CPP

Attention: David Martin, Air Force Contractor and Kim Fornof  
 266 F Street West, Building 901  
 Randolph AFB, TX 78150-4319

Billy F Richey  
 Spec Asst for Military Affairs  
 150 South 3<sup>rd</sup> East  
 Mountain Home, ID 83647

Dear Sirs,

Thank you for allowing me to review and comment on the January 2012, Draft AETC F-35 Training EIS. As you can see from my attached comments I mainly focused on your review and analysis of Mountain Home AFB as the Auxiliary Field for the proposed Boise AGS. As you will note, I was critical of the EIS making broad general references to the impact of the F-35 to MHAFB based on even broader use of census data for determining impact and not using actually number of residence that are currently allowed close to MHAFB now or in the future. Elmore County and the state of Idaho recognize the importance of military training and the tremendous economic engine it provides. They have worked to protect MHAFB from encroachment for current and future missions. The county has created a buffer to protect MHAFB through their zoning ordinances going back to the 1970s. This buffer discourages residence and restricts it to agricultural use and only authorizes one residence per 320 acres. To date there is only one long time residence located in the current or future noise impact areas. I would encourage you to strongly consider my comments and recommendations for inclusion in the final EIS. I would be glad to discuss any or all of my recommendations. (208) 599-1256 [mac@mountain-home.us](mailto:mac@mountain-home.us)

Sincerely,

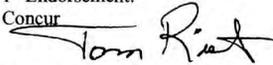


BILLY F RICHEY  
 Special Assistant for Military Affairs  
 State of Idaho

## Attachments:

1. Endorsements
2. Draft AETC F-35 Training EIS, January 2012 Comments

2111 BO

1<sup>st</sup> Endorsement:  
 Concur  
 3/1/2012

Tom Rist  
 Mayor  
 City of Mountain Home, ID

2<sup>nd</sup> Endorsement:  
 Concur  
 3-1-2012

Arlie Shaw  
 Commissioner  
 Elmore County  
 Mountain Home, ID

3<sup>rd</sup> Endorsement:  
 Concur  
 3-1-12

Alan Bermensolo  
 Local Representative of  
 Air Combat Command Commander's Civic Leader Group  
 And CSAF Civic Leader Program

3<sup>rd</sup> Endorsement:  
 Concur, I am president of the Mountain Home Chamber of Commerce's, Military Affairs Committee representing approximately 90 individuals and businesses that work to support and promote Mountain Home AFB. We strongly encourage Air Force to consider and implement the attached recommendation. We also strongly recommend that Air Force consider MHAFB as a future home to an F-35 operational wing.

 3/1/12  
 Shane Zenner  
 Mountain Home, Idaho  
 Military Affairs Committee,  
 President

2111 BO

**Draft AETC F-35 EIS, January 2012  
 Comments/Concerns and Recommendations**

**Pg 2-16 Table 2-5** Not sure what this means with the minimum being 10 and the recommended 5? Can your recommendation be a lower number than the minimum? DO-57

Basic Fighter Maneuvers Min 10 Rec 5  
 Air Combat Maneuvers Min 10 Rec 5

**Pg 2-20 Table 2-9** Do these numbers relate to Table 2-5 10 or 5, in question above? If Table 2-5 was wrong does this make Table 2-9 wrong also?

**Pg 2-28 paragraph 2 Sleep Disturbance** ... would increase by increase by 33%, 17% and 31%, under scenarios B1, B2 and B3 respectively. Recommend checking these numbers, I'm not sure that more aircraft cause disturbance to go down?? NO-85

-How does sleep disturbance go down for all other bases?  
 ? Potential hearing loss > 80dB is only BOI impacted by this issue?  NO-86

**Pg 2-31 Noise paragraph 1** Off base residents affected by > 65 dB DNL would increase by 10-11..... However there is only one home in the foot print (EIS is based on census not truthed to really see how many residents are in the foot print.) This paragraph has the same issues as I noted in write up for BO 128 Paragraph 4 line7 Current fight operations... ..generate noise levels that affect an estimated 10 off-installation residents at levels great than 65 dB DNL (see table 3 11-6) Recommend changing to One resident. NO-87

**These numbers should be truthed and ground check for accuracy. There is only one resident, with 2 people residing (Rep Pete Nelson) under the noise contours as show on Figure BO" 3.2-5. Once ground truthing the numbers all tables and charts should be updated to reflect the accurate impact of noise to residence. You will find the F-35 footprint does not take in any more residence and therefore is of no impact.**

**2-50 and page 2-127** The number of acres off station affected by >65 dB is not consistent. The Boise AGS number of acres affect for Noise on page 2-27 for scenario B1 equals 3,032 and in Land Use Recreation page 2-50 scenario B1 has different Total acres showing B1 >65 to be 2,944 acres. DO-58

**ES Page 65 paragraph 3 line 5** "Outside the base, noise levels above 65dB DNL could exceed as far as the CJ strike Dam Recreation Annex..." conflicts with EIS BO-122 paragraph 2 line 3 "There are no public or recreation sites outside the base within the noise-impact area (defined by noise levels of 65dB DNL....) In addition the noise footprint shown in Figures BO 3.2-4, 5 and 6 all show the >65 dB line not to be close to the USAF CJ Strike Dam Recreation Annex, off the page. Recommend removing the reference in the Executive Summary **DELETE Sentence** – "Outside the base... ..outdoor recreation at this facility>" DO-59

Final  
 June 2012

<p><b>2-51 I question the statement –3<sup>rd</sup> bullet Boise AGS, Airspace</b>—Noise levels in the vicinity of MHAFB .... Potential could potential increase incompatible land uses. Elmore County has zoned a 2 mile buffer around the base planning for increase noise levels. Therefore the only thing that might be incompatible and decrease the value is a base closure. <u>Recommend</u> deleting reference or refer to Elmore County’s zoning that is in place to support greater noise at MHAFB.</p>	LU-32	2111 BO
<p><b>2-55 I question the statement –2<sup>nd</sup> bullet Boise AGS, Airspace</b>—Noise generated in the vicinity of MHAFB could impact property value.... Elmore County has zone a 2 mile buffer around the base planning for increase noise levels. The lands surrounding MHAFB is agricultural and restricted to only one residence per 320 acres. Except for one house, the lands under the noise footprints are all non residential, agricultural a mixture of BLM, State and private lands. The only thing that might impact property value is a base closure. <u>Recommend</u> deleting reference or refer to Elmore County’s zoning that is in place to support greater noise at MHAFB.</p>	SO-41	2111 BO
<p><b>2-57 1<sup>st</sup> Bullet Boise AGS, Airspace 3<sup>rd</sup> Line</b> Recommendation to split paragraph into two bullets allowing first sentence to stand alone. Start second bullet with: <b>*For scenarios B2 and B3</b> there is the potential...</p>		2111 BO
<p><b>BO-37 Fig BO 3.2-6</b> When comparing the various noise footprint charts MHAFB Fig BO 3.2-6 pg BO-37 as an auxiliary field for Boise Guard appears to have a larger footprint than ones with more F-35s, i.e., Luke Scenario 6 LU 3.10-7 pg LU-136</p>	NO-88	2111 BO
<p><b>BO 114 Recreation 2<sup>nd</sup> paragraph</b> discusses the Owyhee Wilderness and WMA under the Mountain Home MOAs. This discussion needs to include discussion of <u>Public Law 111-11 – Mar 30, 2009</u> that established The Owyhee Wilderness Areas but included protections for military training in the law found in <b>Adjacent Management and Military Overflights, paragraphs in Section 1503 Wilderness Areas:</b> <b>(B) NONWILDERNESS ACTIVITIES.—The fact that nonwilderness activities or uses can be seen or heard from areas within a wilderness area designated by this subtitle shall not preclude the conduct of those activities or uses outside the boundary of the wilderness area.</b> <b>(11) MILITARY OVERFLIGHTS.—Nothing in this subtitle restricts or precludes—</b> <b>(A) low-level overflights of military aircraft over the areas designated as wilderness by this subtitle, including military overflights that can be seen or heard within the wilderness areas;</b> <b>(B) flight testing and evaluation; or</b> <b>(C) the designation or creation of new units of special use airspace, or the establishment of military flight training routes, over the wilderness areas.</b></p>	LU-33	2111 BO
<p><b>BO 117 paragraph 2 line 3</b> “Wilderness Management Goals could be negatively affected by increase noise and disturbance associated with military overflight.” Change</p>	LU-34	2111 BO

<p>to include reference to Public Law 111-11,i.e., “Normal Wilderness Goals could be negatively affected by increase noise but since the Owyhee Wilderness was established by Public Law 111-11 knowing that military training and the associated noise would be allowed and therefore the impact is not a consideration.”</p>	LU-34 cont’d	2111 BO
<p><b>BO 122 Paragraph 2 Auxiliary Airfield.</b> Note last sentence needs to be placed in the Executive Summary page 65 Boise AGS Cumulative Effects. This replaces paragraph 3 line 5 “Outside the base, noise levels above 65 dB DNL.....” New wording “There are no public or commercial recreation sites outside the base within the noise-impact area (defined by noise levels of 65 dB DNL and above) under any scenario.”</p>	CM-4	2111 BO
<p><b>BO 128 Paragraph 4</b> The EIS calls for no personnel changes at MHAFB, Would the increased activity, especially on the weekends require an increase in Tower and Range control activity and therefore a need for increase in people? Recommend that the requirements for manpower for the Auxiliary Operations at MHAFB be studied to either increase MHAFB manpower or Gowen Field Guardsmen to accomplish the required training at the Auxiliary Field, MHAFB, on the weekends.</p>	SO-42	2111 BO
<p><b>BO 128 Paragraph 5 line7</b> Current fight operations... ..generate noise levels that affect an <u>estimated</u> 10 off-installation residents at levels great than 65 dB DNL (see table 3 11-6) Recommend changing to <u>One resident.</u></p>	NO-87	2111 BO
<p><b>These numbers should be truthed and ground check for accuracy. There is only one resident, with 2 people residing (Rep Pete Nelson) under the noise contours as show on Figure BO” 3.2-5. Once ground truthing the numbers all tables and charts should be updated to reflect the accurate impact of noise to residence. You will find the F-35 footprint does not take in any more residence and therefore is of no impact.</b></p>	NO-87	2111 BO
<p><b>BO 129 paragraph 3.</b> The entire paragraph is based on a false premise that F-35 noise is going to impact off base property and residents. This is false since Elmore County was zone in the 1970s to protect the Air Force Base from encroachment allowing for increased noise. A 2 mile buffer around the base was established to insure that MHAFB and the Air Force continues to be the economic driver in the Elmore County. The only impact to land values in Elmore County would be the closing of MHAFB.</p>	SO-41	2111 BO
<p><b>BO 135 Paragraph 2</b> See write up for BO 128 Paragraph 5 line 7..... Recommend sentence discussion of 10 persons be updated to actual residence (2) or the discussion be deleted.</p>	NO-87	2111 BO
<p><b>BO-135 Paragraph 3</b> The noise generated for Jarbidge North MOA/ATCAA as shown in table BOI 10-5 and BOI 10-8 show scenario B1 =65dB and only B2 and B3 &gt;65dB, 66 and 67 dB respectively. .... <b>RECOMMENDATION:</b> Rewriting paragraph to reflect only B2 and B3 exceed 65 dB impacting the minority and low-income population. ‘The noise levels generated in the training airspace under all scenarios would not exceed 65dB DNLmr with the exception of <b>scenarios B2 and B3</b> for Jarbidge North</p>	EJ-11	2111 BO

2111 BO

MOA/ATCAA, which would experience levels of **66 and 67 dB DNL**mr; .....  
.....Therefore there is potential for disproportionately high and adverse impacts on  
minority and low-income population **for scenarios B2 and B3.**”

EJ-11  
cont'd

**BO 136 Paragraph 2.** The schools and child care facilities for the baseline are currently  
affected by noise impact >65dB DNL, Therefore the EIS should read that those areas  
would remain above 65dB with the addition of F-35 scenarios and therefore not have an  
increase to the current affect.

EJ-12

Bill Richey  
208 599-1256  
March 1, 2012

2112 LU

**From:** Methvin, Steven [SMethvin@GLENDALEAZ.com]  
**Sent:** Monday, March 12, 2012 7:37 PM  
**To:** AETC/A7P Workflow  
**Subject:** West Valley Partners Ltr of Support for F-35 Mission at Luke AFB  
**Attachments:** SKMBT\_C55212031216130.pdf

(original copy mailed via USPS)

Dear Mr. Martin & Ms Fornof:

Please find attached the West Valley Partners' letter of support, and official response to the Draft Environmental Impact Statement, for locating the F-35 active duty training mission at Luke Air Force Base. This letter is signed by the fourteen municipal and county governments that represent the communities that surround Luke AFB.

If you have any questions, or issues opening the attachment, please contact me at (623) 930-2260 or [Smethvin@GlendaleAZ.com](mailto:Smethvin@GlendaleAZ.com).

Sincerely,

*Steven Methvin*

Office of Mayor Elaine M. Scruggs  
Glendale, AZ  
(623) 930-2260 office  
(623) 937-2764 fax  
[smethvin@GlendaleAZ.com](mailto:smethvin@GlendaleAZ.com)



Protecting the Mission of Luke Air Force Base

2112 LU

March 12, 2012

Ms. Kim Fornoff
Mr. David Martin
HQ AETC/A7CPP
266 F Street West, Bldg. 901
Randolph AFB, TX 78150-4319

Dear Ms. Fornoff and Mr. Martin:

It is with great pride in our collective communities, as well as the men and women who serve our country at Luke Air Force Base (AFB), that we submit this formal letter of support to select Luke AFB as the United States Air Force's second active duty F-35A training site.

As the elected officials of the fourteen municipal and county governments which represent the communities that surround Luke AFB, and its supporting network of installations which make Luke the world's preeminent fighter training site for the Department of Defense, we wish to echo the comments of support which you received during the public hearings. Further, we want to augment our support, and that of the community, for the F-35A training mission by submitting the attached commentary that address some of the key areas of the Draft Environmental Impact Statement documents released by the Air Force in January 2012.

GE-3

The topics addressed in our attached submission focus upon:

- The addition of comparative analysis data which will demonstrate how the Joint Land Use Study (JLUS) and State Statutes reduce the impact of F-35A noise output. This is due to mitigation efforts put in place as mandated by the State Statutes.
Input supporting the Air Force determination that the insertion of the F-35A mission at Luke AFB with be in compliance with Air Quality regulations.
General comments and data points which underscore the level of community support for a Record of Decision which validates that Luke is the most suitable location for the F-35A Training mission.

NO-60

Should you require any supplemental or clarifying information with regard to this documentation, please contact Mr. Steven Methvin as our designated point of contact. Mr. Methvin may be reached at (623) 930-2260 or SMethvin@GlendaleAZ.com.

Maricopa County Avondale Buckeye El Mirage Glendale Goodyear Litchfield Park Peoria Phoenix Surprise Tolleson Wickenburg Youngtown

2112 LU

Sincerely,

Supervisor Max Wilson
Mayor Maria Lopez Rogers
Mayor Jackie Meck Buckeye
Mayor Lana Mook El Mirage
Mayor Ron Henry Gila Bend
Mayor Elaine M. Scruggs Glendale
Mayor Georgia Lord Goodyear
Mayor Thomas Schoaf Litchfield Park
Mayor Bob Barrett Peoria
Vice Mayor Thelda Williams District 1, Phoenix
Mayor Sharon Wolcott Surprise
Mayor Adolfo Gamez Tolleson
Mayor Kelly Blunt Wickenburg
Mayor Mike LeVault Youngtown

c: Assistant Secretary Terry Yonkers, Environment, Logistics & Installations
General Ed Rice, Commander, Air Education & Training Command

Final
June 2012

**F-35A Training Basing Draft Environmental Impact Statement** 2112 LU

**Public Comment Submission of the  
 West Valley Partners  
 March 9, 2012**

**Overview**

In the fall of 2006, the West Valley Partners (“Partners”) was formed, comprised of a coalition of fourteen West Valley communities, including the city of Phoenix and Maricopa County. The West Valley Partners’ purpose is to support the long-term viability of Luke Air Force Base (AFB) and its ability to conduct its mission. In addition to advocating for the interests of the base, and those who serve the military at Luke with State and Federal leaders, the Partners also coordinate planning and regulatory matters.

Through its “Managed Growth” initiatives, the Partners are able to encourage economic growth & development while protecting the mission of Luke. Finally, the Partners, in conjunction with the community-based group, Fighter Country Partnership, formed a citizens-based organization designed as *LukeForward* to help educate local citizens about the various aspects of the F-35A and the ongoing Environmental Impact Statement process.

On the Federal level:

The Partners actively endorsed the Luke Special Air Traffic Rule (SATR) approved by the Federal Aviation Administration in 2009. The SATR enabled Luke and Sky Harbor airport to more effectively conduct air traffic management while enhancing safety and flight management efficiencies to expedite military air traffic into the pattern for operations at Barry M. Goldwater Range and the Luke Auxiliary Fields.

Additionally, the Arizona Congressional Delegation, in conjunction with the Partner communities addressed the need for an adequate buffer between Luke AFB and surrounding communities. As a result, the *US Congress* appropriated \$27.3 million to provide a sufficient safety arc around the munitions storage area bringing additional lands within Base ownership, and to acquire land parcels or permanent easements on lands within the Clear Zones or APZ’s.

Among the prime examples of pro-active land management measures at the State & Local level are:

All seven jurisdictions with land around Luke AFB have adopted the 1988 Westside Joint Land Use Study (WJLUS) noise contours.

In 1995, the *City of Glendale* annexed Luke AFB, and later an additional 6,549 acres adjacent to base. These annexations placed properties within Luke’s Clear Zone and Accident Potential Zones (APZ’s) within City zoning authority and precluded incompatible development from occurring within the Air Installation Compatible Use Zone (AICUZ). These actions removed nearly 63-percent of Glendale’s Municipal Planning Area land in the 65-decibel noise contours from county oversight and placed them under Glendale’s zoning authority. Luke AFB representatives actively participate on Glendale’s Planning Advisory Committee for master plan updates.

**West Valley Partners  
 F-35A Training Base Draft EIS Public Comment Submission  
 Page 2**

2112 LU

In 1998, the *City of Phoenix* traded 640 acres in the City of Surprise for more than 1,000 acres at the end of the Luke AFB runway. This trade was designed to protect the land around Luke from development. The Phoenix City Council also has supported various studies to protect Luke and continues to work with West Valley communities to protect the base.

The *City of Surprise* City Council in 2001 approved zoning to eliminate all residential lots in the Rancho Gabriela master plan that were located within the 1988 JLUS Noise Contours Lines.

The *City of Goodyear* obligated \$3.5 million in 2003 to buy land that by zoning could have been developed by private interests and thereby encroach upon the mission of Luke AFB. At the time of obligation, this amount of funding comprised approximately 10-percent of Goodyear’s annual operating and maintenance budget.

The *City of El Mirage* rezoned 1,300 residential acres to commercial/light industrial to better protect Luke AFB.

The *State of Arizona* secured an agreement with *Maricopa County* governing the application of zoning controls in unincorporated lands ensuring development permits could only be issued for projects compatible with either or both of the State Statutes and Luke AFB’s AICUZ.

Additionally, the Arizona State Legislature’s enactment of several state laws (Attachment A) have formalized and provided for open, effective communication between Luke AFB, developers and West Valley communities ensuring managed growth and responsible, safe land-use planning occurs near Luke AFB. In addition, state statutes established compatible and consistent land-use definitions and protections near all Arizona military air bases.

As noted by the Draft EIS, the adoption and implementation of those statutes, and associated noise mitigation guidelines, has positioned Luke AFB to accept the F-35 with nominal impact to the local community as a result of the new F-35A mission.

The pro-active measures taken have provided an expansive buffer for local citizens, thus making the F-35A operations easily assimilated by the Base and the surrounding communities. They have also ensured that land development will not conflict with the co-dependent missions at Luke AFB, the Auxiliary Fields or Barry M. Goldwater Range. Protection of this network of facilities sets Luke apart from most military bases and provides adequate protections within the rules of the National Environmental Protection Act (NEPA), to support a Record of Decision validating the US Air Force’s selection of Luke AFB as the “Preferred Alternative” for the United States Air Force’s F-35 Active Duty Training mission.

GE-3

West Valley Partners  
F-35A Training Base Draft EIS Public Comment Submission  
Page 3

2112 LU

The input included within this submission has been reviewed by subject matter experts in municipal and country government organizations which comprise the West Valley Partners. The positions and materials included herein are supported by, and concurred with each of our governmental organizations and professional staff members.

**Beneficial impact of State Statutes on F-35A noise mitigation/impact**

While the Draft Environmental Impact Statement includes the State Statute 65 dbL noise contours on Figures LU 3.2-1 through LU 3.2-7 (noted in black as the 1988 JLUS 65db DNL), Table UU 3.2-1 (page LU-29) does not include data associated with the 1988 JLUS lines. The Air Force is encouraged to include the beneficial impact of the 1988 JLUS lines in the Comparative Analysis on page LU-29.

As noted in Attachment A (*Arizona State Statutes Governing Development and Noise Attenuation near Military Airports (Luke AFB)*), Arizona SB 1525, adopted in 2001, requires all homes within the JLUS 65 Db DNL lines to receive noise attenuation measures for the protection of homeowners. Homeowners outside the Baseline F-16 65 DNL and within the 1988 JLUS db DNL are protected by this measure and their homes must have noise attenuation measures which would mitigate F-35A outside noise. The area around Luke covered by the State Statutes totals 22,290 Off-Installation acres; while acreage within the Baseline 65 DbL line encompasses 9,344 Off-Installation acres. Thus, the population of individuals living in these homes, and the land upon which they reside between the Baseline noise contour and that of the JLUS State Statute contour should be removed from the calculations for Off-Installation Affected Personnel

NO-60

Doing so will reduce the figures for the Total Area Affected (Off-Installation) by approximately 13,000 acres each of the six Scenarios (Scenario L1 – L6) reflected in this chart. The incorporation of the JLUS 1988 mitigation will also result in a concurrent reduction in the figures for Population Affected (Off-Installation) for the Baseline conditions as well as Scenarios L1 – L6.

The Partners believe that the reduction in Off-Installation Affected Personnel will be significant, and thus be beneficial to the analysis and determinations in the Final Environmental Impact Statement. We believe that this data will further strengthen the rationale for the selection of Luke AFB as the F-35A Training Basing Site in the Record of Decision. However, the Air Force is better equipped and has the fiduciary responsibility to conduct that analysis and incorporate that data within Chart LU-3.2-1.

An adjustment to chart LU-3.2-1 to reflect these existing conditions will provide a more complete and accurate record of the actual noise impact, as well as a more modest impact to the community from the introduction of the F-35A to Luke Air Force Base.

West Valley Partners  
F-35A Training Base Draft EIS Public Comment Submission  
Page 4

2112 LU

**Air Quality Impact**

Luke Air Force Base resides within Maricopa County, portions of which in the past have been designated non-attainment for three pollutants: particulate matter (PM<sub>10</sub>), carbon monoxide (CO) and ozone (O<sub>3</sub>).

Maricopa County has made great strides in addressing dust, or Particulate Matter (PM) and, despite implementing some of the most stringent control measures, continues to be required to annually reduce emissions 5% until achieving the NAAQS.

The primary sources of particulate pollution in Maricopa County are construction related activities, paved road dust re-circulated by on-road vehicles, unpaved roads and parking lots, agricultural activities, windblown dust from disturbed vacant lots, construction sites, agricultural fields, fires and open burning, dust from off-road recreational vehicles, leaf blowers, and exhaust from cars. The Maricopa Association of Governments (MAG) works with the Arizona Department of Environmental Quality (ADEQ) and the EPA in submitting plans to achieve compliance with the NAAQS. The West Valley Partner communities are all members of MAG and participate on various committees and councils.

As noted in the EIS, “the net change in annual emissions between the 1999 base case and the basing of 24 to 144 F-35A training aircraft at Luke AFB would reduce emissions of all pollutants.” Under each basing scenario, the net effect would be a reduction in emissions for each pollutant category and would not exceed any applicable conformity or PSD threshold.

Specifically concerning PM10 and PM2.5, the projections for total emissions under the maximum aircraft basing scenario L6 (144 Aircraft), emissions are expected to decline by roughly half. These reductions are complimentary to the continuing efforts of PM reductions in the non-attainment area of Maricopa County.

**Community Support for Record of Decision**

One thing is clear from the Air Force Public Hearings held around Arizona: the level of support for a record of decision supporting up to 6 squadrons of F-35’s being based at Luke AFB is unprecedented.

From the Governor of the State of Arizona and mayors and elected officials of the surrounding communities to business groups and individuals living next to the main field at Luke, the support for the F-35 mission was overwhelming. The four public comment hearings conducted in February were attended by over 1,400 local citizens with an average of 350 residents per meeting. These attendance figures were much the same as the initial scoping hearings in 2010.

GE-3

West Valley Partners  
F-35A Training Base Draft EIS Public Comment Submission  
Page 5

2112 LU

The vast majority of the over 1,400 attendees articulated their support for the F-35A mission being assigned to Luke AFB.

The state of Arizona has taken many steps over the years to remain focused on preserving the military bases in Arizona and in particular, Luke AFB. The state has maintained a Military Affairs Commission whose members are appointed by the Governor to recommend actions needed to preserve the mission of Luke and other installations in Arizona. These actions have included the support of state legislators and the passage of legislation, appropriations of dollars for land acquisition, and the development of policies to promote land exchanges and conservation around the bases to manage growth.

In fact, the West Valley Partners, formalized in 2006 but working together for decades, was formed to augment the efforts of many groups in the community to ensure that Luke AFB projects and managed growth efforts were supported "outside the fence line". As an economic engine for the state of over \$2.1 billion dollars annually, the local governments realized the need to work in a unified manner both in Washington and at the local and state levels to maintain a consistent message and effort.

Additionally, Fighter Country Partnership (FCP) was formed in 1972 to support maintaining the mission, tradition, and culture of Luke AFB. In 2006, the Fighter Country Foundation was established to support the men, women, and families stationed at Luke AFB and that 'mission' continues to evolve and grow today. FCP is comprised of local business leaders and community supporters to enhance the quality of life of the men and women who serve at Luke but the board has also evolved into a broad, state-wide support network for the base.

Finally, we note with significant pride that the *LukeForward* campaign was initiated in 2010 prior to the kickoff of the F-35 EIS process. The WVP and Fighter Country Partnership collaborated to produce a video for use with citizens groups and a web site to communicate with interested supporters. These efforts were funded by contributions from local companies and citizens who support Luke AFB.

The *LukeForward* campaign was kicked off by the Governor at a press conference and has since grown to over 21,600 registered supporters. These supporters have contributed money online to help support the efforts during the EIS and provide feedback and support throughout the process. This effort has also led to over 10,500 public comment cards supporting the selection of Luke AFB for the F-35A training mission having been submitted electronically to the Air Force since the release of the Draft Environmental Impact Statement. These supporters want to see the F-35A Training mission come to Luke, subject to approval of this Alternative in a Record of Decision.

GE-3  
cont'd

ARIZONA STATE STATUTES  
GOVERNING DEVELOPMENT AND NOISE ATTENUATION NEAR  
MILITARY AIRPORTS (LUKE AFB)

2112 LU

Attachment A

**SB 1062 (1995)** established the territory in the vicinity of Luke AFB known as "the box" requiring disclosure of the military air base to property owners. The legislation addresses managed growth issue around Luke AFB by requiring all political subdivisions in the vicinity of the air base to adopt land use plans and adopt and enforce zoning regulations assuring compatible development with the high noise and accident potential generated by military airport operations.

**SB 1514 (2000)** provided penalties and places responsibility for enforcement of the 1995 statute with the state's Attorney General.

**SB 1120 (2001)** appropriated \$500,000 to develop comprehensive land-use plans in the noise and accident potential zones surrounding Arizona's active military airports, with Luke Air Force Base being the first priority. This effort also included identifying acceptable and feasible land uses, consulting with stakeholders, and developing a strong implementation plan, financing mechanisms, and potential funding sources for landowner compensation.

**SB 1525 (2001)** established enhanced notification of proposed developments to Luke AFB officials and provided heightened disclosure requirements on the sale of land within the vicinity the air base. These measures provide for open communication between the military base, political subdivisions, developers, and the community so that responsible, safe planning around Arizona's bases can occur. Key provisions of the bill include enhanced notification and disclosure requirements for re-zonings or new development proposals; noise attenuation requirements with noise contours; and definitions of High Noise and Accident Potential Zones.

**SB 1393 (2002)** enhanced the provisions of SB 1525 by adding school districts to the definition of political subdivisions. This addition ensured schools are located in areas consistent with Luke AFB operations for safety purposes. The bill also changed the term "particular" to "individual" in relation to compatible uses within the High Noise and Accident Potential Zones. This change is intended to encourage more communication between political subdivisions and Luke AFB officials and would allow a military base to comment on all individual uses and not restrict comment to particular uses. It also clarified legislative intent regarding sound attenuation for developments located near Luke AFB.

**HB 2134 (2004)** prohibited natural gas storage facilities within nine miles of an active duty military air force base, such as Luke AFB whose primary mission is pilot training.

**HB 2141 (2004)** extended protections to Luke AFB's Auxiliary Airfield-1 (known as "Aux-1") in Surprise where Luke pilots practice instrument approaches and departures. It established high-noise and accident-potential zones where development will be limited to compatible uses, and it established a box in the vicinity of Aux-1. Potential homeowners would also be informed military aircraft overflights. It provided essentially the same protection around Aux-1 that Luke AFB has around its main base.

**HB 2140 (2004)** established protection at the Luke AFB Auxiliary Airfield-1 (Aux-1) and the Gila Bend Air Force Auxiliary Field. The Gila Bend facility serves as the hub for pilot

2112 LU

training over the Barry M. Goldwater Range (BMGR) in southern Arizona. The legislation includes an annual appropriation of \$4.8 million for military installation preservation and enhancement projects, such as buying lands near military bases or financing infrastructure improvements. It also identified the Arizona Military Affairs Commission for the administration and disbursement of these funds.

HB 2140 required the State Land Department to provide a legal description of the auxiliary fields for the public and to provide a map of the fields, to include descriptions of high-noise and accident-potential zones, to the Real Estate Commissioner and county government. Such areas are also required on municipal and county general or comprehensive plans.

HB 2662 (2004) required notification of potential real estate buyers underlying Luke AFB's training routes that there is military activity over their land. It defined a military training route as a low-level military route that allows military aircraft to conduct flights that may be as low as 100 feet above the ground at speeds in excess of 250 knots indicated air speed.

2113 TU

David Martin and Kim Fornof  
F-35A Stationing with the Arizona Air National Guard 162<sup>nd</sup> Fighter Wing  
March 8, 2012  
Page 2

residents suffering under the Great Recession, and particularly to the more than 8,700 full-time employees of the Air Base and the Airport.

GE-3  
cont'd

Thank you for your attention to this most important matter.

Yours sincerely,



Ray Carroll

RC/jp

c: C.H. Huckleberry, Pima County Administrator



PIMA COUNTY BOARD OF SUPERVISORS  
130 WEST CONGRESS, 11th FLOOR  
TUCSON, ARIZONA 85701-1317  
(520) 740-8094  
(520) 740-2721 FAX

2113 TU  
RAY CARROLL  
COUNTY SUPERVISOR  
DISTRICT 4

2113 TU

March 8, 2012

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

Re: F-35A Stationing with the Arizona Air National Guard 162<sup>nd</sup> Fighter Wing at  
Tucson International Airport and Continuing the Air National Guard Pilot  
Training Mission

Dear Mr. Martin and Ms. Fornof:

The purpose of this letter is to lend my strong personal support to bringing the F-35A fighter aircraft to the 162<sup>nd</sup> Fighter Wing at Tucson International Airport. This endeavor is also strongly supported by our entire Pima County Administration as witnessed by the March 2, 2012 letter to you from our County Administrator, C.H. Huckleberry.

I represent Pima County's 4<sup>th</sup> Supervisory District, which covers all of eastern Pima County, including much of the fly-over area for both Davis-Monthan Air Force Base and the Tucson International Airport. I can assure you that the vast majority of my constituents support the Air Force operations in Pima County.

Tucson's International Airport is an excellent choice for the location of the F-35A due to its highly successful noise mitigation program. The actions taken over the last 20 years included moving the main runway approximately 3,000 feet to the southeast. Aircraft now fly at a higher altitude as they approach the field over the more populated areas northwest of the airport. Another significant action was the FAA approved \$35 million sound insulation program. The program has insulated over 1,100 homes near the Airport.

In addition, locating the F-35A at the Tucson International Airport would generate more than \$180 million in construction projects at the Airport, and create more than 1,800 construction jobs. Such economic activity would be most helpful to all Pima County

David Martin and Kim Fornof  
F-35A Stationing with the Arizona Air National Guard 162<sup>nd</sup> Fighter Wing  
March 8, 2012  
Page 2

residents suffering under the Great Recession, and particularly to the more than 8,700 full-time employees of the Air Base and the Airport.

GE-3

Thank you for your attention to this most important matter.

Yours sincerely,

Ray Carroll

RC/jp

c: C.H. Huckleberry, Pima County Administrator

GE-3

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



2114 TU

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

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

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

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

Name: Louis Parrish

Organization/Affiliation: Keller Williams Realty - REALTOR

Address: 145 W. Camino Fairhaven

City, State, Zip Code: Tucson AZ 85704

Comments: F-35A TRAINING would be welcome by my family and my business. We are used to the F-16 + A-10 TRAINING Already and want our County to be smart & so bring 'em in!

Thank you,
Louis Parrish

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

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

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

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



2115 BO

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

- 1) Depositing this form at the Comment Table before you leave tonight.
2) Mailing this form to:
Mr. David Martin
HQ AETC/A7CPP
266 F Street West, Bldg 901
Randolph AFB, TX 78150-4319
FAX: (210) 652-4266
Email: aetc.a7cp.inbox@us.af.mil

All comments on the Draft EIS must be postmarked or received no later than March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.

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

Name: Patricia Larson
Organization/Affiliation: Sunrise Rim Neighborhood Association

Address: 1725 Sunrise Rim
City, State, Zip Code: Boise, Idaho 83705

Comments: Please, reconsider the Gowen Field site! taking into consideration the number of individuals involved (10,000+), neighborhoods, parks and disrupted schools and businesses this would be a devastating decision. Our properties would become all but worthless and uninhabitable, the tax base would plummet, people's health would be severely affected and the loss of jobs would be greater than the touted additional jobs because of closing businesses - all due to extreme noise disruption from these planes.

Please have the training site be located in an area, and there are any number of them, far away from the midst of residential neighborhoods, schools and businesses.

Visit www.F-35ATrainingEIS.com for project information and to download a copy of this comment form.

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

Final
June 2012





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

2117 XX

MAR 8 2012

OFFICE OF  
ENFORCEMENT AND  
COMPLIANCE ASSURANCE

2117 XX

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

Dear Sir/Madam:

In accordance with our responsibilities under Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the Environmental Protection Agency (EPA) has reviewed the U.S. Air Force's draft Environmental Impact Statement (EIS) on the F-35A Training Basing (CEQ No. 20120012).

The Air Force proposes to establish a Pilot Training Center for the F-35A Joint Strike Fighter aircraft at one or more existing Air Force or Air National Guard installations within the continental United States. The Air Force identified Luke Air Force Base with 72 F-35A training aircraft as its Preferred Alternative.

EPA believes that the draft EIS provides an adequate discussion of the potential environmental impacts and we have not identified any potential environmental impacts requiring substantive changes. EPA has rated the draft EIS as LO – "Lack of Objections." A summary of EPA's rating is attached. **NP-26**

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

Sincerely,

Susan E. Bromm  
Director  
Office of Federal Activities

Attachment: EPA National Rating System

Internet Address (URL) • <http://www.epa.gov>

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## SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION\*

### Environmental Impact of the Action

#### LO-Lack of Objections

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

#### EC-Environmental Concerns

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

#### EQ-Environmental Objections

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

#### EU-Environmentally Unsatisfactory

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

### Adequacy of the Impact Statement

#### Category 1-Adequate

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

#### Category 2-Insufficient Information

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

#### Category 3-Inadequate

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

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



Greater Phoenix  
Chamber of  
Commerce

2118 LU

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

February 23, 2012

Dear Mr. Martin and Ms. Fornof,

On behalf of the Greater Phoenix Chamber of Commerce, which serves nearly 3000 member businesses in the Phoenix metropolitan area, we would like to express our support for Luke Air Force Base (AFB) as the training site for the F-35 mission.

Luke AFB has served a vital role for the U.S. Air Force for seventy years and has been embedded in Arizona's economy for decades. A significant contributor, Luke generates \$2.17 billion annually to the state's economy through the purchase of local goods and services. Yet as one of the hardest hit states in the recession Arizona is struggling to recover. The new F-35 program will foster new benefits to this metropolitan region through additional employment opportunities, construction jobs, wages, consumer spending and investments. The initial investment from the federal government alone, in the range of \$100-\$125 million, will create the demand for labor and supplies and provide a much needed boost to the local economy.

Luke AFB serves as an instrument for economic development in our metropolitan region and as a result the base has become a valuable partner ensuing unconditional support from the community. Arizona's model legislation in land-use planning efforts support Luke and the surrounding community by establishing a basis for land development compatible with the installation's mission and thereby sets an example for other metropolitan areas sharing a military facility in their own backyard. With state-of-the-art facilities, a unique training environment and a network of auxiliary fields Luke AFB is an economic pillar within the community.

As a final consideration, we would like to mention the obvious natural setting Arizona offers a military training program unlike any other location in the U.S. The combination of an ideal climate, available use of land and core infrastructure makes Luke Air Force Base an optimal site for this mission. As the world's largest fighter wing and the finest training base in the world, Luke continues to be the logical location for cutting edge training programs such as the F-35. We hope you will join us in our support to bring the F-35 training program to Arizona.

Respectfully,

Todd Sanders  
President and CEO  
Greater Phoenix Chamber of Commerce

GE-3

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



2119 BO

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

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 266 F Street West, Bldg. 901  
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Name: Robert Bungard

Organization/Affiliation: Neighborhood Association

Address: 2016 Sunrise Rim Road

City, State, Zip Code: Boise, Idaho 83705

Comments: The neighborhood is already impacted by departures & arrivals of commercial jets, too much noise. For those such as myself, my hearing is already compranized by working in close proximity to jet engines while in the military. Children in the Sunrise Rim area need to be protected from loud noises. Areas where children are not preasent should be considered as a base for the F-35A aircraft.

NO-8  
NO-5  
EJ-2  
GE-1

\*\*\*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**

2120 TU

Blenman-Elm Neighborhood Association  
P.O. Box 42092  
Tucson AZ 85733  
March 9, 2012

Mr. David Martin  
HQ AETC/A7CPP  
266 F Street West, Bldg. 901  
Randolph AFB TX 78150

Dear Mr. Martin,

Attached is a Resolution that was adopted last night by the Board of Directors of the Blenman-Elm Neighborhood Association.

The Resolution addresses the Air Force's F-35A Draft Environmental Impact Statement. Please ensure the Resolution is carefully considered by the Air Force, and is included in the EIS comments.

With the Board of Sunnyside Unified School District and the boards of various Tucson neighborhood associations, the Blenman-Elm Board opposes the proposed beddown of F-35As at Tucson International Airport. ] GE-4

Sincerely,

Linda Phelan, Secretary  
Board of Directors  
Blenman-Elm Neighborhood Association

2120 TU

**RESOLUTION  
Board of Directors  
Blenman-Elm Neighborhood Association  
March 8, 2011**

The Board of Directors of the Blenman-Elm Neighborhood Association, which represents 1,700 households in Tucson's midtown, opposes the beddown of F-35s in an urban environment such as this city. ] GE-4

We urge the Air Force to correct several serious flaws in the Draft Environmental Impact Statement (DEIS) for the F-35A Training Basing.

The DEIS uses computer-generated decibel levels to assess noise impacts. In contrast, previous EISs for Eglin AFB and Nellis AFB used actual measurements of the F-35's noise. The theoretical decibel levels used by this DEIS are significantly less than the measured levels at Eglin and Nellis. The Air Force cannot properly analyze noise impacts without actual measurements of F-35s over Tucson. ] NO-7

The DEIS fails to address the impacts of F-35s as they fly over Tucson's midtown residential neighborhoods during approach and departure at Davis-Monthan AFB. ] NO-59  
Further, the DEIS fails to address the noise impacts when F-35s are directed by ATC to fly outside TIA's designated flight paths, as the F-16s of the 162<sup>nd</sup> FW currently are. ] NO-62

Arizona Revised Statute 28-8481 will impose substantial restrictions on the properties of more than 8,000 residents who live within the new 65 dB DNL contour. The DEIS fails to consider the legal and financial impacts upon those residents. ] LU-11

The DEIS notes that, of the schools, hospitals, and places of worship that were analyzed, all will suffer between four and twelve noise events per hour that will interrupt conversation. The DEIS fails to consider the impacts of these interruptions: the impacts of interrupted conversations between doctors and patients, of interrupted interactions between teachers and students, of interrupted sermons. ] NO-3

The DEIS fails to analyze the impacts of noise upon the learning abilities of students. It ignores studies that show students affected by aircraft noise have greater difficulty learning to read, and have greater difficulty processing information. ] EJ-2

The DEIS fails to analyze the impacts of noise upon residents' health. It ignores many studies that demonstrate a wide range of adverse health effects that result from elevated noise levels. Studies conclude that children are even more sensitive to the health effects of noise than adults are; the DEIS does not address this. ] NO-6  
] NO-63

2120 TU

The DEIS considers only two studies of the effects of aircraft noise upon property values. Those two studies show low correlation between noise and property values. The DEIS ignores other studies that show a much higher correlation. One often-cited study, which the DEIS chose to ignore, demonstrated that aircraft noise can reduce property values by 25 percent or more.

SO-33

The DEIS fails to quantify the economic impacts of the F-35s. It provides no analysis of the dollar amount that F-35s would bring to Tucson through employment and supply contracts. On the other hand, it provides no analysis of the dollar amount of the decreased value of properties that would be impacted by F-35 noise, or of decreased revenues from property taxes.

SO-13

SO-1

We are proud that our neighborhood includes the Arizona Inn, a historic and luxurious lodge that has been awarded many national and international honors. Excessive aircraft noise will threaten the viability of the Arizona Inn. Similarly, it will harm all of Tucson's leisure and hospitality businesses, which add \$1.4 billion annually in direct economic impacts to our local economy. The DEIS provides no quantitative analysis of this.

SO-7

Unless the Environmental Impact Statement corrects all these flaws, the Air Force cannot make an informed decision about the beddown of F-35s at Tucson International Airport.

NP-29



Linda Phelan, Secretary  
 Board of Directors  
 Blenman-Elm Neighborhood Association

CC: Senator Jon Kyl  
 Senator John McCain  
 Congressman Raul Grijalva  
 Mayor Jonathon Rothschild  
 Vice Mayor Shirley Scott  
 Council Member Regina Romero  
 Council Member Paul Cunningham  
 Council Member Karin Uhlich  
 Council Member Richard Fimbres  
 Council Member Steve Kozachik  
 Arizona Daily Star Editor Bobbie Jo Buel

2121 TU



Sam Hughes Neighborhood Association

P. O. Box 42931 • Tucson, AZ 85733-2931

March 8, 2012

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

Re: Objection to basing F-35 at TIA

Dear David Martin:

This is a letter to inform you of the strenuous objection of the Executive Board of The Sam Hughes Neighborhood Association to the basing of F-35 jet airplanes at the Tucson International Airport. The TIA is a busy, commercial airport that serves a metropolitan area of approximately one million people. In our opinion, it is not a reasonable place to base a loud, potentially dangerous, untested airplane.

GE-4

NO-1

SA-12

We are sure that you have received many complaints concerning the Draft Environmental Impact Statement that purports to study the impact on the City of Tucson of the basing of as many as 72 of F-35's at TIA. We do not wish to belabor all of the problems with this DEIS, but will make several comments.

**Noise:**

The F-35 is rumored to be at least four times as loud as the F-16's currently operating at TIA. The DEIS has several contours illustrating calculated noise levels near TIA. The noise levels quoted seem to be Day/Night averages. Presumably, peak noise from individual flights might be much higher. Also, no mention is made of the noise impact of flights of several jets. Finally, all of the quoted noise levels are based on calculations. It seems reasonable that these calculations could be checked by bringing an F-35 to Tucson and performing actual noise measurements.

NO-1

NO-50

NO-39

NO-7

**Other Flight Patterns:**

The DEIS deals only with flights in the vicinity of TIA. However it anticipated that the F-35's will pick up armaments for weapons testing at Davis Monthan Air Force Base. This will involve flights directly over central Tucson. No discussion of the impact of these flights is contained in the DEIS.

DO-30

**Mitigation:**

The Draft Environmental Impact Statement makes no mention of any efforts to mitigate the damage, discomfort, and financial loss incurred by residents of Tucson from the basing of these aircraft at TIA.

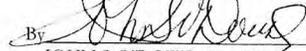
GE-20

The DEIS is clearly an incomplete document, and needs much work before further steps toward basing F-35's at TIA in Tucson can be taken. However, the more important point we wish to emphasize in this letter is as we said in the opening paragraph; we do not think that a busy commercial airport in a large metropolitan city is an appropriate place to base a noisy, potentially dangerous, squadron of F-35's jet airplanes.

AM-2

NO-1

SHNA, Inc.

By   
 JOHN S. O'DOWD, President

Final  
 June 2012

2122 BO

FRANK R. KENNY  
3064 N. Turnberry Way  
Meridian, Idaho 83646-9013  
fkenny@cableone.net  
208-590-1710

5 March 2012

Attention: DAVID MARTIN and KIM FORNOF  
U.S. Air Force Contractors  
HQ AETC/A7CPP  
266 F Street West, Bldg. 901  
Randolph AFB, TX 78150-4319



FRANK R. KENNY  
U.S. Air Force Ret.  
COMMANDER, Meridian Post 113

Cell: 208.590.1710  
Email: fkenny@cableone.net  
22 West Broadway • Meridian, Idaho 83642

RE: F-35 Proposed Basing/Training Center

Dear Project Managers,

I apologize for not being able to attend any of the three meetings in February as I was previously committed to other projects. I was in attendance last year and commend you on an excellent presentation at Meridian Middle School. I want to let you know that you have my full support for this basing on F-35's here in Boise, Gowen Field and 3 full squadrons at MHAFB. This region has the best weather, best aerial range and presents the least risk to civilian populous of any of the other choices for basing a single engine fighter. The fact that having operational squadrons 50 miles down the road make an easy transition for pilots just out of training at Gowen Field. As a taxpayer, knowing that the pilots can be over their range in minutes, saving time and enormous amounts of expensive fuel is a bonus that can't be overlooked. The surrounding area of both the mountains to the north AND south provide perfect training likenesses that our combat pilots see overseas. We accommodated the F-4 Phantom for many years and love having the A-10 and still miss the C-130 aircraft; so as a Meridian resident, I welcome America's first line fighter to train the next generation of fighter pilots to defend freedom. Because if we don't welcome such a opportunity that would benefit both the community, state and nation, there will be a weakening of our training posture that is purely political. And the enemies of freedom are ever watching how we view our own military strength. And you can bet that those same adversaries don't allow a second chance to base aircraft like the F-35 in the perfect town and training environment. I dare say they (Russia, China, etc...) wouldn't ask at all. It is for that reason that I commend the Air Force for considering Idaho again. Let us hear the sound of freedom for decades to come! All issues can be overcome. There will always be anti-military types that have no appreciation for freedom and how it is won and protest no matter how reasonable and accommodating the Air Force can be. Please know that they are in the extreme minority and that most Idahoans, most Americans would be proud to boast that they have the F-35A Lightening in their sky!

GE-3

Sincere Regards,  
Frank R. Kenny

2123 BO

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



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

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David Martin, Air Force Contractor, and Kim Fornof  
HQ AETC/A7CPP  
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: Tim COLDENOW  
Organization/Affiliation: SUNRISE RIM NEIGHBORHOOD ASSOC.  
Address: 2120 SUNRISE RIM  
City, State, Zip Code: BOISE IDAHO 83705  
Comments: TO WHOM IT MAY CONCERN -

I WRITE THESE COMMENTS WITH THE  
UTMOST RESPECT FOR THE UNITED STATES  
AIR FORCE AND ALL BRANCHES OF THE  
U.S. MILITARY.

I WOULD LIKE TO STATE FOR THE  
RECORD THAT I DISAGREE AND AM  
VERY CONCERNED WITH THE POSSIBILITY  
OF THE U.S. AIR FORCE TRAINING  
AT GOWEN FIELD WITH THE F-35A  
JET FIGHTERS. THE PROXIMITY OF  
GOWEN FIELD TO OUR NEIGHBORHOOD  
AND TO THE CITY OF BOISE DOES NOT  
LEND ITSELF TO USE BY A VERY

GE-4

\*\*\*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.

2123 BO

LOUD JET FIGHTER. WE HAVE BEEN TOLD IT WILL BE NOTICEABLY LOUDER THAN THE A-10 AIRCRAFT THE IDAHO NATIONAL GUARD USES NOW.

NO-1

THE TREASURE VALLEY, AS A WHOLE, HAS GARNERED NATIONAL RECOGNITION OVER THE LAST 20 YEARS AS ONE OF THE TOP AREAS IN THE NATION TO LIVE OR RETIRE. THE INCREASE IN NOISE CAUSED BY THESE AIRCRAFT WILL DIMINISH THIS RECOGNITION, WHICH WILL HAVE LONG TERM NEGATIVE ECONOMIC EFFECTS ON THE WHOLE VALLEY.

NO-36

SO-1  
SO-18

I FIND IT HARD TO BELIEVE THAT THE U.S. AIR FORCE WOULD CONSIDER ~~BUILDING~~ A NATIONAL GUARD FACILITY THAT IS SO CLOSE TO A MAJOR METROPOLITAN AREA. MOUNTAIN HOME AIR FORCE BASE IS A "STONES THROW" AWAY. EXPANDING IN AN EXISTING FACILITY THAT CURRENTLY HOUSES AIR FORCE OPERATIONS SEEMS MORE LOGICAL.

DO-32

GE-12

THE NOISE FROM AIR TRAFFIC AT THE BOISE AIR TERMINAL AND GOWEN FIELD ALONG WITH INTERSTATE 84 HAS OUR NEIGHBORHOOD AT THE LIMIT FOR NOISE. PLEASE DO NOT CONSIDER ADDING TO IT. OUR PROPERTY VALUES WILL ~~DECREASE~~ SURELY DECREASE ALONG WITH THE QUALITY OF LIFE WE ENJOY HERE.

NO-8  
NO-37

SO-1

NO-36

THANK YOU FOR YOUR CONSIDERATION.  
 SIGNED Tim Coldsnow 2120 Sunrise Rim  
 BOISE IDAHO 83705



2124 TU

From: Mary Terry Schiltz [MARYadvocacy@msn.com]  
 Sent: Thursday, March 15, 2012 2:59 AM  
 To: AETC/A7P Workflow  
 Subject: Broadmoor Broadway Village Neighborhood Association, Comments.doc  
 Attachments: Broadmoor Broadway Village Neighborhood Association, Comments.doc



2124 TU

**BROADMOOR-BROADWAY VILLAGE NEIGHBORHOOD ASSOCIATION**

March 17, 2012

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

Dear Mr. Martin and Ms. Fornof:

After review and examination of the Draft Environmental Impact Statement, members of the Broadmoor Broadway Village Neighborhood Association have numerous questions and concerns. In the evaluation of Tucson International Airport as a site for F-35 pilot training, we found NO specifics regarding proposed F-35 sorties at Davis-Monthan Air Force Base, day and night numbers, noise and other health impacts, air congestion, pollution and safety hazards. There are NO scientific analyses of the cumulative effects to residents, businesses and visitors within the high density areas in close proximity to the Base, which include numerous single family residences, businesses, elementary, middle and high schools; colleges and universities; medical complexes, restaurants, parks; outdoor sports fields and stadiums; arenas; outdoor amphitheater, zoo; hotels, hospitals, child care facilities; mosque, museums, shopping centers, temple, synagogues, public gardens, libraries, residential care facilities, concert halls, neighborhood centers, clinics, a community center with arena, police and fire departments. There is no mention of current construction of the major Pima Emergency Communications Center currently under construction, near our neighborhood, that is partially in the Accident Potential Zone. PCWIN (Pima County Wireless Integrated Network)

DO-30

DO-44

SA-21

We do know from the DEIS that F-35 aircraft will have to go to D-M for live ordnance for these single-engine, single-pilot aircraft, which will be flown

SA-13  
SA-16

We know that currently the Air National Guard facility at TIA sends its F-16s to D-M to load and unload armament, to train F-16 pilots from other ANG squadrons from throughout the Country, other active duty units, and the many foreign nations that deploy to D-M (Operation Snowbird). We do know that Operation Noble Eagle F-16s are at D-M as a national security response unit. Will none of the above F-16 activities at D-M translate into F-35 activities there, if the Air Guard at TIA transitions to F-35s? If they do, then we feel that the EIS will be wholly deficient unless the noise and safety concerns of F-35s at D-M are addressed. If F-35s would operate out of D-M, the noise apron alone would have to be expanded. How many homes would be affected? Arizona Revised Statute 28-8481 requires restrictions that apply to homes and businesses in high noise zones, including building code specifications, sound attenuation, property uses and numbers of employees. These would have serious detrimental impacts on the values of properties, reducing values by perhaps one third or more. That would amount to a partial taking by the government that would need compensation. For that reason, the EIS would need to include scientifically accurate expanded noise contours at D-M and the consequential ramifications, since F-35s are to be utilizing D-M as part of a TIA bedding of F-35s.

CM-3

NO-59  
SA-16

LU-6  
LU-11

NO-59

2124 TU

Another concern is that the noise estimates of the F-35 are not consistent and lack scientific integrity, since they are based only upon "notional contours" and averages generated by computer models, rather than actual F-35 flight experience. Since computer generated noise evaluations could be seriously in error (just consider computer generated weather forecasts that are often very inaccurate), we feel that actual flight data is essential in order to produce an accurate EIS.

NO-7

It was a unanimous decision by our Board of Directors to submit these comments. Because of the multitude of crucial issues involved, limited notification, the short period of time allotted for public comment during only two public hearings and considering the complexities involved, which are not sufficiently addressed in the DEIS, we request, at the very least, an extension of time to study the flawed draft, or preferably, a withdrawal of it, until ample, scientifically accurate, basic information is supplied.

NP-12  
NP-13

Thank you very much for addressing these concerns.

Sincerely,

Mary Terry Schiltz, President  
Broadmoor Broadway Village Neighborhood Association

2125 TU

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

Dear David & Kim

These are my comments and concerns about the F-35A Training Basing Environmental Impact Statement (EIS). My family and I own Pueblo El Mirage, an active adult community, in El Mirage, Arizona. It is a 55 and older golf course community with 1,553-lots that resides 3 miles to the north of Luke Air Force Base. We have owned this property for the past 21 years and support Luke Air Forces Base. Our concerns come from the data that came out of the EIS study, specifically page 43 section 8.4 of the executive summary.

**Noise and Land Use.** "In a typical non-afterburner departure configuration, the F-35A generates an over flight sound exposure level approximately 6 dB higher than the F-16C equipped with a Pratt and Whitney 220 engine at the location studied (Cotton Lane Community Church). In traffic pattern flight, the F-35A is approximately 9 dB louder than the F-16C. In arrival flight, the F-35A is approximately 15 dB louder than the F-16C."

Currently, the 65 dB noise levels do not affect our property. With the F35A on the other hand we will be subjected to 65dB noise levels in all scenarios except #1. Under FFA regulations 65DB is not suitable for residential uses. SO-1

Based off section 8.4 the F-35A will be 9dB louder in the traffic pattern which is **TWICE** as loud. In the Arrival flight the F-35A will be 15dB louder then the F-16C which is more then **THREE** times as loud. We are located three miles to the northwest directly under the final approach. These jets will be flying 1,000 feet over our heads at **THREE TIMES THE NOISE LEVEL** of the F-16C. NO-1

It is clear that Table 34 is incorrect. It states that 1,181 people will be affected by the 65dB noise in scenario #3. Our entire property is covered by scenario #3, which would be 3,000 people just in our community alone. NO-64

It is not acceptable that our 3,000 residents, which are currently **NOT** in the 65dB area, will be subjected to this 65DB noise this the F-35A mission. Our business will be substantially impacted by this increase in noise. Our 55 and older residents choose our community because of all the outdoor activates we have to offer. We own and operate a championship golf course, tennis courts, softball fields, horseshoe pits, and a resort pool facility. How will these people enjoy these activities with this dramatic increased in noise? NO-18

2125 TU

Reviewing your other base options it is clear that they are in less populated areas and would affect few residential homes. We support Luke and the entire air force but we cannot support the F-35A. Its noise pollution will cause our residents great discomfort potentially meaning that they will not longer live in or support their community, the Pueblo El Mirage property, and our family business. We have over a \$70,000,000 investment in this property and I am very concerned that the F-35A will jeopardize our community. GE-1  
SO-18

I hope the air force looks at all their options and really considers the less populated base to choose as the home for the F-35A. GE-1

Thank you,  
 Scott Roberts  
 Pueblo El Mirage Owner

**Table 34. Population and Acreage Under Noise Contours Near Luke AFB, Baseline Conditions and F-35A Scenarios**

Contour Interval (dB DNL)	Population Affected (Off-Installation/Airport)		Total Area Affected (Off-Installation/Airport)	
	Number	Change	Acres	Change
<b>Baseline Conditions</b>				
Total >65	1,601	N/A	7,042	N/A
65-69	1,535	N/A	3,903	N/A
70-74	50	N/A	2,107	N/A
75-≥85	16	N/A	1,032	N/A
<b>Scenario L1 (24 Aircraft)</b>				
Total >65	200	(1,401)	4,763	(2,279)
65-69	149	(1,386)	3,173	(730)
70-74	38	(12)	1,309	(798)
75-≥85	13	(3)	281	(751)
<b>Scenario L2 (48 Aircraft)</b>				
Total >65	488	(1,113)	6,407	(635)
65-69	415	(1,120)	4,078	175
70-74	50	0	1,744	(363)
75-≥85	23	7	585	(447)
<b>Scenario L3 (72 Aircraft)</b>				
Total >65	1,181	(420)	7,916	874
65-69	1,090	(445)	4,903	1,000
70-74	59	9	2,135	28
75-≥85	32	16	878	(104)
<b>Scenario L4 (96 Aircraft)</b>				
Total >65	2,223	622	9,398	2,356
65-69	2,111	576	5,749	1,846
70-74	71	21	2,488	381
75-≥85	41	25	1,161	129
<b>Scenario L5 (120 Aircraft)</b>				
Total >65	3,216	1,615	10,679	3,637
65-69	3,078	1,543	6,420	2,517
70-74	88	38	2,816	709
75-≥85	50	34	1,443	411
<b>Scenario L6 (144 Aircraft)</b>				
Total >65	5,340	3,739	11,651	4,609
65-69	5,158	3,623	6,793	2,890
70-74	125	75	3,154	1,047
75-≥85	57	41	1,704	672

Note: (Number) denotes a negative number. See Draft EIS, Table LU 3.2-1.





2126 BO

March 12, 2012

David Martin, Air Force Contractor, and Kim Fornof  
 HQ AETC/A7CPP  
 266 F Street West, Bldg. 901  
 Randolph AFB, TX 78150-4319  
 Email: [aetc.a7cp.inbox@us.af.mil](mailto:aetc.a7cp.inbox@us.af.mil)

Re: U.S.A.F. Pilot Training Center (PTC) with F-35A Lightning II aircraft at Boise Air National Guard Station.

Thank you for the opportunity to provide input on the DEIS for the F-35A Jet PTC.

The Golden Eagle Audubon Society is the local chapter of the Audubon Society and we are dedicated to building an understanding, an appreciation, and respect for the natural world in order to conserve and restore natural ecosystems for birds and other wildlife. Our 1,200 members are very interested in activities that affect southwest Idaho. We conduct numerous bird watching activities in southwest Idaho which would be impacted by loud jets. NO-18

The DEIS doesn't take into account a noise study that was conducted at the Mountain Home Air Force Base for measuring noise levels of the sonic booms and the F-16's engine noise flying at different altitudes out in the Owyhees. This information was collected during the bombing range proposal in the early 2000s. Given that this particular study occurred in a local area, I think it would help to look at the methods and conclusions of that study as an example of local effects on the Owyhee landscape and combine it with the rest of the noise analysis in this DEIS. I don't know the name of the study but I do know that it occurred in the early 2000's and I'm sure the Mountain Home Air Force Base has a copy of the report. NO-82

The DEIS didn't take into account cumulative effects for noise. The F-35's will increase the overall disturbance wildlife is already experiencing in terms of frequency and duration of noise. Boise already experiences jet noise from Mountain Home Air Force Base, the Boise Airport, and the National Guard Station at the Boise Airport. In February 2012, I heard loud jets, all day long, in the Highlands neighborhood, in north Boise. It was loud enough that my companion and I had to quit talking until there was a lull in the jet noise. The lull was of very short duration. This went on from 8 a.m. until just after dark for a number of weeks. This was quite maddening and totally unacceptable for a residential neighborhood. I expect that the F35 jets would cause similar or even worse noise levels. BI-11  
NO-8  
NO-1

2126 BO

I did not see any maps which include the boundaries of the Birds or Prey National Conservation Area or any other protected areas – like the recent Owyhee wilderness areas. In addition to being a nuisance, numerous peer reviewed studies in recent years have shown significant impacts of low-frequency anthropogenic noise (which includes jet engines) on songbird breeding success, as well as Greater Sage-grouse lekking. With numerous protected lands and Important Bird Areas designated in the area, the impacts of increased noise pollution should certainly be considered, particularly for the many bird Species of Greatest Conservation Need that breed in southwestern Idaho. We request that an updated map include the fly zones overlaid with these protected areas and these noise issues be addressed. BI-12  
BI-13  
BI-14  
BI-12

Noise effects on recreation weren't addressed in the DEIS. The Owyhees are a continually growing area for public recreation and there didn't appear to be any analysis on this particular issue. We hold numerous bird watching field trips in this area. The same applies to recreation in the Boise Foothills and surrounding areas. LU-27

Thank you for considering our comments.

Sincerely,  
 Pam Conley  
 President, Golden Eagle Audubon Society  
 POB 2526  
 Boise, ID 83701



2127 LU

302 North 1st Avenue, Suite 300 • Phoenix, Arizona 85003  
Phone (602) 254-6300 • FAX (602) 254-6430  
E-mail: mag@azmag.gov • Web site: www.azmag.gov

March 13, 2012

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

Dear Mr. Martin and Ms. Fornof:

The Maricopa Association of Governments (MAG) serves as the designated Regional Air Quality Planning Agency for the Maricopa County Nonattainment Area. Within this role, MAG has reviewed the air quality impacts of locating a Pilot Training Center (PTC) with F-35A Lightning II aircraft at Luke Air Force Base (AFB), as described in the Draft F-35A Training Basing Environmental Impact Statement (EIS), January 2012. Based on the data provided, MAG concurs with the EIS conclusion that deployment of the PTC with 24 to 144 F-35A aircraft will reduce emissions for all pollutants, relative to the 1999 base case emissions at Luke AFB. The proposed action does not exceed the general conformity de minimis emissions thresholds for any pollutant or scenario and therefore, the air quality impacts of all scenarios at Luke AFB are deemed to be insignificant. AQ-12

Luke Air Force Base is located in the western portion of Maricopa County. Maricopa County has not violated the national ambient air quality standard for carbon monoxide since 1996. In addition, there have been no violations of the 1997 federal eight-hour ozone standard of 0.08 parts per million since 2004. In 2011, only one monitor (in north central Phoenix) violated the new, more stringent eight-hour ozone standard of 0.075 parts per million and it is anticipated that the entire nonattainment area will also meet this standard by 2015.

Maricopa County remains in attainment of the national standard for fine particulate matter (PM-2.5), but is classified as a serious nonattainment area for PM-10. To reduce PM-10, MAG submitted two plans to the Environmental Protection Agency (EPA), in 2000 and 2007, containing more than 100 air quality control measures that are being implemented and enforced throughout the PM-10 nonattainment area. Although the regional population has doubled since 1990, during this same period, average PM-10 concentrations have fallen by 24 percent.

As discussed on Page LU-63 in Chapter 4 of the Draft EIS, Arizona withdrew the MAG 2007 Five Percent Plan for PM-10 on January 25, 2011, before EPA took final action. On March 12, 2012, the Draft MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was released for a 30-day public comment period. This plan demonstrates attainment of the PM-10 standard by the end of 2012 and replaces the plan withdrawn in 2011. MAG expects to submit the replacement plan to EPA in May 2012. If EPA takes action to find the 2012 plan to be complete by August 14, 2012, the 18-month and 24-month sanctions clocks triggered by withdrawal of the 2007 plan will be terminated. AQ-13

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction • City of Avendale • Town of Buckeye • Town of Carefree • Town of Cave Creek • City of Chandler • City of El Mirage • Fort McDowell Yavapai Nation • Town of Fountain Hills • Town of Gila Bend • Gila River Indian Community • Town of Gilbert • City of Glendale • City of Goodyear • Town of Guadalupe • City of Litchfield Park • Maricopa County • City of Mesa • Town of Paradise Valley • City of Peoria • City of Phoenix • Town of Queen Creek • Salt River Pima-Maricopa Indian Community • City of Scottsdale • City of Surprise • City of Tempe • City of Tolleson • Town of Wickenburg • Town of Youngtown • Arizona Department of Transportation

2127 LU

Again, MAG concurs with the EIS conclusion that deployment of the PTC with 24 to 144 F-35A aircraft will reduce emissions for all pollutants, relative to the 1999 base case emissions at Luke AFB, based on the data provided. Thank you for the opportunity to provide comments on the Draft Environmental Impact Statement. If you have any questions, please contact me at (602) 254-6300. AQ-12

Sincerely,

Lindy Bauer  
Environmental Director

cc: Steven Methvin, Office of Mayor Elaine M. Scruggs, Glendale, AZ

Women’s International League for Peace and Freedom  
c/o Patricia Birnie  
5349 W. Bar X Street  
Tucson, AZ 85713-6402

2128 TU

March 12, 2012

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

Re: Comments OPPOSING basing and/or training for F-35A at Tucson’s ANG/TIA

To Mr. Martin and Ms Fornoff:

First we would like to comment on the claimed “need” for the F-35 A, B, or C. If the conduct of the U.S. foreign policy was not exploitive or interfering with other countries’ affairs, there would be far fewer “terrorist” threats or enemies to have to “deter.” There is a huge difference between military preparedness to DEFEND our country, and the far greater military power required for U.S. AGRESSION which many regard as being terrorist in nature. Our country needs to review and revise its foreign policy goals and methods to accomplish them. A genuine cooperative approach would guarantee a kinder, gentler world.

GE-13

Second we are strongly opposed to the dangers to civilian air travel at Tucson International Airport if the new, untested technology (F-35A) were to share the same runways. The proposed use of Libby Auxiliary Airfield at Ft. Huachuca for training flights for pilots of the F-35A involves the same shared runways with civilian flights of Sierra Vista. We are convinced this is a serious risk to civilian air traffic.

AM-2

After reviewing the DEIS we are confused about the options we have in stating our concerns or preferences. In Chapter 2 we are told we can choose a NO ACTION alternative. This is our preference. In Chapter 4, however, it appears that we are not offered that option, but must choose between 24, 48 or 72 F-35A planes to be based at ANG/TIA. The larger number of F-35’s based at whatever site would imply that multiple training flights would be scheduled at the same time, therefore compounding the noise to the community, as well as compounding our objections.

GE-19

DO-40

Additionally we are convinced that this DEIS is premature since we learned that there are still design changes being made in the F-35A, and that full testing of these mechanical innovations have not been made. We request that this DEIS be discarded and that the Air Force wait until the mechanical systems are finalized and fully tested before going to the expense and trouble to conduct the proper DEIS. There have been so many mechanical problems, delays, design changes and escalation of costs that it is still possible that Congress may decide to cancel the whole thing.

NP-13

SA-12

Recently we have learned that the F-35A has mechanical components that would be endangered if the plane were to fly in air space that is having lightning storms. The Tucson area is called the Lightning Capital of the World for its amazing display of lightning during our annual monsoon season late summer and early fall. This, alone, should disqualify Tucson from being considered as either a basing or training location.

SA-18

2128 TU

We believe the ANG/TIA location should be removed from consideration of basing and training of the F-35A planes because of our dense metropolitan population which we believe would be adversely affected in a great number of ways.

- SAFETY The new technology of the F-35A is still being modified. There is no history of its safety record, nor has it been fully tested to ensure its safe operation. This single engine, single pilot-operated plane, possibly with live ordnance on board, could suffer mechanical problems taking off or landing, and cause a severe accident, endangering hundreds or more people. Possible accidents could put civilian air traffic to greater risk, as well, since ANG uses the runways of TIA. Many of the pilots being trained could be foreign pilots who may not have an adequate understanding of the English language.

SA-12

SA-16

SA-13

AM-2

SA-17

On page 56 of the Tucson specific DEIS, regarding the new untested technology of the F-35A, it states: “Therefore, no significant impact would occur from aircraft mishaps or mishaps response.” If the technology is still untested, how can they make that claim?

SA-12

- NOISE According to the DEIS, the noise level of 65 dB is considered an acceptable noise level. We question whether anyone who made that decision lived anywhere near an airport. Even those who do not live near TIA have frequently been annoyed by training flights (probably F-16’s). They report that even indoor conversations are interrupted. Radio programming is briefly unintelligible, and TV sound must sometimes be increased during training flights. The DEIS admits that noise level for outdoor activities near bases is “not optimal” for outdoor activities or children and learning activities. You will have a lot of unhappy people who will be calling the base and complaining about the noise if you base the F-35A at ANG/TIA. Your DEIS specifies that the F-35A will be a noisier plane, particularly when in take-off and landing, especially when it uses the afterburner. There is no mitigation that can be added to our homes to sound-proof them from this noise. Use of parks and other outdoor activities would be seriously negatively impacted. Work crews and other personnel at the bases where the F-35A will be located will be subject to damage to their hearing.

NO-28

NO-8

NO-18

EJ-2

NO-1

NO-20

EJ-6

LU-3

NO-6

We believe that having the F-35A based at ANG/TIA would negatively impact the quality of life for people who live in the greater Tucson area primarily because of its noise level. We believe it would negatively impact the property values, not only near the base, but all over the metropolitan area. If some of the training flights require live ordnance, then the number of flights would be increased because pilots would need to fly to Davis-Monthan to obtain the bombs. This constitutes a remarkable danger to a heavily populated area.

NO-36

NO-1

SA-13

While the DEIS admits the noise levels of the F-35A are higher than 65 dB, they claim on page 120 of the Tucson-specific DEIS that, “the change in noise levels is not expected to adversely impact economic decisions, property values, or other socio-economic resources.” No convincing data were presented to convince us that this could be true, and we remain very skeptical.

SO-1

SO-18

- ENVIRONMENTAL JUSTICE Regarding the low level overflight noise and also the supersonic booms, it appears that the community of Sells has been singled out to be subjected to these excess noise levels. There are several charts and text with flight numbers indicated, showing this inconsistency. We believe the Sells community has a fairly large population, and feel it is unfair to subject the (mostly) Native American residents to these

EJ-4

2128 TU

excessive noises. This is as much an environmental injustice as it is a human rights violation. EJ-4 cont'd

Similarly, population near the ANG/TIA base is primarily Hispanic. Therefore the impact of noise, air pollution, and safety concerns fall mainly on a minority population. This becomes an environmental justice issue. EJ-4

- OTHER ISSUES

Several references were made regarding use of Libby Auxiliary Airfield at Ft. Huachuca in some of the training flights. Has the Sierra Vista community held DEIS hearings on the possible use of their airfield for training of F-35A pilots? NP-25

Among our members, the question was raised whether there might be training exercises held at ANG/TIA (and Davis-Monthan AFB) if the basing of the F-35A were not at ANG/TIA. According to the DEIS, nearby Luke AFB is one of 4 locations being considered for basing and training flights for the F-35A fighter plane, is a preferred option, and is being welcomed by the surrounding community. We checked the DEIS for Luke AFB, to determine whether the ANG/TIA location would be included in the flight testing airspaces if the F-35A were to be based at Luke AFB. We could find no indication that ANG/TIA nor Davis Monthan or Libby AA would be on any of the training flights. Please notify us if we have misinterpreted the DEIS. DO-41

Nowhere could we locate any information on whether the F-35A would ever be included in the Snowbird training now conducted at D-M or ANG/TIA. We request a response from the U.S. Air Force as to whether the F-35A would ever be included in training under the Snowbird training sessions, regardless of where the F-35A is based. CM-3

- CONCLUSIONS

The Women's International League for Peace and Freedom strongly OPPOSES the basing and/or training of the F-35A fighter plane at ANG/TIA (and Davis-Monthan AFB), under the proposed training program covered by the DEIS or as a part of the Snowbird training program. Therefore we request the "NO ACTION" option. GE-4

We base our conclusion on Need, Safety, Noise, Environmental Justice concerns, as discussed above. GE-19

Respectfully Submitted,

Patricia Birnie,  
Tucson Branch of the Women's International League for Peace and Freedom

## United States Air Force Scoping Meeting Comment Form F-35A Training



2129 BO

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

- 1) Depositing this form at the Comment Table before you leave tonight.
- 2) Mailing this form to:
  - Mr. David Martin
  - HQ AETC/A7CPP
  - 266 F Street West, Bldg 901
  - Randolph AFB, TX 78150-4319
  - FAX: (210) 652-4266
  - Email: aetc.a7cp.inbox@us.af.mil

**All comments on the Draft EIS must be postmarked or received no later than March 14, 2012, to ensure they become part of the official record. All comments will be addressed in the Final EIS.**

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

**Name:** Sarah Cunningham \_\_\_\_\_

**Organization/Affiliation:** Central Bench Neighborhood Association, President, Resident, Business Owner \_\_\_\_\_

**Address:** 5115 Ponder St \_\_\_\_\_

**City, State, Zip Code:** Boise, Idaho 83705 \_\_\_\_\_

**Comments:** As a representative for the Central Bench Neighborhood Association I would like to express concern about the proposal for the addition of F35-A jet training basing at the Boise Air Terminal Air Guard Station. There are numerous families and businesses in this area that will be adversely affected if the Air Force allows this to come to Boise, Idaho. Boise is a community that thrives on our outdoor activities and the quality of life in our neighborhoods. Information provided indicates noise pollution from the F-35A in our community would render numerous homes 'not suitable for residential use'. This is unconscionable. There are schools, families, businesses and outdoor enthusiasts in our community as well as the economy that thrives on all of the above. This would all be threatened if this proposal were to come to fruition. The Air Force does not have my personal support in allowing this 'development' to come into our community and there are several in our neighborhood community who have expressed opposition to this cause as well. This would be a detriment to our community and we will continue to speak out in solidarity against this proposed imposition on our community and quality of life. Thank you for taking the time to hear the community's voice in your consideration of various sites.

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.



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



2132 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: [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.

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: Peter C. Doyle  
 Organization/Affiliation: Conix, Inc.  
 Address: 3915 E. Broadway, Suite 400  
 City, State, Zip Code: Tucson, AZ 85711  
 Comments: I am in full support of the F-35 project.

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.

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



2133 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: [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: Lynette Moreno  
 Organization/Affiliation: Conix, Inc.  
 Address: 3915 E Broadway #400  
 City, State, Zip Code: Tucson AZ 85711  
 Comments: I believe it is important that we all support our military and the future of the Arizona Air National Guard, specially if the F-35 is based at TIA. This would bring millions of dollars plus it will also create thousands of jobs.

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  
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2134 TU

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Name: Elliott Anderson  
 Organization/Affiliation: Conix Inc  
 Address: 3915 E. Broadway Blvd Ste 400  
 City, State, Zip Code: Tucson, AZ 85711

Comments: I support the Draft EIS and am not concerned for the Air Traffic noise environment - ell:as

GE-3

*Elliott Anderson*  
 2/21/12

\*\*\*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)



2135 TU

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David Martin, Air Force Contractor, and Kim Fornof  
 HQ AETC/A7CPP  
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Name: Amanda Burdson  
 Organization/Affiliation: Conix, Inc  
 Address: 3915 E. Broadway Blvd #400  
 City, State, Zip Code: Tucson, AZ 85711

Comments: I support the draft EIS & am not concerned for the air traffic noise.

GE-3

*Amanda Burdson*  
 2/21/12

\*\*\*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.

Final  
June 2012

2136 XX

**From:** Spencer, Stephen [Stephen\_Spencer@ios.doi.gov]  
**Sent:** Tuesday, March 13, 2012 1:38 PM  
**To:** AETC/A7P Workflow  
**Subject:** Department of the Interior Comments on the F-35A Training Basing Draft EIS  
**Attachments:** ER12-46.pdf

Please find attached the U.S. Department of the Interior comments on the F-35A Training Basing Draft Environmental Impact Statement. I would appreciate an acknowledgement by return e-mail that it has been received so I have it for my records. Thanks.

Steve Spencer

Stephen R. Spencer, PhD  
Regional Environmental Officer  
Office of Environmental Policy and Compliance  
U.S. Department of the Interior  
1001 Indian School Road NW, Suite 348  
Albuquerque, NM 87104  
Phone: (505) 563-3572 Fax: (505) 563-3066 Cell: (505) 249-2462  
[Stephen\\_Spencer@ios.doi.gov](mailto:Stephen_Spencer@ios.doi.gov)  
Web Site: [www.doi.gov/oepec/albuquerque.html](http://www.doi.gov/oepec/albuquerque.html)



2136 XX



## United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
1001 Indian School NW, Suite 348  
Albuquerque, New Mexico 87104



ER 12/0046  
File 9043.1

March 13, 2012

VIA ELECTRONIC MAIL ONLY

David Martin  
Kim Fornof  
HQ AETC/A7CPP  
266 F Street West, Building 901  
Randolph AFB, Texas 78150-4319

Dear Mr. Martin/Ms. Fornof:

The U.S. Department of the Interior has reviewed the F-35A Training Basing Draft Environmental Impact Statement (EIS). The U.S. Air Force is proposing to base a Pilot Training Center with F-35A Lightning II aircraft at one of four bases that currently support them: Boise Air Terminal Airport Air Guard Station, Idaho (Boise AGS); Holloman Air Force Base, New Mexico (Holloman AFB); Luke Air Force Base, Arizona (Luke AFB); or Tucson International Airport Air Guard Station, Arizona (Tucson AGS). The comments provided below are intended to provide technical assistance toward the development of the proposed action and Final EIS. We offer general and specific comments based upon the January 2012 Draft EIS.

### General Comments from the U.S. Fish and Wildlife Service

The following comments from the U.S. Fish and Wildlife Service apply to the Holloman AFB alternative. Activities within the airspace affected area have the potential to affect birds and other wildlife, primarily through disturbance from aircraft overflights and visual perception of the aircraft and noise. Though aircraft noise studies have shown minimal acute effects to wildlife, FWS recommends minimizing the flight frequency (chronic effects) over areas where wildlife may be abundant such as at National Wildlife Refuges and forested areas.

BI-15

The USAF has studied the effects of aircraft noise on the Mexican spotted owl (*Strix occidentalis lucida*) (MSO) (Air Combat Command 2007). There are four designated critical habitat areas for the MSO within the airspace affected area. Therefore, FWS recommends using the available studies to propose minimization measures for affects of the action on the MSO. One measure to consider is minimizing flight frequency (chronic effect) over MSO designated critical habitat.

BI-16

2136 XX

2

The lesser prairie-chicken (*Tympanuchus pallidicinctus*) also occurs within the proposed training area boundary. The species forms leks for reproductive purposes in the spring at dawn and dusk (Crawford and Bolen 1976), and as a result, may be more sensitive to disturbance during these times. Therefore, FWS recommends the USAF consider minimizing flight frequency over known lek areas.

BI-17

**General Comments from the National Park Service**

The National Park Service offers the following, which reflects a consolidated response on behalf of park units and various program areas. In particular, the proposed alternatives have the potential to impact the following units:

Boise AGS–City of Rocks National Preserve, Craters of the Moon National Monument, Big Hole National Battlefield and Nez Perce National Historic Park.

Holloman AFB–White Sands National Monument, Salinas Pueblo Mission National Monument, Carlsbad Caverns National Park, Guadalupe Mountains National Park, and Fort Davis National Historic Site.

LU-12

Luke AFB–Organ Pipe Cactus National Monument, Tonto National Monument, Saguaro National Park, Casa Grande National Historic Park and Hohokam Pima National Monument.

Tucson AGS–Organ Pipe Cactus National Monument, Fort Bowie National Historic Site, Chiricahua National Monument, Saguaro National Park, Tumacacori National Monument and Coronado National Memorial.

**Specific Comments from the National Park Service**

As mentioned in Chapter 2, pages 2-37, the National Park Service supports the statement: “F-35A would operate in a similar manner as those aircraft currently using the primary airspace using the same procedures.” Additionally, NPS has known avoidance areas associated with Salinas Pueblo Missions National Monument and City of Rocks National Preserve.

In particular, NPS is concerned for noise increases in recreational areas because they have the potential to affect natural soundscapes of park units. The NPS would appreciate any consideration for varied use of airspace to minimize direct impacts to the units. Table 2-9, Percentage of Flight Hours by Altitude, states three percent of the flights would occur below 2,000 feet above ground level (AGL). If these low level flights could occur outside of NPS units that would assist in preserving the natural quiet of parks consistent with NPS Management Policies. Section 4.9 (Soundscape Management) of the policy states, “NPS will restore to the natural condition wherever possible those park soundscapes that have become degraded by unnatural sounds (noise), and will protect natural soundscapes from unacceptable impacts.” This is also consistent with 40 CFR §1508.27b, “Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and

DO-50

2136 XX

3

scenic rivers, or ecologically critical areas.” Therefore, the regulations should be considered when evaluating intensity of effects.

DO-50  
cont'd

The NPS has provided additional, pertinent information in Attachments 1 and 2, and encourages the USAF to thoroughly review the information. The attachments supplement information submitted in March 2010 when NPS first commented during public scoping. Attachment 1 is a listing of scientific reports and published studies detailing the effects of vibrations on structures, effects of sounds on wildlife, and related topics. Attachment 2 provides comments, both general and specific, from NPS program offices and park units on the Draft EIS.

Overall, NPS supports the preferred alternative, Luke AFB with 72 aircraft, because it has the least impact with direct overflights to the fewest park units of the four alternatives mentioned. However, NPS is still concerned about any effects to the Organ Pipe Cactus National Monument, as mentioned above.

We appreciate this opportunity to provide comments on the Draft EIS, and we look forward to continuing our work with the USAF in developing the Draft EIS. If you have any questions, please contact Wally Murphy, U.S Fish and Wildlife Service, Field Supervisor, Ecological Services Field Office, Albuquerque, New Mexico, or Vicki McCusker, National Park Service, Overflights Program Manager, Natural Sounds and Night Skies Division, Fort Collins, Colorado, at 970-267-2117.

Sincerely,



Stephen R. Spencer, PhD  
Regional Environmental Officer

Attachments

<b>2136 XX</b>
4
Literature Cited
Air Combat Command. 2007. Cumulative Analysis Report on the U.S. Air Force Air Combat Command's Study on the Effects of Military Jet Aircraft Noise on the Occupancy and Nesting Success of the Mexican Spotted Owl ( <i>Strix occidentalis lucida</i> ), 2000-2005. Extended Executive Summary by Air Combat Command, A7VS, Langley Air Force Base, Virginia. May 2007. <b>BI-16</b>
Crawford, J. A. and E. G. Bolen. 1976. Effects of land use on lesser prairie-chickens in Texas. Journal of Wildlife Management 40:96-104. <b>BI-17</b>

<b>2136 XX</b>
<b>Attachment 1 Scientific Studies</b>
The NPS provides the following scientific studies or bibliography listings for review and application in the DEIS:
Aircraft Noise Effects on Cultural Resources: Review of Technical Literature September 1991, 50 pp.
An assessment of noise audibility and sound levels in the U.S. National Parks, Landscape Ecology, published August 25, 2011, 13 pp.
Vibration investigation of the Museum Building at White Sands National Monument, New Mexico conducted by the United States Geological Survey, 22 pp.
Literature Reviews on Impacts of Noise on Wildlife, Annotated Bibliography, 70 pp.

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

2136 XX	8	NPS	HO-38	3.2 Noise	Paragraph two states "There are no known off installation schools, hospitals, or places of worship within 65 dB. .... therefore, all locations studied are located on the installation". Within the 65 dB contour lines there are historic tribal lands that may be considered places of worship. Although most NPS lands are not considered places of worship, thousands of visitors come to the parks for the solitude and tranquility they provide, some of the areas visited will be within the 65dB contour.	NO-78 LU-12
	9	NPS	HO-41	3.2 Noise	Paragraph 3 states "F-35A noise levels are not expected to exceed 130 dB for any off installation location. Therefore, noise associated with subsonic F-35A aircraft operation is not expected to result in any damage to structures." Structural damage is known to occur below 130 dB. When considering structural damage it is also important to consider the frequency at which the sound is generated. Sound frequency does not appear to be considered anywhere in the EIS document. Sound frequency is likely to be of equal importance with dB noise and in the case of historic structures and animals (such as bats) it is likely to be of greater importance.	CU-5
	10	NPS	HO-41	3.2 Noise	What is the expected level for sonic booms in the area? It would seem very likely to exceed 65 dB.	NO-25
	11	NPS	HO-41	3.2 Noise	In 1988 USGS conducted a vibration study for the Museum Building and associated historic structures. Page 18 of the report states that the normal takeoff pattern used by the nearby airport would be acceptable, but low-flying helicopters and low-flying high-speed jet aircraft within a few thousand feet of the historic structures would not be acceptable. The generally accepted maximizing vibration values accepted are established statistically from a database collected for frame or concrete block buildings constructed according to recent building codes and not for historical adobe or masonry buildings. The document also states that the acceptable vibration level should be considerably less for an irreplaceable historic structure, especially those of flat roof and adobe construction than that for typical houses in general which usually have either a rafter or truss-support roof. Also, a modern structure or house can be repaired without risk of loss to historic integrity. The 1988 report did not take into account the increased number of sonic booms that often cause the historic structures to shake and dust to fall from the vigas and ceilings.	CU-7
	3/13/2012 Page 2					

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

Comment #	Commenter Name and Organization	Page #	Section	Reviewer Comment	Action	
1	John Apel, Craters of the Moon NM	B107	Table BO 3.10-5	Under IR-302/305 Craters of the Moon National Monument and the Craters of the Moon Wilderness Area are listed. However the Craters of the Moon National Preserve (411,827 acres) is not. The Preserve includes most of the Great Rift WSA (page BO-106). The Preserve includes 335,000 acres of the Great Rift WSA and 322,450 acres of which has been recommended to congress for Wilderness designation. The National Preserve is a unit of the National Park System.	Correct area designations and size.	LU-12
2	John Apel, Craters of the Moon NM	BO119	Table BO3.10-8	Craters of the moon National Preserve is not listed among the recreational resources in the section for IR-302/305	Correct area designations and size.	LU-12
3	John Apel, Craters of the Moon NM	Feb-51	Chapter 2, Description of Proposed Action & Alternatives	The Land Use and Recreation section lumps together all SULMAs without identifying those being particularly sensitive to additional aircraft noise. Among SULMAs, Wilderness Areas are particularly sensitive given the Wilderness Act's direction to manage for natural conditions and "outstanding opportunities for solitude". IR-302/05 passes directly over the center of the 43,243 acre Craters of the Moon Wilderness Area in Craters of the Moon National Monument and 322,450 acres of the Great Rift WSA, within Craters of the Moon National Preserve which has been recommended for wilderness Designation.	Highlight or break-out Wilderness Areas and Wilderness Study Areas in any discussion of SULMAs.	LU-13
4	NPS	HO-9	Table HO 2.14 Mission Personnel Changes	The net change shown in the table may be underestimated. For scenario five, relationship of base personnel to dependents is 1.14%, this appears low and does not take into consideration the total growth that will occur within the town of Alamogordo. This will increase the demand for water throughout the basin. Currently White Sands National Monument (WNSA) rests on a perched aquifer that holds the dunes in place, if the demand for water is too high and water table begins to drop, the entire dune system could be compromised.		DO-46 IN-1
5	NPS	HO-18	Table HO 2.2 – 6, Projected Annual Munitions Use	It would be helpful to see baseline conditions in the table Throughout the west side of WNSA flares are very common. For scenario H5, what will the life cycle be for the 132,000 flares released, will they remain on the landscape for many years after they are released or will they rapidly biodegrade?		DO-51 SA-8
6	NPS		HO 3.2 Noise	Is it possible to have contour maps made for the different noise measurement types? Is it possible to alter the flight pattern to move the higher decibel levels away from the historic structures and into the dunes?		NO-20
7	NPS	HO-26	Figure HO 3.2 – 1 Noise Contours,	The contour maps do not appear to take in account sonic booms, which although brief, caused the buildings to shake violently. It would be helpful to see a map made up only for sonic boom contours; it is very likely that this would greatly increase the intensity of dB and the contour areas.		NO-67
3/13/2012 Page 1						

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

**2136 XX**

18	NPS		HO 3.12.2.1 Environmental Justice and Protection of Children	It appears that only the effects of noise on the local populations and environment are being considered. There does not appear to be consideration for the increase in demand for water that this would cause or the increased costs associated with an increased demand for water on the low-income population.	EJ-7
19	NPS	HO-191	HO 3.13.1.2 Infrastructure	Paragraph one states that the largest net change in personnel including dependents would be an increase of approximately 5,588. This number appears to be low for total dependents and does not take into consideration the total gross population increase within the basin.	DO-46
20	NPS	HO-191	HO 3.13.1.2 Infrastructure	Paragraph two states that there would be a significant impact associated with increased potable water usage. Under the largest change, there may be an increase in usage between six and 10 percent. It is possible that the increased demand for water within the basin could affect the shallow water table the monument rests on altering the entire dune system. Paragraph two also states that the city of Alamogordo is trying to secure additional water supplies to meet current and projected demands (look at Alamogordo 2007). Depending on where this water was to come from, the effects on monument resources could be devastating. It is also possible that the increased water use could affect pupfish habitat and the local wetland complex.	IN-1 BI-10
21	Gavin Gardner- Salinas Pueblo Missions National Monument	HO-154		The park is listed with 100% of the boundary under airspace. SAPU currently has a working understanding with Holloman that while the boundary of the three SAPU park units is within the IR133/142 airspace, they are removed from this open airspace. SAPU would like to work to continue this current agreement with Holloman if the base is chosen for this project.	LU-23
22	Gavin Gardner- Salinas Pueblo Missions National Monument	C-12		Under the list of NRHP locations Quaraí is listed incorrectly. It should read similar to the entry for Gran Quivira in that the Property is "Salinas Pueblo Missions National Monument" and the Location is "Quaraí". Similarly, it should be confirmed that the Abo Missions is outside of the IR133/142 flight area. If it does in fact fall within the boundary the Abo Mission should be listed in this table like Quaraí and Gran Quivira with the Property being "Salinas Pueblo Missions National Monument" and the Location being "Abo".	CU-9

3/13/2012  
Page 4

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

**2136 XX**

12	NPS	HO-73 & 74	Tables HO 3.3	For scenario H5, CO2e would increase from the 2013 baseline number of 59,683 tons to 136,945 tons per year. For Scenarios H3, H4, and H5 the Prevention of Significant Deterioration (PSD) pollutant threshold of 250 tons would be exceeded. This operation would have a large carbon footprint and the increased pollution could affect the soil crust found throughout the monument. The soil crust that covers the vast majority of the monument is known to play a key role in retaining soil moisture by decreasing evaporation and reducing water loss. Research can be found at <a href="https://springerlink3.metapress.com/content/g382q4715034278/resource-secured?target=fulltext.pdf&amp;sid=0htcbcbwb2d41v2ur2camr13&amp;sh=www.springerlink.com">https://springerlink3.metapress.com/content/g382q4715034278/resource-secured?target=fulltext.pdf&amp;sid=0htcbcbwb2d41v2ur2camr13&amp;sh=www.springerlink.com</a>	SW-3
13	NPS	HO-106	HO 3.7.1.2 Wetlands and Aquatic Communities	This paragraph states "No effects on aquatic and wetland habitats are expected from F-35A operation in the vicinity of Holloman AFB". If the population was to increase by over 5,000 and the demand for water was to increase between 6 and 10 percent there is the potential that aquatic and wetland habitats would be affected, not only within Holloman Air Force Base, but also within the monument and surrounding basin. A decrease in the availability of water could also affect pupfish and their associated habitat.	BI-10
14	NPS	HO-119	HO 3.9 cultural resources	Within the monument 240 cultural sites have been documented. Within the last few years satellite image analysis has helped identify possibly hundreds to thousands of new sites throughout the monument. Like the dunes, these sites depend on the high water table at the monument to rest on for their stability; if this water table was to become compromised by an increased demand for groundwater in the region the erosional effects to the dunes and associated cultural resources could be irreversible.	IN-1
15	NPS	HO-124	HO 3.9.2.2 Cultural Resources	Paragraph 4 states that "ongoing use of airspace by F-16s and other military aircraft has not impacted historic properties." This analysis does not appear to take into account sonic booms.	CU-7
16	NPS	HO-124	HO 3.9.2.2 Cultural Resources	Paragraph 4 states "existing use of flares by aircraft is not known to have impacted these resources; therefore, their use by F-35A aircraft also is not expected to result in impacts." Flares have been found throughout the west side of the monument in close proximity to archaeological sites. We do not know the impacts that the flares F-35A would have in comparison to what is currently on the ground, especially with the knowledge that the use of flares could increase by 130,000.	SA-8
17	NPS	HO-133	HO 3.10.1.1 Land Use and Recreation	Paragraph one states "that flight tracks for the primary runways have been modified to minimize direct over flight of monuments facilities to reduce noise". As possible, we request sonic booms occur further from the Historic Visitor Center to minimize the possibility of structural damage.	NO-20

3/13/2012  
Page 3

2136 XX

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

28	Carrie Mardorf - IMR Cultural Resources	pg 2-20	2.4.4, paragraph 2	Text states, "F-35A low-level flight training on an MTR (military training route) is generally at 500 feet above ground level... Some F-35A training missions would include supersonic speeds." Some NPS units are within MTR areas and could potentially be subject to low flight levels. Impacts to cultural resources and recreational/visitor experience within NPS units subject to these flight training sessions needs to be addressed.	DO-47
29	Carrie Mardorf - IMR Cultural Resources	pg. 2-22 to 2-24	2.4.5	Will flares be used within air space over NPS units? If so, used flares have the potential to fall on NPS lands, potentially impacting visitor safety and could be a detriment to resources.	SA-22
30	Carrie Mardorf - IMR Cultural Resources	2-47 to 2-49	Cultural Resources Charts	Impacts to cultural resources address resources within the Air Force bases, but largely ignore potential impacts to cultural resources in airspace stating, "No impacts on historic properties under AFB-associated airspace are expected. Increases in airspace use and subsonic noise under the MOAs and MTRs would not be of sufficient magnitude to impact historic properties under airspace." However, low flights and additional noise (and therefore vibrations) have significant potential impacts to cultural resources, particularly within NPS units. Additional impacts need to be included within this chart.	DO-47
31	Carrie Mardorf - IMR Cultural Resources	pg 2-51	Land Use and Recreation Charts	Charts state, "Subsonic and supersonic aircraft noise beneath several training airspace units would increase, potentially diminishing the enjoyment of recreational users of affected SULMAs through disturbance of the natural setting." Some of these SULMAs include NPS units. Increased use of airspace definitely has the potential to impact visitor experience with NPS units and the setting and feeling of cultural resources (historic districts, sites, buildings, structures, objects) within the parks. NPS units should be identified and recognized as land use and recreational resources within these charts.	LU-25 CU-12
32	Carrie Mardorf - IMR Cultural Resources	pg 2-51	Land Use and Recreation Charts	Chart states, "F-35A aircraft would comply with all existing restrictions on supersonic and subsonic flight." What existing restrictions exist currently? Are there existing flight restrictions over NPS units? If so, can agreements be amended to more adequately reflect today's conditions? If not, can agreements be put in place for flight restrictions over NPS units to protect resources?	AM-12

3/13/2012  
Page 6

2136 XX

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

23	Gavin Gardner- Salinas Pueblo Missions National Monument	C-33		Consulted tribes does not include all of the Native American tribes that are consulted by SAPU. In total SAPU consults with 14 native American Tribes. Seven of these tribes are not listed as being consulted for Holloman AFB. The missing tribes include: Caddo Indian Tribe of Oklahoma, Pueblo of Acoma, Pueblo of Jemez, Pueblo of Santo Domingo, Wichita & Affiliated Tribes, Ysleta del Sur Pueblo, and Pueblo of Taos. Ysleta del Sur Pueblo is listed as being consulted as part of Boise AGS, but should also be consulted for Holloman AFB. We have included a separate Excel list (Attachment 3) of the 14 consultation tribes for Salinas Pueblo Missions National Monument.	CU-8
24	Carrie Mardorf - IMR Cultural Resources		Cover Sheet	Text states that "Analysis established that no substantial adverse impacts on the following resource categories would result from implementing any of the alternatives or associated aircraft scenarios: ... land use and recreation." This statement doesn't take into consideration the land use/recreation aspects of a number of National Park Service (NPS) units that fall within air space of Holloman, Luke, and Tucson Air Force Bases.	LU-24
25	Carrie Mardorf - IMR Cultural Resources	pg 1-8	1.6.2, paragraph 1	Summary of tribal consultation only includes tribes residing on lands within air space. This does not include affiliated tribes associated with National Park Service (NPS) units that do not reside on lands within air space. Additional tribal consultation is needed with affiliated tribes of park units.	CU-8
26	Carrie Mardorf - IMR Cultural Resources	pg 2-18	2.4.3.2, paragraph 1	Text states, "...operations from an F-35A training unit will differ from a combat-ready operational F-35A unit with much higher percentages of... low-altitude [flights]..." Low altitude flights have the potential to significantly impact cultural resources and recreational/visitor experience within NPS units. Additionally, discussion of environmental consequences and impact analysis within Chapters 3, 4, and 5, doesn't seem to take these low altitude impacts into consideration. Which areas will be impacted and how will these areas be affected?	DO-47
27	Carrie Mardorf - IMR Cultural Resources	pg 2-18	2.4.3.2, paragraph 3	Text states, "...Some of the advanced training requires airspace that can accommodate the tactical maneuvers of up to eight aircraft simultaneously..." Eight aircraft is a high number with increased potential to substantially impact resources at NPS units within airspace. Additionally, discussion of environmental consequences and impact analysis within Chapters 3, 4, and 5, doesn't seem to take these multiple flight impacts into consideration. Which areas will be impacted and how will these areas be affected?	DO-47

3/13/2012  
Page 5

**Final  
June 2012**

Attachment 2 - NPS comments on F35A Training Basing Draft EIS comments						
2136 XX	37	Carrie Mardorf - IMR Cultural Resources	pg 3-30	List of Resources	The bulleted list of Residential, Commercial, Industrial, Public-Quasi Public, Recreational, Open etc. doesn't account for the fact that some areas may fall into more than one land use category. How are these multi-use land uses accounted for? For example, NPS units (Salinas Pueblo Missions National Monument, Carlsbad Caverns NP, Guadalupe Mountains NP) would fall under both Public and Recreational lands. Would these areas be evaluated under both categories?	LU-17
	38	Carrie Mardorf - IMR Cultural Resources	pg 3-31	paragraph 2	This is the first time the National Park Service, national parks, and national monuments are mentioned. These resources should be acknowledged earlier in the document, particularly within the Cultural Resources and Land Use/Recreation sections.	CU-10
	39	Carrie Mardorf - IMR Cultural Resources	pg 3-33	paragraph 1	Conflicting information. Text states, "The F-35A is normally flown at higher altitudes than other fighter aircraft to perform its air-to-ground mission. Considering this, intrusion from high altitude operations of the F-35A is less likely to cause startle effects on users of quiet recreational settings." However, earlier in the document, text noted that F-35 trainings would require additional low-altitude flights. Which is true?	DO-52
	40	Carrie Mardorf - IMR Cultural Resources	HO-14	Chart	A portion of Salinas Pueblo Missions National Monument falls within the IR-133/142 air space, with flying altitudes of 100 feet AGL to 12,000 feet MSL. This low-level altitude area over the park units has the potential for significant impacts to cultural resources and recreational/visitor experience with the NPS unit. This impact needs to be adequately reflected in the text for Cultural Resources and Land Use/Recreation. Similar impacts appear to be likely at Carlsbad Caverns National Park and Guadalupe Mountains National Park, which fall within the IR-134/195 and IR-192/194 airspace, also with potential of low altitude flights as low as 100 feet to 500 feet.	DO-47
	41	Carrie Mardorf - IMR Cultural Resources	HO-20	paragraph 2	The White Sands National Monument Historic District is also a cultural landscape with a completed cultural landscape inventory (CLI), a management and inventory tool used by the NPS. The district and associated cultural landscape contain other contributing features (support buildings, walls, etc) listed on and eligible for the National Register that may also be impacted by vibrations from the adjacent airforce base. Impacts to cultural resources of White Santa National Monument are not adequately addressed and should be included and further defined within the Cultural Resource and Land Use/Recreation sections.	CU-10
	42	Carrie Mardorf - IMR Cultural Resources	HO-121	paragraph 2	Potential impacts to the White Sands NM visitor center are listed here, but not addressed in other discussion of the scenarios. Are impacts expected to be the same for all scenarios? Please clarify. These impacts should also be included within the Cultural Resources and Land Use/Recreation sections of the document.	CU-14
3/13/2012 Page 8						

Attachment 2 - NPS comments on F35A Training Basing Draft EIS comments						
2136 XX	33	Carrie Mardorf - IMR Cultural Resources	pg 2-64	2.8.1, first bullet point	Add additional bullet point under "Avoid, to the extent practicable, the following:" to include low flights over NPS units where the unit mission is to protect significant cultural and natural resources and visitor use and experience is critical to the experience of the park unit. Language in this first section should be strengthened to include other cultural resources and recreational areas. The text currently only addresses native american/cultural ceremonies and seasonally sensitive ranching and recreation activities. A number of NPS units fall within the air space of Holloman, Luke, and Tucson bases and need to be accurately addressed.	LU-26
	34	Carrie Mardorf - IMR Cultural Resources	3-21 to 3-25	Cultural Resources	There is no mention of NPS units or national monuments status within this discussion of cultural resources, although there are NPS units within Holloman air space. NPS holdings with cultural resources include Salinas Pueblo Missions National Monument (3 separate units - Abo, Quaral, Gran Quivira), Carlsbad Caverns National Park, and Guadalupe Mountains National Park. Each park contains cultural resources listed on and eligible for the National Register of Historic Places (NRHP), and those NRHP resources need to be adequately addressed within the discussion of cultural resources in both Chapter 3 and Appendix C. Additionally, the remote character and quiet setting of Salinas Pueblo Missions NM, Carlsbad Caverns NP, and Guadalupe Mountains NP is an important feature to the integrity (setting and feeling) of those NRHP-listed and eligible resources. The addition of training flights over these areas has the potential to significantly and adversely impact these cultural resources.	CU-10 CU-12
	35	Carrie Mardorf - IMR Cultural Resources	pg 3-25	paragraph 5	Text states, "Given the altitude and speed restrictions on flight training in MTRs and MOAs, historic buildings and structures beneath them also are not likely to be adversely affected." What exactly are the altitude and speed restrictions for these areas? Previously, the EIS noted that low altitude flights (at 500 feet) are authorized in MTRs, some of which include NPS units with significant cultural resources. Anticipated flight altitudes, number of flights per day, number of aircraft per flight, and other details of the proposed training should be explicitly stated and addressed within this section so that impacts can be holistically considered and evaluated. Overall, this analysis of impacts to cultural resources is very general, making evaluation of impact incredibly difficult.	CU-13
	36	Carrie Mardorf - IMR Cultural Resources	pg 3-26	Recreation	Lands specifically managed by BLM and the Forest Service are mentioned within the text; however, lands managed by the National Park Service are not included. Please add, NPS units are recreational lands.	LU-12
3/13/2012 Page 7						

**Final  
June 2012**

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

2136 XX

48	Carrie Mardorf - IMR Cultural Resources	HO-168	paragraph 3	Text states, "Single low-level overflights would about double on the Instrument Routes, but would remain very infrequent (the most, about four per day, are projected for IR-133/142 under Scenario H5). This could annoy some visitors to the Salinas Pueblo Missions National Monument, Valley of Fires State Park, and the Capitan Mountain Wilderness, but would likely not change visitation levels." This statement does not reflect how these flights would also alter the feeling, setting, and character at Salinas Pueblo Missions NM, thus altering the integrity of National Register listed properties. Also what about flight frequencies within IR-192/194 and IR-134/195, which include Carlsbad Caverns National Park and Guadalupe Mountains National Park. Flights within these IRs will also impact visitors to these areas and the integrity of National Register listed and eligible properties.	LU-21 CU-12
49	Carrie Mardorf - IMR Cultural Resources	HO-167	paragraph 2	Incorrect name of Salinas Pueblo Missions National Monument, please correct.	LU-12
50	Carrie Mardorf - IMR Cultural Resources	LU-116	paragraph 2	Text states, "F-35As will typically operate at higher altitudes than the legacy aircraft, and impacts on historic properties, including rock art, from noise or vibration are not expected." Previous text within the EIS explicitly noted that increased low altitude flights will occur with F-35A training. What about impacts from low flight operations? Wouldn't these types of flights have potential to impact cultural resources, particularly in NPS units within MTR airspace? Impacts to cultural resources from low flight operations need to be addressed.	CU-7
51	Carrie Mardorf - IMR Cultural Resources	LU-154	Recreation; paragraph 1	List of national monuments in text does not include Tonto NM, even though Tonto is included in charts on page LU-145 and LU-146. Please add Tonto NM to this list.	LU-12
52	Carrie Mardorf - IMR Cultural Resources	LU-157	paragraph 4	Can specific impacts (increases in sound levels) for each of the wilderness areas be elaborated? While the text notes that changes associated with the F-35 flights may affect wilderness for civilian agencies (including NPS), impacts to these resources are not clarified and can't be adequately assessed.	LU-29
53	Carrie Mardorf - IMR Cultural Resources	LU-157 to LU-159	general discussion of options	Specific analysis of impacts is provided for Native American reservations, which provides holistic information to assess potential impacts. Why isn't this specific analysis of impacts included for other areas, such as lands managed by other federal agencies? It would be great to include this same type of analysis for other recreational areas, particularly managed by other federal agencies... i.e. NPS units.	LU-29
54	Carrie Mardorf - IMR Cultural Resources	LU-180	last paragraph	Can impacts to Organ Pipe Cactus National Monument be further explained/clarified? Additional detail is needed to evaluate whether these impacts are acceptable or not.	LU-30

3/13/2012  
Page 10

**Attachment 2 - NPS comments on F35A Training Basing  
Draft EIS comments**

2136 XX

43	Carrie Mardorf - IMR Cultural Resources	HO-148	HO 3.10.2.1, paragraph 2	Please also include NPS within this list of federal land agencies. Though BLM and Forest Service manage larger land holdings within the air space, the NPS has a unique mission which includes the protection of resources within NPS units.	LU-19
44	Carrie Mardorf - IMR Cultural Resources	HO-150	Recreation	There is no mention of Carlsbad Caverns National Park or Guadalupe Mountains National Park, which are also managed by the NPS and open to the public. These appear to fall within the IR-134/195 and IR-192/194 air space. These parks also include cultural resources listed on the National Register of Historic Places, which should be addressed in the Cultural Resources section and Appendix C.	LU-12 CU-10
45	Carrie Mardorf - IMR Cultural Resources	HO-161	Scenario 4H	Text states, "Noise levels of 65 dB DNL <sub>hr</sub> could affect areas underlying R-5107 (Yonder) and R-5107 (Mesa L/H), including WSAs, national monuments, a national wildlife refuge, and an experimental range (see Table 3.10-6)." Explicitly stating what these areas are in the text (i.e. Salinas Pueblo Missions National Monument) would greatly assist the reader in reviewing the document. Flipping back and forth to the tables and charts is somewhat cumbersome.	LU-20
46	Carrie Mardorf - IMR Cultural Resources	HO-164, HO-165	R-5107 (Mesa L/H) and IR-133/142	Chart for R-5107 indicates that 1.4 to 1.6 sonic booms per day would occur at Salinas Pueblo Missions NM, while the chart for IR-133/142 notes that sonic booms are N/A. Is this conflicting information? Or are these applicable to two separate units of Salinas Pueblo Missions NM? Please specify which area of the park (Abo, Quarai, or Gran Quivira) falls within each of these airspaces. Note that there are three separate areas of Salinas Pueblo Missions NM, each of which is a discontinuous unit in a separate location, approximately 30 miles from each other.	LU-18
47	Carrie Mardorf - IMR Cultural Resources	HO-166	R-5107 (Mesa L/H) and IR-133/142	Numbers within the chart for Salinas Pueblo Missions NM varies within these two lines. Please specify which area of the park (Abo, Quarai, or Gran Quivira) these are referring to... i.e. identify the area of the park with the correct airspace location. The three separate areas of Salinas Pueblo Missions NM (Abo, Quarai, Gran Quivira) are each a discontinuous unit in separate locations, approximately 30 miles from each other.	LU-18

3/13/2012  
Page 9

2136 XX		Attachment 2 - NPS comments on F35A Training Basing Draft EIS comments				
61	Scott Stonum, Saguaro National Park	TU-7	Chapter 4	It is referenced that "The Air Force expects that the F-35A would operate in the airspace associated with Tucson AGS in a manner similar to the F-16 squadrons from Tucson AGS and Luke AFB, as well as the A-10s from Davis-Monthan AFB". This is of great concern. Currently the A-10s often fly in close proximity to the NPS boundary of Saguaro National Park in an area that is not identified as a training airspace. The maneuvers observed, including flying in repetitive circles over the parks Visitor Center appear to be training related. If the F35s were to fly in the same area, the noise impacts to the park and to the wilderness areas of the park would pose a considerable impact to the natural quiet of these protected areas.		LU-31
62	Scott Stonum, Saguaro National Park	TU-8	Fig. TU 2.2-1	The figure indicates airspaces and ranges that the F35s would operate in. Saguaro National Park is not in any of these, however, the park is in between many of them and the airport. The flight paths of the F35s traveling to and from the airspaces and ranges is not described.	Please identify the routes the training flights would take, or describe methods to ensure overflights of the park would not occur.	AM-9
63	Scott Stonum, Saguaro National Park	TU-97		Overflights of Saguaro National Park and particularly overflights of Designated Wilderness within the park are a concern for the NPS. As stated in the analysis of affects to recreation "F-35A aircraft at Tucson AGS would use established flight tracks, so areas that have not been directly overflown in the past are not expected to be overflown frequently under the beddown scenarios." Established flight tracks are not identified. Any overflights of the Park are considered an impact to natural quiet. FAA Order 1050.1E notes that special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within national parks.	Use of flight tracks should be identified and their potential effects to the soundscape of the park described and analyzed since this is a known impact and would continue.	AM-9 NO-84
64	Vicki McCusker, Natural Sounds and Night Skies Division	general		Community Land use guidelines for the vicinity of an airport do not adequately address the effects of noise on the expectations and purpose of people visiting areas within a national park or national wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute (FAA 1050.1E, 6.2). Although this section is in reference to Section 4(f) evaluations that are not required to be conducted by the Air Force, the concept is applicable in that NPS does not use DNL or the 65 DNL standard in evaluating impacts of noise to park resources and visitor experience.		NO-84

3/13/2012  
Page 12

2136 XX		Attachment 2 - NPS comments on F35A Training Basing Draft EIS comments				
55	Carrie Mardorf - IMR Cultural Resources	B-44	B.2.6.2	Conflicting information. Text states, "Sonic booms are commonly associated with structural damage. Most damage claims are for brittle objects, such as glass and plaster." However, previous discussion in the EIS noted that no impacts or damage to cultural resources would occur due to an increased number of sonic booms. An increased number of sonic booms within airspace over NPS units has the potential to impact sensitive archeological ruins with mortars and plasters at Salinas Pueblo Missions NM, Organ Pipe Cactus NM, and Tonto NM or historic buildings at White Sands National Monument.		CU-7
56	Carrie Mardorf - IMR Cultural Resources	C-12, C-13, C-14	Chart	Salinas Pueblo Missions NM is misrepresented within the chart. The park has three units - Abo, Quarai, Gran Quivira. These three areas need to be clarified with regard to which air space they are associated with.		CU-10
57	Carrie Mardorf - IMR Cultural Resources	C-16, C-20	Chart	NRHP resources within Organ Pipe Cactus NM are misrepresented. I'toi Mo'o-Montezuma's Head and Oks Daha-Old Woman Sitting, Bates Well Ranch, Dos Lomitas Ranch, Victoria Mine, Milton Mine, Bull Pasture, Growler Mine Area are all part of ORPI and should be identified as being part of the NPS unit.		CU-10
58	Carrie Mardorf - IMR Cultural Resources	C-16	Chart	Tonto National Monument includes more than one NRHP listing: please check records at Arizona SHPO for updated information.		CU-10
59	Carrie Mardorf - IMR Cultural Resources	Overall	Overall	Overall, potential impacts to cultural resources and land use/recreation facilities in National Park units is largely ignored in the EIS. According to mapping, there are three affected NPS units within the Holloman alternative and two affected NPS units within the Luke alternative. Within Holloman airspace these include White Sands National Monument (R-5107B, adjacent to Holloman AFB); Salinas Pueblo Missions National Monument (R-5107 (Mesa LH), IR-133/142); Carlsbad National Park (IR-192/194); and Guadalupe Mountains National Park (IR-192/194; IR-134/195; IR-102/141). Within Luke airspace, these include Tonto National Monument (VR-241; VR-244) and Organ Pipe Cactus National Monument (Sells MORA/ATCAA, R-2301E, VR-244). Impacts to the cultural and recreational resources of each of these NPS units needs to be adequately addressed in detail within the appropriate Cultural Resource and Land Use/Recreation sections and Appendix C within the EIS.		CU-10 LU-12
60	Lee Kreutzer, National Trails System		Boise	Potential impacts to the City of Rocks National Reserve in particular to the visitor experience and solitude one normally experiences when visiting a national park.		LU-12

3/13/2012  
Page 11

2136 XX

Attachment 3 - Sainas Pueblo Missions National Monument Tribal Consultation List - FY 2012

Name	Title	Salutation	Company	Address1	City	State	PostalCode	WorkPhone	Fax
Brenda Edwards,	Chairman	Chairman	Caddo Indian Tribe of Oklahoma	P.O. Box 487	Binger	OK	73009	405-656-2344	405-656-2892
Mr. Robert Gonzalez,	NAGPRA Consultant	Mr. Gonzalez	Caddo Indian Tribe of Oklahoma	P.O. Box 487	Binger	OK	73009	405-656-2344	405-656-2892
Mr. Robert Caar,	Cultural Preservation Officer	Mr. Caar	Caddo Indian Tribe of Oklahoma	P.O. Box 487	Binger	OK	73009		
Mr. Ronald Dewes Twohatchet	Chairman	Chairman	Kiowa Tribe of Oklahoma	P.O. Box 369	Camegie	OK	73015	580-654-2300	580-654-2188
Jamie Eskew	NAGPRA Consultant		Kiowa Tribe of Oklahoma	P.O.Box 369	Camegie	OK	73015	580-654-2300	580-654-2188
Mr. Fred Chino SR.	President	President Chino	Mescalero Apache Tribe	P.O. Box 227	Mescalero	NM	88340	575-464-4494	575-671-9191
Holly Houghton	NAGPRA Consultant	Ms. Houghton	Mescalero Apache Tribal Council	P.O. Box 227	Mescalero	NM	88340	505-464-4494	575-671-9191
Mr. Randall Vicente	Governor	Governor	Pueblo of Acoma	P.O. Box 309	Acoma	NM	87034	505-552-6604	505-552-6600
Mr. Steven Concho,	NAGPRA Consultant	Mr. Concho	Pueblo of Acoma	P.O. Box 309	Acoma	NM	87034	505-552-6604	505-552-7074
Ms. Theresa Pasqual,	Tribal Preservation Officer	Ms. Pasqual	Pueblo of Acoma	P.O. Box 309	Acoma	NM	87034	505-552-6604	
Mr. Frank Lujan	Governor	Governor Lujan	Pueblo of Isleta	P.O. Box 1270	Isleta Pueblo	NM	87022	505-869-3111	505-869-4236
Mr. Valentino Jaramillo	NAGPRA Consultant	Mr. Jaramillo	Pueblo of Isleta	P.O. Box 1270	Isleta Pueblo	NM	87022	505-869-3111	505-869-4236
Mr. Joshua Madalena,	Governor	Governor Madalena	Pueblo of Jemez	P.O. Box 100	Jemez Pueblo	NM	87024	575-834-7359	505-834-7331
Mr. Christopher Toya,	NAGPRA Representative	Mr. Toya	Pueblo of Jemez	P.O. Box 100	Jemez Pueblo	NM	87024	575-834-7696	505-834-7331
Mr. Malcolm Montoya	Governor	Governor Montoya	Pueblo of Sandia	481 Sandia Loop	Bernalillo	NM	87004	505-867-3317	505-867-9235
Currently vacant	Send to: Attn: Director of Environment		Pueblo of Sandia	P.O. Box 6008	Bernalillo	NM	87004	505-867-4533/3317ext5087	505-867-9235
Mr. Sisto Quintana	Governor	Governor Quintana	Pueblo of Santo Domingo	P.O. Box 99	Santo Domingo Pueblo	NM	87052	505-465-2214	505-465-2688
NAGPRA Contact	NAGPRA Consultant	NAGPRA Contact	Pueblo of Santo Domingo	P.O. Box 99	Santo Domingo Pueblo	NM	87052	505-465-2214	505-465-2688
Mr. Ronnie Lopez,	Chairman	Chairman Lopez	White Mountain Apache Tribe	P.O. Box 700	Whiteriver	AZ	85941	928-338-4346	520-338-4778
Mr. Mark Ahlala,	Historic Preservation	Mr. Ahlala	White Mountain Apache Tribal Council	P.O. Box 507	Whiteriver	AZ	85941	928-338-3033	520-338-1716
Leslie Standing,	President	President Standing	Wichita & Affiliated Tribes	P.O. Box 729	Anadarko	OK	73005	405-247-2425	405-247-2430
Mr. Gary McAdams	NAGPRA Consultant	Mr. McAdams	Wichita Executive Committee	P.O. Box 729	Anadarko	OK	73005	405-247-2652	405-247-2430
Mr. Frank Paiz,	Governor	Governor Paiz	Yalea del Sur Pueblo	P.O. Box 17579	El Paso	TX	79907	915-859-7913	915-859-2988
Mr. Javier Loera	NAGPRA Consultant	Mr. Loera	Yalea del Sur Pueblo	P.O. Box 17579	El Paso	TX	79907	915-858-1076	915-858-2988
Mr. Arlen Quactawi	Governor	Governor Quactawi	Zuni Pueblo	P.O. Box 339	Zuni	NM	87327	505-782-7022	505-782-7202
Mr. Arden Kucatec,	NAGPRA Consultant	Mr. Kucatec	Zuni Pueblo	P.O. Box 339	Zuni	NM	87327	505-782-7000	505-782-2232
Mr. Laureano B. Romero	Governor	Governor Romero	Pueblo of Taos	P.O. Box 1846	Taos	NM	87571	575-758-9593	575-758-4604
Send to Governor	NAGPRA Consultant		Pueblo of Taos	P.O. Box 1846	Taos	NM	87571	575-758-8626	575-758-2706
Mr. Benito Sandoval	Warrior	Mr. Sandoval	Pueblo of Taos	P.O. Box 2596	Taos	NM	87571	575-758-3883	575-758-2706
Mr. Leroy Shingotewa	Chairman	Chairman Shingotewa	Hopi Tribal Council	P.O. Box 123	Kykotsmovi	AZ	86039	928-734-3101	928-734-4665
Mr. Clayton Homvunpoteva	NAGPRA Consultant	Mr. Homvunpoteva	Hopi Tribe, Cultural Preservation	P.O. Box 123	Kykotsmovi	AZ	86039	928-734-3762	520-734-2331
Mr. Leigh Kuwamvotewa	Director, Cultural Preservation Office	Director Kuwamvotewa	Hopi Tribe, Cultural Preservation	P.O. Box 123	Kykotsmovi	AZ	86039	928-734-3611	928-734-3629

2136 XX

Attachment 2 - NPS comments on F35A Training Basing Draft EIS comments

65	Vicki McCouster, Natural Sounds and Night Skies Division	p 2-51	Land Use and Recreation/Airspace	Agree with assessment that increased noise over parks would diminish opportunities for visitors to experience natural soundscapes in national park units affected by the preferred alternative and alternatives. Backcountry visitors heard aircraft noise at higher rates than front country visitors, expressed higher rates of annoyance, interference with enjoyment and interference with natural quiet. Reference: Table 6.1, Report on Effects of Aircraft Overflights on the National Park System, Report to Congress, National Park Service, 1994.	This is an excellent reference on the effects of aircraft overflights on national park units and should be used in this DEIS to describe impacts on increased aircraft noise on national park visitors.	LI-31
66	Vicki McCouster, Natural Sounds and Night Skies Division	p 2-51	Land Use and Recreation/Airspace	Assume the statement about compliance with all existing restrictions on supersonic and subsonic flight is referring to existing avoidance measures contained in the APT1B or other operating instructions for MOAs.	Since NPS does not have access to the current version of the APT1B, we would appreciate it if the Air Force would provide NNSNSD with a copy of the avoidance measures (where those exist) for all of the NPS units listed in the DEIS (include MOAs and MTRAs) and confirmation that these operating restrictions are still in effect and will continue to be effect for F-35A training flights.	AM-13
67	Theresa Ely, IMR Natural Resources	pg 3-2		Should Class B airspace be mentioned here?		AM-14
68	Theresa Ely, IMR Natural Resources	pg 3-2	Section 3.2	Suggest you reference and review the Annotated Bibliography, Impacts of Noise on Wildlife Studies available at the following link: <a href="http://www.nature.fws.gov/naturalresources/ppl_decew/mchlebovic_Aug2011.pdf">http://www.nature.fws.gov/naturalresources/ppl_decew/mchlebovic_Aug2011.pdf</a>		BI-15