

This is the second of two installments of Appendix A, which has been broken into two files for ease of downloading via the Internet.

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1 one aspect of it. There's a lot, if you will,
 2 factors which you'll hear about tonight and we will
 3 hear your comments on that go well beyond the noise
 4 aspect.

5 I hope you will also get the sense that the Air
 6 Force and the Department of Defense is in no way
 7 trying to run this airplane down anybody's throat so
 8 to speak, if you will, because as you can tell all
 9 throughout the announcements we've made this week,
 10 the Air Force is taking a very deliberate look at
 11 the beddown of this airplane as we get geared for
 12 the 59 and as we go past the 59. So there will be
 13 decisions yet to be made down the road.

14 I also mentioned about if you put it in the
 15 context of what's going on out there on the runways
 16 on any given day. We have approximately nine of the
 17 newer airplanes that have a new engine in them that
 18 basically the noise aspect is the exact same level
 19 of sound as the new F-30s. So we will start here
 20 and we will talk about how those early F-35s will be
 21 beddown and how slowly they're coming to the
 22 community.

23 So I think you can understand now after you see
 24 those planes flying over your head -- in fact, I
 25 landed over Valparaiso today, and it is probably not

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1 anything that anybody really noticed as a severe
 2 impact to the community flying in here today. So we
 3 will take a look as we go through this process and
 4 take inputs tonight. These folks on the panel and
 5 some of the audience have gone through an awful lot
 6 of work, spent an awful lot of time on it, and an
 7 awful lot on how to create the least amount of
 8 impact to the communities around us as a whole, not
 9 just the noise, but the infrastructure, the
 10 economics of it, the environmental aspect of it,
 11 traffic, personnel, things like that.

12 So you'll hear some of that tonight, and then
 13 when you get a chance, come up here and maybe try to
 14 give us your thoughts and comments so we can try to
 15 establish, as we said in the beginning, a clear
 16 public record of what the issues are across the
 17 community so we can make sure they're accurately
 18 recorded when you make your statement. So thank you
 19 very much for being here tonight.

20 MR. SPATS: Thank you, General Davis. Now I
 21 would like to introduce you to Randall Rowland from
 22 the Eglin Air Force Base Environmental Management
 23 Division. Randall will discuss the National
 24 Environmental Policy Act, also known as NEPA. He
 25 will also discuss the purpose of holding scoping

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1 meetings, a brief project background, the purpose of
 2 the Supplemental EIS, the environmental process, and
 3 the candidate alternatives. After the presentation,
 4 we will take a brief break and then reconvene for
 5 the public input portion of the meeting. Randall.

6 RANDALL ROWLAND: Thanks, Mike. As Mike said,
 7 my name is Randall Rowland, and I'm here to give you
 8 a brief overview on the National Environmental
 9 Policy Act and the background and status of this
 10 project.

11 The National Environmental Policy Act, more
 12 commonly referred to as NEPA, is a federal law that
 13 requires federal agencies to identify and consider
 14 the environmental effects of implementing a federal
 15 action and a range of reasonable alternatives.
 16 Discussions on the effects of the alternatives on
 17 human health and the environment must be included in
 18 and a concise Record of Decision, or ROD, must be
 19 prepared.

20 The environmental analysis for this proposal
 21 will result in a Supplemental Environmental Impact
 22 Statement and comply with the NEPA law, its
 23 implementing regulations written by the President's
 24 Council on Environmental Quality, and the Air
 25 Force's environmental impact analysis process, all

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1 of which contain detailed requirements for preparing
2 environmental impact statements.

3 Additionally, as required by NEPA, the Air
4 Force must inform the public of the proposed action
5 and alternatives and encourage public input during
6 the environmental analysis process. Public scoping
7 helps to identify potential issues early in the
8 process and familiarizes the public with the
9 proposed action and alternatives.

10 The Record of Decision or ROD signed February
11 5, 2009 implemented only a portion of the 2003 Eglin
12 BRAC EIS Alternative 1, which included the beddown
13 of 59 F-35 Primary Assigned Aircraft, associated
14 cantonment construction, and limited flight
15 operations until a Supplemental EIS has been
16 completed and the Air Force has decided how best to
17 proceed. The initial basing of the Joint Strike
18 Fighter and beddown of 59 F-35 Primary Assigned
19 Aircraft with associated limited training operations
20 will meet the minimum training capabilities that the
21 BRAC Commission of 2003 requires by September 15th,
22 2011.

23 Subjects to be addressed in this Supplemental
24 EIS includes where the maximum supportable number of
25 F-35 aircraft may ultimately beddown on the Eglin

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1 Reservation, how they might be operated, and the
2 degree to which mitigation measures are possible.

3 The Supplemental EIS will analyze operational
4 alternatives and mitigations for the 59 aircraft
5 authorized to be delivered, as well as up to an
6 additional 48 Air Force F-35 aircraft not authorized
7 for delivery to Eglin under the February 5 ROD.

8 The Supplemental EIS will expressly consider
9 new parallel runways or an additional runway
10 alternative within the Eglin Reservation as
11 previously suggested by members of the public. The
12 Air Force has determined that the purposes of NEPA
13 would be furthered by ensuring that information on
14 the environmental impact of the proposed basing of
15 59 F-35 Primary Assigned Aircraft and an additional
16 48 F-35 Primary Assigned Aircraft are available to
17 the Air Force, public officials, and citizens before
18 decisions are made and before actions are taken.

19 The primary purposes of the Supplemental EIS
20 are as follows: To analyze the environmental
21 impacts of alternative facilities to support the
22 F-35 and pilot flight training within the Eglin
23 Reservation in addition to the Eglin Main Base
24 alternatives addressed in the 2008 Eglin BRAC Final
25 EIS, but still on the Eglin Air Force Base

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1 Reservation; to analyze additional alternatives
 2 addressing the proposed distribution of the JSF
 3 flight operations; to examine additional mitigations
 4 for flying the allowed 59 F-35 aircraft; to examine
 5 impacts and mitigations associated with bedding down
 6 up to two additional proposed Air Force squadrons,
 7 an additional 48 Air Force F-35 aircraft; and
 8 finally, to examine the possibility of constructing
 9 additional runways, hangar sites, and other options.

10 Since the completion of the Final EIS in
 11 October 2009, the Joint Strike Fighter syllabus has
 12 been revised. Training requirements continue to
 13 mature, which has resulted in a reduction in
 14 estimated annual flight operations for JSF aircraft
 15 from 240,000 annual operations, as analyzed in the
 16 Final EIS, to 150,000. Additionally, the Air Force
 17 has decided that the September 2010 Supplemental FES
 18 Record of Decision will make a decision on the final
 19 beddown location and operation of the initial 59
 20 F-35 Primary Assigned Aircraft previously identified
 21 to implement the BRAC requirement. Bedding decisions
 22 for the beddown of up to 48 additional F-35 Primary
 23 Assigned Aircraft will be part of a future decision.

24 The graph shown on this slide represents the
 25 potential F-35 delivery schedule, and as you can

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1 see, the delivery of 59 aircraft to Eglin Air Force
 2 Base is not scheduled to be completed until around
 3 2014. If up to two additional Air Force squadrons
 4 were beddown, this would not occur until after 2014.
 5 The delivery of additional aircraft associated with
 6 the additional Air Force squadron is pending future
 7 Air Force decision.

8 The Supplemental EIS will evaluate the
 9 following: Potential construction of new runways;
 10 flight operation distribution among available
 11 airfields; up to two additional Air Force squadrons,
 12 which includes up to 48 aircraft and associated
 13 hangars; potential mitigations associated with
 14 construction and flight operation activities.

15 As required by NEPA, the Air Force must
 16 identify and analyze reasonable alternatives to the
 17 proposed action. The reasonable alternatives are
 18 alternatives that would meet the Air Force's
 19 underlying purpose and need for the proposed action.
 20 As required by NEPA, the Air Force must consider the
 21 no action alternative or an alternative considering
 22 no changes to Eglin Air Force Base. The no action
 23 alternative would consist of 59 aircraft with
 24 limited flight operations, as approved in the
 25 February 2009 Record of Decision.

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1 In front of you is a schedule for the
 2 Supplemental EIS, and you can see that the Air Force
 3 published a Notice of Intent to prepare the
 4 Supplemental EIS in the Federal Register on 6 August
 5 2009. The Air Force held a scoping meeting August
 6 24th in Crestview, August 25th in Navarre, and last
 7 night in Niceville. Please note that scoping is an
 8 ongoing process, and we will gather information
 9 about the affected environment, refine the proposed
 10 action and alternatives, and then analyze the
 11 potential impacts to a variety of resources.

12 When we complete the analysis, we will publish
 13 the results as a Draft Supplemental EIS in the
 14 spring of 2010 and send it out for a 45-day public
 15 review and comment period. During this period, we
 16 will hold public hearings to review our findings and
 17 receive comments. Finally, we will respond to
 18 comments, modify the Supplemental EIS if needed, and
 19 publish the final document in August of 2010.
 20 Thirty days after the Final Supplemental EIS is
 21 released to the public, the Air Force expects to
 22 sign a Record of Decision stating what the Air
 23 Force's decision was and whether all practical
 24 measures to avoid or minimize environmental harm
 25 have been addressed, among other issues. The Air

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1 Force expects preparation of the Final SEIS and the
2 signing of the Record of Decision to be completed in
3 September of 2010.

4 The candidate alternatives may be further
5 refined by evaluating airfield operational
6 feasibility and range sustainment; JSE requirements;
7 physical requirements for potential new runways;
8 land use compatibility, including noise impacts; and
9 environmental considerations. Currently, the Air
10 Force is considering three alternative locations to
11 serve as the main operating base for Joint Strike
12 Fighter flight operations, in addition to the no
13 action alternative.

14 Each of these alternatives has a variety of
15 associated sub-alternatives which consider different
16 runway configurations and/or airfields and will be
17 used as outlying fields or OLFs. All alternatives
18 and sub-alternatives carried forward for analysis
19 would examine JSE flight operations without the
20 limitations applied under the no action alternative.

21 Please note that the new runway configurations
22 shown in the following slides are general locations.
23 Also, these alternatives and sub-alternatives, with
24 the exception of the no action alternative, are only
25 under consideration at this time and may not all be

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1 carried forward for analysis in the Draft
2 Supplemental EIS as additional screening criteria
3 may be applied.

4 And there are eight sub-alternatives being
5 considered under Alternative 1. Alternative 1A:
6 Under this sub-alternative, the runway configuration
7 of Eglin Main does not change. Duke Field and
8 Choctaw Field would serve as the outlying fields.

9 Alternative 1B: This sub-alternative requires
10 significant changes to Eglin Main, to include
11 building a new runway. Current considerations
12 include wetlands, streams, and the Okaloosa Darter.
13 It would also require major movements of Eglin
14 infrastructure and assets, such as the munitions
15 storage area.

16 Alternatives 1C, D, and E: These
17 sub-alternatives for Eglin Main would expand Eglin
18 Main by building two parallel runways to the
19 northwest. The difference between these
20 sub-alternatives is the use of different outlying
21 fields. Some considerations associated with these
22 sub-alternatives are site constraints due to
23 adjacent streams and roads, relocation of high
24 voltage lines, and potential effects on wetlands,
25 streams, and the Okaloosa Darter. Additionally,

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1 these alternatives could cause a potential increase
2 in noise over the city of Shalimar.

3 Sub-alternatives 1F, 1G, and 1H: These three
4 sub-alternatives for Eglin Main could be implemented
5 with any of the other alternatives or
6 sub-alternatives currently under consideration.

7 Sub-alternative 1F involves modifying Runway
8 1-9 by creating a displaced threshold, which would
9 reduce the runway length by 1,000 feet on the north
10 end. This would allow the aircraft to be higher
11 over adjacent communities prior to landing, but is
12 not likely to significantly reduce noise impacts to
13 the surrounding areas.

14 Sub-alternative 1G does not change the Eglin
15 Main runway configuration. It would require
16 approaching aircraft to enter the airspace at a
17 higher altitude.

18 Under Sub-alternative 1H, Runway 1-9 would be
19 extended 2,000 feet to the south. This would allow
20 aircraft to be higher over northern communities
21 prior to landing, but would potentially increase in
22 noise on southern communities. Additionally, this
23 sub-alternative would displace existing Eglin
24 functions and assets and would require navigational
25 aids to be placed in Choctawhatchee Bay.

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1 Alternative 2 is Duke Field, which consists of
 2 five sub-alternatives. Alternatives 2A, B, and C:
 3 These sub-alternatives for Duke Field would add a
 4 parallel runway to the east of Duke Field, as well
 5 as a landing, helicopter, assault, or LHA, area.
 6 This could cause a potential increase in noise over
 7 northern Okaloosa County and place an Accident
 8 Potential Zone off base. Other considerations
 9 include wetlands and streams. The difference
 10 between these sub-alternatives is the use of
 11 different outlying fields.

12 Alternatives 2D and E: These sub-alternatives
 13 for Duke Field would utilize the current single
 14 runway configuration and would add an LHA on the
 15 east side of the existing airfield. This could
 16 cause potential airspace conflicts with Bob Sikes
 17 Airport. The difference between these
 18 sub-alternatives is the use of different outlying
 19 fields, as well.

20 Alternative 3: Choctaw Field consisting of
 21 five sub-alternatives. Alternatives 3A, B and C:
 22 These sub-alternatives for Choctaw Field would add a
 23 runway to the east side of Choctaw's main airfield
 24 configuration to allow parallel useable runways. An
 25 LHA would also be constructed, and Choctaw Field is

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1 approximately an hour commute from the JSF academic
 2 training site located at Eglin Main. In addition,
 3 these sub-alternatives could potentially increase
 4 noise in the Holley-Navarre communities, impact Navy
 5 training missions, and affect wetlands and streams.
 6 The difference between these sub-alternatives is the
 7 use of different outlying fields.

8 Alternatives 3D and E: These sub-alternatives
 9 for Choctaw Field would utilize Choctaw's current
 10 airfield configuration and add an LEA to the east
 11 side of the existing airfield. Again, Choctaw Field
 12 is approximately an hour commute from the JSF
 13 academic training site located at Eglin Main. In
 14 addition, these sub-alternatives could cause
 15 potential conflicts with Bob Sikes, Whiting, and
 16 Pensacola Airports, cause impacts to Navy training
 17 missions, and potentially increase noise in the
 18 Holley-Navarre communities. The difference between
 19 these sub-alternatives is the use of different
 20 outlying fields.

21 Should Duke field or Choctaw Field be chosen as
 22 the F-35 beddown location, then the hangars approved
 23 for construction at Eglin Main, per the JSF Record
 24 of Decision, would also be constructed at the new
 25 selected location.

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1 Typically new military construction process
 2 takes six to eight years before the new facilities
 3 are available for occupancy. However, in some
 4 instances, Congressional funding can be inserted
 5 into the DOD budget to assist in expediting
 6 time-sensitive construction activities. Since the
 7 delivery of aircraft will begin prior to the
 8 completion of construction, Eglin Main would most
 9 likely be used for interim operations regardless of
 10 the alternative selected.

11 I would now like to discuss the potential
 12 environmental issues with you. After the proposed
 13 actions and alternatives are identified, the SEIS
 14 will examine potential impacts to the human
 15 environment that could be affected by these
 16 proposals. Potential environmental resources that
 17 will be evaluated include: Air quality; biological
 18 and cultural resources; hazardous materials; land
 19 use; noise; outdoor recreation; physical resources,
 20 which includes soils and water resources; safety;
 21 socioeconomics; solid waste; transportation; and
 22 utilities.

23 I will now turn the meeting back over to Mike
 24 so he can go over the scoping input procedures and
 25 begin the open forum to solicit your questions and

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1 comments. Mike.

2 MR. SPATTS: Okay. Thanks, Randall. First, if
3 you would like to make a verbal comment tonight and
4 have not signed up to do so, please sign up at the
5 registration table right outside in the vestibule
6 area in the front. Written comment sheets are also
7 available on the table on the side wall here, and
8 know that the written comments will also become part
9 of the administrative record and will receive full
10 and equal consideration.

11 We are making an official record of this
12 meeting to be added to the Supplemental EIS
13 administrative record. This is to ensure that all
14 of your comments are considered in preparing the
15 environmental document. Tonight is not the end of
16 your opportunity to participate in the environmental
17 process. The preparation of a Supplemental EIS is
18 an ongoing process, and as such, you can provide
19 comments anytime throughout its development.

20 Public scoping is also an ongoing process;
21 however, input received by September 17 will be
22 considered when developing the Draft Supplemental
23 EIS.

24 Now we'll take about a five-minute break and
25 come back. If you have not had an opportunity to

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1 look at the displays, we will have displays up here
 2 of some of the subject matter for questions and
 3 answers.

4 (INTERMISSION)

5 MR. SPATES: Throughout the comment process, I
 6 ask that you keep in mind that this is not an arena
 7 for debate, nor is this scoping meeting designed as
 8 a question and answer session. Rather, this scoping
 9 meeting is the venue the Air Force uses to gather
 10 your concerns and input, whether they are through
 11 oral or written comments, regarding the proposed
 12 action.

13 Since there are no elected officials signed up
 14 to speak tonight, we will call all speakers up in
 15 the order in which they signed up. If you do speak
 16 this evening, please use the microphone made
 17 available so that we can hear you clearly and can
 18 make an accurate record of your comments. Please
 19 limit your comments to five minutes so that everyone
 20 has an opportunity to speak. We will be timing your
 21 comments, so please abide by the 30-second yellow
 22 sign and the red stop sign when they are raised.

23 When you are called up, please state your name
 24 for the record before you make your statement. Also
 25 we would appreciate it if you would speak clearly

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1 and please direct your comments to Randall and
 2 myself. If you are representing a specific group or
 3 agency, please identify that group or agency by
 4 name. You may give your written comments to Ms.
 5 Geeslin or place them in the back on the comment
 6 table. Please summarize any written comments in
 7 your oral presentation as your written comments will
 8 also become part of the official record.

9 Now I'll call the first speaker, Mr. Douglas
 10 Wyckoff.

11 MR. WYCKOFF: Thank you very much. My name is
 12 Douglas Wyckoff, and I am the duly appointed City
 13 attorney for the City of Valparaiso, and I am here
 14 in that capacity as representing this City.

15 On behalf of the City, certainly noise impact
 16 should be the primary consideration in this
 17 Supplemental --

18 AUDIENCE MEMBER: Can you speak up, please?

19 MR. WYCKOFF: -- in this Supplemental EIS and
 20 the Record of Decision which will follow. The no
 21 action alternative, as well as Alternatives 1A and
 22 1I and 1G and 1H presents significant noise impacts
 23 to significant portions of the city of Valparaiso
 24 and negative impacts. Those alternatives are
 25 certainly unacceptable to the City, and in this

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1 Supplemental EIS, we certainly would urge the Air
2 Force to consider the noise impacts on all resources
3 within the noise contours.

4 Certainly the City believes that all of the
5 values important to the mission of JSF can be easily
6 accommodated at Alternative 2 with the
7 sub-alternatives at Duke Field with a minimum of
8 impacts on people, their cultural and outdoor
9 resources, as well as the biological resources that
10 are important to the populations, which is not the
11 case with the no action and the Alternatives A, F,
12 G, and H in Alternative 1.

13 What we do know at this point is the Air Force,
14 the F in the EIS model, the noise of 48 airplanes as
15 opposed to the 59 that the ROD in the Supplemental
16 EIS are going to consider and the additional ROD
17 will make a decision on, but the impact of 48 F-35s
18 resulted in significant levels of noise throughout
19 the city which rendered, according to the United
20 States Environmental Protection Agency,
21 approximately 40 percent of the city uninhabitable.

22 We also know the Air Force's modeling of 107
23 airplanes operating, and the impacts of 48 were
24 generally within the order of magnitude of the
25 impacts of the 107, very severe impacts. We don't

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1 know exactly, because to our knowledge, there has
 2 been no modeling completed and released regarding
 3 the 59 airplanes. We don't know exactly what the
 4 noise levels would be, but we can reasonably
 5 anticipate that as a mathematical function the noise
 6 contours and the levels of noise will be one to two
 7 decibels higher than the 48 and maybe three to four
 8 less than the 107 as analyzed in the FEIS that was
 9 the basis of this initial ROD.

10 That FEIS did not include any data indicating
 11 that the Strobil program was modeled at all, and
 12 it's our certain understanding that that is going to
 13 be part of the mix of aircraft and that data
 14 certainly tends to include it in any of the
 15 modeling. To the extent that any of these
 16 airplanes, even in this interim period should
 17 another alternative be selected, if any of these
 18 airplanes are going to continue to use that air
 19 lane, night operations should be limited as much as
 20 possible.

21 Under the material, the Draft 2005 decision
 22 established Eglin as the initial joint training
 23 site, but it does mean that ultimately there will be
 24 pilots. Since we are decommissioning the F-15, the
 25 F-16, and the F-22, there are going to be pilots

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1 there -- if I could just have ten seconds. There
 2 will be new pilots. There will not be any training
 3 other than when they come to Eglin. That is a
 4 factor that should be considered in the permanent
 5 basing of these.

6 Any further and additional RODs should only
 7 follow the additional Supplemental EISs, rather than
 8 based on one that's going to come out now, and the
 9 City reserves the right to address this Draft EIS
 10 and any further ones. Thank you.

11 MR. SPAITS: Thank you. Sir, would you like to
 12 provide your written comments for the record?

13 MR. WYCKOFF: No. I'm sure your court reporter
 14 will take them down.

15 MR. SPAITS: Thank you. Next I would like to
 16 call Ms. Tammy Johnson.

17 MS. JOHNSON: Decline.

18 MR. SPAITS: Thank you. Ms. Candy Hansard.

19 MS. HANSARD: Hi, there. My name is Candy
 20 Hansard. I am a resident of Valparaiso. It's
 21 getting away from me here. The reason -- one of the
 22 reasons that I came here this evening was because
 23 I'm concerned about the noise issues on my city, but
 24 I'm also extremely concerned about the issue of
 25 access to the Gulf of Mexico, which I do expect to

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1 get some answers from the gentlemen who are here
2 this evening that have offered to see if they can
3 find out what's going on with that.

4 But since this is for the record, I don't know
5 if you're familiar with this joint study
6 presentation that was given on August the 12th in
7 Niceville, but they showed a large area from Eglin
8 Air Force Base actually to Destin Pass all the way
9 over to Navarre which they said on the top of this
10 probably are going to decrease -- increase boat
11 traffic. And when I talked to Mike Borar from
12 Temper Tech, they said that the way they were going
13 to do that was devise permits for artificial reef
14 building and permits for new marinas so that that
15 would decrease boat traffic.

16 And I'm very concerned about that because in
17 our area of the Gulf of Mexico in the panhandle,
18 five percent of the seafloor is natural bottom. The
19 rest of it is sandy bottom, and we have to have
20 artificial reefs in order to create and maintain a
21 sustainable fishery in the Gulf of Mexico in the
22 panhandle. So I'm very concerned about the idea
23 artificial reef building will be impacted and also
24 that the access to the Gulf of Mexico will be
25 impacted.

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1 In our area, millions of dollars are spent on
 2 recreational boating, and I'm afraid that if there
 3 is a huge area that would -- actually when you look
 4 at the maps, it's hundreds of square miles here --
 5 for people that don't understand, the square mile is
 6 different than just a mile like you're driving down
 7 the road -- of access that this map shows that on
 8 here they're talking about restricted areas.

9 So I'm concerned about the businesses in the
 10 area and the the economic impact of those businesses
 11 already have on our area, and I'm concerned about
 12 our fisheries. I don't want to have artificial reef
 13 building stopped when we have -- at same time we are
 14 talking about stopping artificial reef building,
 15 they're also cutting our red snapper season. Every
 16 single year it's getting shorter and shorter. So we
 17 need to be fixing the problems instead of creating
 18 more problems, and building artificial reefs is
 19 actually the way to fix those problems.

20 And I would like to finish what I'm saying.
 21 I'll send you guys a written statement of
 22 everything, but I would like to thank you all very
 23 much for coming here this evening and being willing
 24 to talk to us and being willing to give answers to
 25 some questions that we may have in the future, and I

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1 do appreciate that very much. Thank you.

2 MR. SPATOS: Thank you. Ms. Claude Janine
3 Connoll.

4 MR. CONNOLL: Not exactly. My name is Claude
5 Connoll. I live at [REDACTED] in
6 Valparaiso. First I would say something that Candy
7 said, and I would like to thank you, General, for
8 opening up the process again. I'm not just talking
9 about tonight, but in general, because we all need
10 to communicate because I really believe 98 percent
11 or maybe 100 percent of the citizens of this
12 community support the Air Force, as I do. We just
13 need to work this out in a way that makes sense to
14 everyone.

15 With that, I will read my question, and I will
16 submit it in writing. My question basically
17 addresses, I believe, Chart 9. In Chart 9, it
18 expresses the reduction of flights -- I'm sorry --
19 annual flights from 240,000 a year to 150,000 a
20 year. I'm going to read this.

21 From this chart, it appears that the projected
22 number of annual flight operations have been
23 decreased from 240,000 a year to 150,000 a year.
24 This is almost a 40 percent decrease. I'm skeptical
25 of the new estimate. An accurate estimate for the

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1 number of yearly sorties is critical, and I believe
 2 one of the most important inputs to the noise model.
 3 If this number is reduced without realistic
 4 justification, then the SEIS and associated ROD will
 5 be skewed for results on paper, but one that would
 6 have little meaning in the real world.

7 What has led the Air Force to reduce the number
 8 of flight operations so dramatically for the same
 9 number of aircraft? If it is because of trained
 10 F-16 and F-15 pilots cross-training, then I contend
 11 this pool will disappear soon. If the restriction
 12 is only for the near term for all aircraft that are
 13 available, then I contend the number is misleading.
 14 Will you attach or release an abbreviated training
 15 syllabus that justifies the reduced flight
 16 operation?

17 If the training syllabus is not mature enough
 18 for release, then how can it be mature enough to
 19 form the basis for the number of flights needed for
 20 an accurate SEIS and Supplemental ROD? What happens
 21 if after the ROD is signed the Air Force decides to
 22 increase the flight operations to near the 240,000
 23 per year number? Would the ROD still be valid? I
 24 would contend that the ROD has to be associated with
 25 specific noise contours or number of flights, or the

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1 EIS and the ROD process are invalid and do not meet
2 the intention of the corresponding regulation. I
3 firmly believe that the only reasonable answer is
4 the basing of the aircraft either at Duke or Choctaw
5 Field. Thank you.

6 MR. SPALLS: Thank you. Sir, do you want to
7 submit your written copy? Okay. Don Caverly.

8 MR. CAVERLY: Don Caverly. I live at [REDACTED]
9 [REDACTED] in Valparaiso. My concern, I guess, is
10 the lack of monetary information that's been seen so
11 far. Primarily, if you remember, there's a joint
12 land use study where they put the sound contours
13 over the areas of Valparaiso, and it showed a large
14 number of houses would probably be uninhabitable
15 with those sound contours, and a large number of
16 houses would have to be retrofitted to reduce the
17 impact of the noise on the habitants.

18 There was no cost data provided with that. It
19 seems like the Environmental Impact Statement should
20 certainly include the cost to the residents of
21 having either a house completely uninhabitable or
22 needing a large amount of noise or soundproofing to
23 make them habitable. Also, that same data or
24 information would apply to the schools, churches,
25 commercial places, and everything else.

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1 And from the tax statement I just received, the
 2 property appraiser has reduced the value of the
 3 property in Valparaiso by a considerable amount. In
 4 my case specifically, the house was decreased by
 5 about 15 percent. I don't know how much of that is
 6 based on the noise impact or what else, but I don't
 7 think anything else has really gone on to reduce it
 8 that much.

9 And the way this is being offset is the City is
 10 simply proposing to raise their ad valorem tax by
 11 about 20 percent to offset it. It looks like some
 12 of those costs are certainly going to show up in the
 13 Environmental Impact Statement if we are going to
 14 show the impact on things like the Okaloosa Darter
 15 and the streams and other parts of the environment.
 16 Thank you.

17 MR. SPATTS: Thank you. Mr. John Csevep.
 18 C-S-E --

19 MR. CSEVEP: That's me. John Csevep from
 20 Valparaiso. A number of these alternatives in here
 21 were based on the fact that details depend on choice
 22 of outlying fields. I don't know if that's able to
 23 get more specific on those. It sounds like it's a
 24 specific term or a particular meaning, and I don't
 25 know particularly what's the real meaning when you

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1 say that. So I would like elaboration on that, if
2 possible.

3 MR. ROWLAND: Sir, specifically, the main
4 operating base is where the aircraft are parked and
5 where they're maintained. The outlying fields are
6 we fly only specific populations to those fields but
7 we don't take off and land and maintain them there.

8 MR. CSEVEP: Well, what does it mean not taking
9 off and landing?

10 MR. ROWLAND: Pattern work or touch and goes,
11 that kind of thing.

12 MR. CSEVEP: Okay. Well, I thought touch and
13 go is more or less landing as far as the people in
14 the area are concerned, is it not?

15 MR. ROWLAND: They typically don't touch down
16 with a touch and go, but it is an aircraft
17 operation, yes.

18 MR. CSEVEP: Okay. I understand why I was
19 confused. Thank you.

20 MR. SPATS: Mr. Robert Bachelor.

21 MR. BACHELOR: I'm Bob Bachelor. I live in
22 Valparaiso, Florida. Good evening, Mike, and
23 everyone. I have several questions I'm just going
24 to read for the record, and I'll submit them to you.
25 I've already marked this up so I'll send them to you

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1 in an e-mail just like last time.

2 Let me start with some noise questions. With
 3 the stand up, you've got 35 original joint training
 4 sites at Eglin. The main addition of the Eglin
 5 complex will change from one of weapons system
 6 development and testing to one of flight training,
 7 and with that initial change comes an increase in
 8 activity and noise. Not only will the community of
 9 Valparaiso be affected, so will areas of Niceville,
 10 Shalimar, Shalimar Point, Destin, Kelly Plantation,
 11 and Noriega Point. All of the questions I'm asking
 12 tonight will apply to both the group of 59 aircraft
 13 we are talking about in the ROD, as well as the full
 14 compliment of aircraft which may be authorized
 15 later.

16 Instantaneous Noise: The SEIS presents noise
 17 data as a value of a number of average sorties over
 18 a 24-hour period. Obviously this average included
 19 periods of time when no noise was generated because
 20 the aircraft was not flying over or nearby. While
 21 this average decibel number may be meaningful for
 22 government studies, it does not represent the
 23 real-world situation for some of us who live and
 24 play and work in Val-E, Niceville, Shalimar and
 25 Shalimar Point, Destin, Kelly Plantation, and

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1 Noriega Point.

2 We need to know how loud an aircraft will sound
3 to us as it flies over or nearby when we walk down
4 the street, go for a run, sit in our backyards to
5 enjoy the outdoors, to play tennis, or tee up a golf
6 ball. And for certain locations in our area, the
7 peaceful times on that golf course or tennis court
8 or that afternoon stroll may be over.

9 The SEIS should present instantaneous noise
10 levels for when a single aircraft flies over or near
11 or around our homes, businesses, churches,
12 recreational facilities, and City offices within our
13 communities. With the 9 April test data collected
14 at Edwards which was used in the variable for 100
15 microphones, those instantaneous noise levels are
16 now known and can be presented. We need to see the
17 real number, not an average number, number averaged
18 down by periods of relative quiet.

19 Noise Penalty: The SEIS assigns a 10 dB
20 penalty to any sortie flown over after 10:00 p.m.
21 and before 7:00 a.m. And the SEIS recognizes that
22 noise in the evening hours is very irritating to
23 those affected, but there is no penalty assigned for
24 what is normally considered evening hours, 7:00 p.m.
25 to 10:00 p.m.

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1 One California study for a school assigned a 5
 2 dB penalty for noise between the hours of 7:00 p.m.
 3 and 10:00 p.m., as well as a 10 dB penalty after
 4 10:00 p.m. I suggest the SEIS consider this 5 dB
 5 penalty for operations performed in that same time
 6 frame, 7:00 p.m. to 10:00 p.m., and retaining 10 dB
 7 penalty for flights between 10:00 p.m. and 7:00 a.m.

8 Number of Operations: Claude's already talked
 9 about this. I'll be brief. If we reduce the number
 10 down from 240,000 to 150,000, the question then is
 11 how valid is the 150,000. It seems that this 37
 12 percent lower number of annual flight operations
 13 must lower the overall average DNL number, noise
 14 level for the F-35. How do we know this number will
 15 not increase in the future after the SEIS is
 16 completed and approved and the Final RCD signed? If
 17 it does increase and the average noise level goes up
 18 and we are exposed to corresponding increases in
 19 noise, what will the Air Force do in that event, and
 20 what recourses do we have?

21 Day weeks: How many sorties will be flown in a
 22 typical day-week scenario. Provide the noise levels
 23 for that typical time frame, which is approximately
 24 ten hours, 7:00 a.m. to 5:00 p.m., and don't average
 25 it over 24 hours. That doesn't really gibe.

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1 Night Weeks: Same thing, how many sorties will
 2 be flown in a typical night-week scenario. You
 3 should provide those noise levels, as well, and
 4 average those over five hours, not 24.

5 Training Syllabus: The training syllabus is
 6 the basis for the noise studies and should be
 7 clearly presented in the SFIS. The SFIS should
 8 explain the syllabus used in generating the noise
 9 data: How many far flights, formation flights,
 10 instrument flights, bombing missions, strafing
 11 missions, et cetera.

12 Screening Criteria: The public scoping briefly
 13 states screening criteria will be used to eliminate
 14 some alternatives, and any alternatives eliminated
 15 should be identified with those criteria for
 16 elimination.

17 All or most of these adverse effects on our
 18 communities can be averted if the F-35 operations
 19 moved to Duke Field. I'm pleased that the Duke
 20 Field option is under consideration. Of all the
 21 alternatives, this is the one choice to convert the
 22 noise impact to our communities. Thanks.

23 MR. SPATTS: Thank you. Mr. Robert Webb.

24 MR. WEBB: Good evening. I have two that I'll
 25 be speaking to this evening. This question is two

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1 parts. It pertains to Eglin Range Complex
 2 scheduling priorities and what the relative
 3 priorities for the various missions will be in the
 4 future. In other words, what will be the mix of
 5 training and Test and Evaluation missions in the
 6 SEIS are met that the SEIS studies? when mission
 7 requirements are put on the scheduling process, if
 8 all the requirements could not be supported, which
 9 mission will be non-scheduled?

10 B Part: It is important for the SEIS to
 11 include the maximum mission requirements workload
 12 for the ultimate number of F-35 aircraft that will
 13 be stationed at Eglin, not at the intermediate
 14 flight ops load that we already know will be
 15 exceeded when the full allocation of aircraft is
 16 here and fully engaged in training.

17 Use of new-term ops data will result in falsely
 18 low and inaccurate noise contours. The second ROD
 19 will be based on the SEIS data, so the SEIS must
 20 accurately model the long-term, steady-state F-35
 21 ops level. The initial F-35 deployment start-up
 22 transient will last only five years; whereas, the
 23 aircraft will be here in operation for an additional
 24 30 years or more.

25 This is a little bit of it right here. I feel

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1 compelled to make a personal statement about the
 2 F-35 deployment to Eglin. I'm not against aircraft.
 3 In fact, I and many others in this room have made
 4 Eglin Air Force Base and its aircraft our careers.
 5 I favor progress. As a research engineer, progress
 6 and new technology were my main projects. The F-35
 7 will bring a positive economic input to Okaloosa
 8 County to replace the loss of the 33rd Tactical
 9 Fighter Wing F-15s. I say it again: Positive
 10 economic input to all of Okaloosa County.

11 Actually, the Army 7 Special Forces Group will
 12 more than economically replace the 33rd with the
 13 F-35 providing surplus stimulus, but there are
 14 always downsides and negative impacts for progress
 15 and growth: Loss of woodland areas, increased auto
 16 traffic, denser populations, et cetera.

17 In the case of the F-35 arrival, up to this
 18 point in time, the people of and the City of
 19 Valparaiso have taken also almost the full brunt of
 20 the negative impact of the F-35 deployment: Very
 21 high noise levels, lower housing values, lower
 22 quality of life, massive changes in city layout, tax
 23 revenue problems, et cetera. I have been absolutely
 24 appalled at the way that other municipal government
 25 entities in the county, particularly the county

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1 commission, have heartlessly sacrificed Valparaiso's
 2 residents' quality of life for their own gain. The
 3 just-completed JIIS has only minor suggested changes
 4 for all other entities while Valparaiso has massive
 5 changes mandated.

6 Where am I going with this? Here's the point.
 7 Since the F-35 will be an upside economic gain to
 8 the whole area population, then the negative impacts
 9 of the F-35 should be equally shared, also.
 10 Crestview wants and needs the F-35, so they should
 11 be willing to accept some additional noise from the
 12 flying in and out of Duke Field. The same thing
 13 goes should the Air Force decide to utilize Cheesaw
 14 Field to some extent. I would ask the Air Force in
 15 the SEIS and EIS deliberations to share the downside
 16 wealth and offload some of the noise of an
 17 admittedly very loud aircraft to some of our
 18 neighbors. Valparaiso wants the F-35. We just
 19 don't want it all.

20 MR. SPAITS: Ms. Andrea Lernihhan.

21 MS. LERNIHAN: Pass.

22 MR. SPAITS: Mr. Bill Kuhl.

23 MR. KUHL: Pass.

24 MR. SPAITS: Thank you. Is there anybody else
 25 that would like to comment at this time? We've gone

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1 through all of our list of sign-ups.

2 (No response.)

3 MR. SPALLS: Okay. I appreciate your time and

4 interest in the proposed changes at Eglin Air Force

5 Base. Should you later decide to make additional

6 comments, you may write to the address shown on your

7 comment sheet. Thanks for your participation

8 tonight. This meeting is adjourned

9 (Scoping meeting adjourned at 7:00 p.m.)

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CERTIFICATE OF REPORTER

STATE OF FLORIDA)
COUNTY OF WALTON)

I, Pamela S. Dietrich, certify that I was authorized
and did stenographically report the foregoing SFTS
Scoping Meeting and that the transcript is a true and
complete record of my stenographic notes.

WITNESS MY HAND this 1st day of September, 2009.

/s/ Pamela S. Dietrich
PAMELA S. DIETRICH
COURT REPORTER
(Electronic Signature Added)

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APPENDIX H
WRITTEN COMMENTS RECEIVED DURING PUBLIC
SCOPING PROCESS



Appendix H

Written Comments Received During Public Scoping Process

Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: Valparaiso First Baptist Church DATE: 28 August 2009

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

I have attended many F-35/BRAC meetings since 2005. Starting with the first public meeting at Niceville High School I was expecting a much different outcome than what developed over the past 4 years. With the arrival of General Davis and Col McClintock the exchange of views regarding noise mitigation appears to be better.
Much of my savings are tied up in my home in Valparaiso. I now find myself inflexible to move and help family members elsewhere because of the projected high dB environment as documented in the current IJUS and EIS. Housing values have plummeted. "High Noise Environment" in a real estate contract in today's market is the kiss of death!
I commend the Air Force for holding the scoping meetings and initiating the BRAC SEIS. I attended both the

**** continue on back for more space ****

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.

Name:	<u>Charles L. Apel</u>
Organization:	
Address:	
City/State/Zip:	

- Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.
 No, do not include my name and address on the mailing list.

Please mail this form to:
 EGLIN AFB PUBLIC AFFAIRS
 ATTN: MIKE SPAITS
 101 WEST D. AVENUE, SUITE 110
 Eglin AFB, FL 32542-5498

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Written Comments Received During Public Scoping Process

Niceville and Valparaiso August 2009 meetings. I am concerned that the recently announced cut in F-35 sorties by 30% will be allowed to significantly influence the SEIS. We all know how programs continuously change over time. Mr Bob Webb and Mr Bob Bachelor have articulated most of my concerns.

I totally support Mayor Arnold in exercising his fiduciary responsibility to protect the citizens of Valparaiso. A well thought out SEIS could solve the F-35 noise/nuisance issue so we can all peacefully coexist. I am totally convinced that Duke and Charlotte Fields are the answer.

Thanks for the professional scoping presentations and invitation for public comment. Please contact me at (850) 678-5677 if I can be of any help regarding this issue.

Best Regards,
Charles F. Apel
 Lt/Col, USAF (ret)

Appendix H

Written Comments Received During Public Scoping Process

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

From: bachelorr [REDACTED]
 Sent: Tuesday, September 15, 2009 10:41 PM
 To: Spaitz, Mike CIV USAF AFMC 96 ABW/PA; Vanover, Marie M Ms CIV USAF AFMC
 96 ABW/PA; Rowland, Randall CIV USAF AFMC 96 CEG/CEV
 Cc: [REDACTED]
 Subject: SEIS Questions and Comments, Part 1 of 3

Mike, I will send you my questions and comments in 3 parts because I'm not sure how AOL will treat the files if they get too big. Don't want to have the attachment end up being zipped and the AF system strip the attachment.

The first part will be my comments and questions presented on 27 Aug at the Valp Public Scoping meeting. Part 2 will be some additional questions, 2 additional alternatives to consider, and an evaluation of the original alternatives proposed in the SEIS briefing. Part 3 is a letter that I sent to Ms Ferguson on 10 Sep. I thought you should have a copy of it and can do with it what you see fit, perhaps include it in the list of information that the public has submitted to you wrt the initial Public Scoping period for the SEIS and in the SEIS itself. Your call.

I hope that you understand things when viewed from my perspective. In 1979, my wife and I decided that Valparaiso would be our home after living here from 1975 to 1978 and buying our first home - not even 1000 square feet, including the garage, no less. So, we began investing in property in Valp for expansion of our property and for rental properties, too, as time went on. We moved back here for good in 1987, eventually returning to Valp in 1993 or so. It is that investment that I am trying to protect, selfish as that may sound. Our retirement monies have already been affected - a renter is now hesitant about buying one of our houses because of the F-35 noise. And one of the Wyle lab reports in the FEIS (I have a copy from their web site) provides a method to determine the loss in property value due to noise. I may add that as another question tomorrow night, but am too tired now to compose the question.

All of this can be averted if the AF will select Alt 2A and add a parallel runway at Choctaw (new alt that I recommend studying). I know that this will be expensive and that AF TOA is limited but it requested these aircraft be placed here, perhaps without understanding the noise that the F-35 engine would produce but I believe that someone knew. Why? Because according to the PW web site that I researched some time ago in trying to figure out just how this all happened, at the time of the BRAC 2005 commission, the engine had 2500 test hours on it. It would be very surprising to me that AF officials from the F-35 Program Office had not visited PW test site in southern FL (Pt Lauderdale?) for several of these test runs and realized just what was about to be unleashed on Eglin.

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Written Comments Received During Public Scoping Process

But we are where we are. The process is what it is. I'm just trying to protect my family and I know that there is a viable alternative available. It just takes money - which depending upon what "cause" is being pushed in congress, there seems to be plenty of.

Enough.

Regards, Bob

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Written Comments Received During Public Scoping Process

27 Aug 09

Questions Presented at the Valparaiso BRAC 2005 SEIS Public Scoping Meeting

1. **Noise Questions.** With the standup of the F-35 Initial Joint Training Site at Eglin AFB, the main mission of the Eglin complex will change from one of weapon system development and testing to one of flight training. And with that mission change comes an increase in aircraft activity and noise. Not only will the community of Valparaiso be affected, but so will areas of Niceville, Shalimar, Shalimar Point, Destin, Kelly Plantation, and Noriega Point.
 - a. All of the questions apply to both the group of the first 59 aircraft authorized in the existing Record of Decision and the full complement of 107 aircraft which may be authorized later.
 - b. **Instantaneous Noise.** The FEIS presented noise data as a value or number averaged over a 24 hour period. Obviously, this average included periods of times when no noise was generated because an aircraft was not flying over or nearby. While this average decibel number may be meaningful for government studies, it does not represent the real world situation for some of us who live, play and work in Valparaiso, Niceville, Shalimar, Shalimar Point, Destin, Kelly Plantation and Noriega Point. We need to know how loud the aircraft will sound to us as it flies over or nearby when we walk down the street, go for a run, sit in our back yards to enjoy the outdoors, get ready to play tennis or tee up a golf ball. For certain locations in our area, the peacefully quiet times on the golf course and tennis courts or that afternoon stroll may be over. The SEIS should present the instantaneous noise levels when a single aircraft flies over, near, and around our homes, businesses, churches, recreational facilities, and city offices in our communities. With the Apr 09 test data collected at Edwards AFB, which used an array of over 100 microphones, those instantaneous noise levels are now known and can be presented. We need to see the real number for noise generated by this aircraft and not only a number that is averaged down by periods of relative quiet.
 - c. **Noise Penalty.** The FEIS assigns a 10dB DNL penalty to any sortie flown after 10PM and before 7AM. And the FEIS recognizes that aircraft noise in the evening hours is very irritating to those affected, yet there is no penalty in what is normally considered evening hours from 7 – 10PM. One California study for a school assigned a 5dB penalty for noise between the hours of 7 – 10PM and a 10dB penalty after 10PM. I suggest that the SEIS consider this 5dB penalty for operations performed in that same time frame of 7PM to 10PM and retain the 10dB penalty for flights between 10PM and 7AM.
 - d. **Number of Operations.** The SEIS Public Scoping Briefing states that the number of operations will be reduced from 240,000 to 150,000 per year. I understand that the complete training syllabus is still under development at this time. The question is then how valid is the 150,000 number which will be used to generate the 24 hour average DNL noise levels and contours. It would seem that this 37% lower number of annual flight operations must lower the overall 24 hour average DNL noise level of the F-35. How do we know that this number will not increase in the future after the SEIS is completed and approved and the final ROD is signed? And if it does increase, and the noise levels that we are exposed to correspondingly increase, what will the Air Force do in that event and what recourse do the affected areas have?

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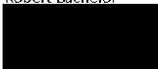
e. Day Weeks. Identify how many sorties will be flown in a typical day-week scenario. Provide noise levels for a typical day-week when most of the sorties are flown in day hours. If an average noise level is to be produced, the noise levels should be averaged over that period of time that the sorties are flown in, approximately 10 hours (7AM – 5PM), and not over 24 hours.

f. Night Weeks. Identify how many sorties will be flown in a typical night-week scenario. Provide noise levels for a typical night-week when most of the sorties are flown in night hours. If an average noise level is to be produced, the noise levels should be averaged over that period of time that the sorties are flown in, approximately 5 hours (6PM – 10PM), and not over 24 hours.

g. Training Syllabus. The training syllabus is the basis for the noise study and it should be clearly presented in the SEIS. SEIS should explain the training syllabus used in generating the noise data – familiarization flights, formation flights, instrument flights, bombing missions, strafing missions, etc. – where these flights are flown and when they are to be performed.

h. Screening Criteria. The SEIS Public Scoping briefing states that screening criteria may be used to eliminate some of the alternatives under consideration. If any alternatives are eliminated using this screening criteria, the SEIS should identify factors in this criteria and those alternatives that are eliminated in this way.

2. All or most of the adverse noise effect on our communities can be averted if the F-35 flight operations move to Duke Field. And I am very pleased that the Duke Field option is under consideration. Of all the alternatives, it is the one choice that can avert the noise impact to our communities.

Robert Bachelor


Appendix H

Written Comments Received During Public Scoping Process

From: bachelorr [REDACTED]
Sent: Tuesday, September 15, 2009 10:43 PM
To: Spaitz, Mike CIV USAF AFMC 96 ABW/PA; Vanover, Marie M Ms CIV USAF AFMC 96 ABW/PA; Rowland, Randall CIV USAF AFMC 96 CEG/CEV
Cc: [REDACTED]
Subject: Bachelor Additional Q's - Part 2

Mike, part 2.

Bob

Appendix H

Written Comments Received During Public Scoping Process

15 September 2009

Additional Questions For And Comments To BRAC 2005 Supplemental Environmental Impact Statement

1. **Training Syllabus.** The first 59 F-35 aircraft that comprise the initial aircraft at the Eglin AFB complex consist of Air Force, Navy, and Marine Corps variants. Each Service will have its own syllabus to train its pilots. And these syllabuses will have different flight profiles, power settings, approaches, landings, etc. The SEIS should identify how these differences are dealt with in developing the noise contours associated with accomplishing the objectives of each syllabus.
2. **Soundproofing Costs.** To ensure that all costs are considered in the various alternatives under evaluation, the cost to soundproof the various facilities on Eglin Main should be included in the SEIS, if any alternative involving repeated sorties and flights using the runways at Eglin Main is the final selection. For example, if Alternative 1A, 2B, 2C, or 2D is selected, the cost of soundproofing at the Eglin Main facilities should be included in the evaluation to more accurately reflect the total cost of the alternative.
3. **F-35B and F-35C Noise.** How will the noise for the Navy and Marine Corps F-35 aircraft variants be estimated or determined? If the noise data for these aircraft is to be scaled from the F-35A aircraft, then the SEIS should:
 - a. Explain and describe the scaling factor(s).
 - b. Show a tabular comparison (with values) of the 3 F-35 variants noise values, similar to the April 2009 noise charts in the briefing released by the JSF Program Office and Lockheed Martin, subj: F-35 Acoustics Based on Edwards AFB Acoustics Test. Note: I suspect that there is an error on page 5 of the briefing. It would seem that for the Military Power setting, the F-35 should be shown between the F-22 and F/A-18 E/F aircraft rather than being grouped with the lower noise producing F-15, F-16 and F/A-18C/D.
4. **New Alternatives for Consideration.** It appears that parallel runways at training bases are a fundamental necessity for conducting efficient training operations. Luke AFB, Moody AFB, Columbus AFB, and Laughlin AFB all have a parallel runway while NAS Oceana has 2 parallel runways. Several Duke Field Alternatives (2B, 2C, 2D) have called out a parallel runway for Duke Field and use Eglin Main as an OLF. At the Valparaiso Public Scoping meeting, in response to a question from the audience, the Air Force indicated that OLF operations involved touch and go's, overflights, and pattern work. This will place a considerable amount of noise over Eglin Main and the surrounding communities. There are two new alternatives which will eliminate the need for OLF operations on Eglin Main. Both of these alternatives would keep all training flight operations on fields that are in remote locations on the Eglin AFB range complex, thus eliminating the repeated noise problem on Eglin Main facilities and its surrounding communities. I suggest that both of these new alternatives be added to the list of candidates for the SEIS.
 - a. Alternative 2F. Parallel Runway and LHA at Duke Field and Parallel Runway at Choctaw Field OLF.
 - b. Alternative 2G. Parallel Runway and LHA at both Duke Field and Choctaw Field OLF.
5. **Number of Annual Flight Operations.** The SEIS briefing stated on slide number 9 that the estimated number of flight operations was now reduced from 240,000 in 2006 to an estimated 150,000 in 2009. The point here is that this is an estimate. I made my own estimate of annual operations. Considering 50 aircraft flying twice a day, with a takeoff and landing, 3 touch and go landings, for 20 days per month, 12 months per year, yields a total of 192,000 estimated annual operations. Suggest that the SEIS explain the derivation and composition of the 150,000 annual sortie estimate or whatever annual sortie estimate is finally selected.

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6. SEL and DNL Noise Contours. Suggest the SEIS show both SEL and DNL noise contours over the affected communities.

7. Qualitative Assessment of Air Force SEIS Proposed Alternatives. After reviewing the material provided at the latest SEIS Public Scoping meetings, listening to the presentations, using all of the information that I have available to me, and considering all of the impacts to the local communities surrounding Eglin Main as well as Eglin Main itself, it is my conclusion that the only viable alternative of those originally proposed in the SEIS briefing material is to base the 59 F-35 aircraft at Duke Field, Alternative 2A.

I have attended the public meetings on the draft Environmental Impact Statement (EIS) in 2008; town hall meetings in Crestview, Niceville, and Fort Walton Beach this year; the SEIS Public Scoping meetings at Niceville and Valparaiso in August 2009, and two Gulf Regional Airspace Strategic Initiative briefings (due to be complete in December 2010). I have also studied the Final EIS and its appendices, the Record of Decision that bases the initial 59 F-35 aircraft at Eglin AFB, several Wyle Laboratory reports referenced in the EIS, and the April 2009 noise charts for data collected at Edwards AFB, CA.

In addition, I checked several AF training bases (Luke, Moody, Columbus, Laughlin) and found that all had parallel runways. Oceana Naval Air Station has intersecting runways both with a parallel runway. It would appear, then that parallel runways are critical, perhaps essential, to an efficient training base.

With all of the above information, I qualitatively reviewed each alternative proposed in the SEIS Public Scoping briefing and objectively narrowed the 18 alternatives down to 2 candidates. My rationale for screening down to these 2 candidates is in the attached table.

My further screening of these two candidates follows:

- a. Alternative 1A, No Action Alternative. This alternative is deemed unacceptable for the reasons that follow. This alternative maintains the present course of action to base the aircraft on and conduct all operations from Eglin Main. This will, of course, result in noise levels of at least 65 dB DNL on the communities of Valparaiso, Niceville, Shalimar and its unincorporated areas including Shalimar Point, Destin, and Kelly Plantation, and many Eglin AFB facilities: McKinley Climatic Hangar (a unique national asset), the hospital, offices, child care facilities, commissary, BX complex, and base housing, just to name a few, as well as the VA clinic. The Air Force will have to fund sound proofing many of the facilities on the main base if the aircraft are based at Eglin Main. Not to mention that Eglin Main does not have the apparently, mandatory, parallel runway, a fundamental characteristic of a training base.
- b. Alternative 2A, Parallel Runway with LHA at Duke and Choctaw OLF. This alternative is the best of the original proposed SEIS alternatives for the reasons that follow. This alternative completely eliminates all the noise impacts to the many community areas surrounding Eglin Main and Eglin Main facilities cited above. The parallel runway at Duke Field also deconflicts ILS operations between Duke Field and Bob Sikes airport in Crestview. It has the parallel runway characteristic, a fundamental component of a training base, with the further benefit of moving F-35 noise over uninhabited areas east of Crestview. However, with Choctaw as an OLF, conflicts with the Navy flight operations using Choctaw could arise. Nevertheless, it is the better of the remaining two alternatives in my evaluation.

Robert Bachelor

Atch: Qualitative Evaluation of Original SEIS Candidate Alternatives

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Written Comments Received During Public Scoping Process

Qualitative Evaluation
of the
Eglin AFB Realignment and Closure (BRAC) 2005 Supplemental Environmental Impact Statement,
Original Candidate Alternatives

Alternative	Title	Evaluation
1A	No Action Alternative	Possible, but not the best. Significant noise impact to local communities and many Eglin Main facilities. Substantial sound proofing required on Eglin Main.
1B	New Eglin Runway	Not feasible. Requires munitions storage area to be moved.
1C, D, E	New Parallel Runways Northwest of Eglin Main	Not feasible. Aircraft security during taxi to runways, significant noise impact to Shalimar/Poquillo Bayou, Camp Pinchot area and the University of Florida Graduate Education and Research Center. Poquillo Bayou residents were successful in turning away previous military housing project on nearby government land. Also, the AF has delayed the Lifestyle Center project (BX, commissary relocation) because of its proximity to the planned F-35 basing at Eglin Main.
1F, G, H	Extend Runway 19 2000 feet	Not worth the expense. Negligible decrease in noise over Valparaiso.
2A	New parallel runway + LHA at Duke	Best Choice. Eliminates most, if not all, noise over Eglin Main facilities and neighboring communities. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2B,C	New parallel runway + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2D, E	Single Runway at Duke + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Does not solve Duke – Bob Sikes Airport ILS operations conflicts.
3A	Parallel Runway + LHA at Choctaw, Duke as OLF	Conflicts with Navy T-6 operations at Choctaw. Does not solve Duke-Bob Sikes Airport ILS operations conflict.
3B, C	Parallel Runway + LHA at Choctaw, Eglin & Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw. Produces noise on Eglin Main facilities and neighboring communities. Does not solve Duke - Bob Sikes Airport ILS operations conflict.
3D, E	Single Runway + LHA at Choctaw, Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw. Does not solve Duke - Bob Sikes Airport ILS operations conflict.

Note: Luke AFB, Moody AFB, Columbus AFB, and Laughlin AFB all have parallel runways. Oceana NAS has intersecting runways with each having a parallel runway.

Appendix H

Written Comments Received During Public Scoping Process

From: bachelorr [REDACTED]
Sent: Tuesday, September 15, 2009 10:45 PM
To: Spaitz, Mike CIV USAF AFMC 96 ABW/PA; Vanover, Marie M Ms CIV USAF AFMC 96 ABW/PA; Rowland, Randall CIV USAF AFMC 96 CEG/CEV
Subject: Bachelor Q's - Part 3

Mike, this is the letter to Ferguson.

Bob

Appendix H

Written Comments Received During Public Scoping Process

Robert R Bachelor

10 September 2009

Ms. Kathleen Ferguson
Deputy Assistant Air Force Secretary
(Installations)
1665 Air Force Pentagon
Washington DC 20330-1665

Dear Ms Ferguson,

As a resident of Valparaiso, Florida, I have been following closely the development of the F-35 Initial Joint Training Site at Eglin AFB. In this letter I want to express to you what I believe is the most favorable alternative of those proposed with respect to basing the 59 F-35 IJTS aircraft at the Eglin AFB complex and relay to you a major concern with the Supplemental Environmental Impact Statement (SEIS) analysis.

First, after reviewing the material provided at the latest SEIS Public Scoping meetings, listening to the presentations, using all of the information that I have available to me, and considering all of the impacts to the local communities surrounding Eglin Main as well as Eglin Main itself, it is my conclusion that the only viable alternative is to base the 59 F-35 aircraft at Duke Field, Alternative 2A.

I have attended the public meetings on the draft Environmental Impact Statement (EIS) in 2008; town hall meetings in Crestview, Niceville, and Fort Walton Beach this year; the SEIS Public Scoping meetings at Niceville and Valparaiso a couple of weeks ago, and two Gulf Regional Airspace Strategic Initiative briefings (due to be complete in December 2010). I have also studied the Final EIS and its appendices, the Record of Decision that bases the initial 59 F-35 aircraft at Eglin AFB, several Wyle Laboratory reports referenced in the FEIS, and the April 2009 noise charts for data collected at Edwards AFB, CA.

In addition, I checked several AF training bases (Luke, Moody, Columbus, Laughlin) and found that all had parallel runways. Oceana Naval Air Station has intersecting runways both with a parallel runway. It would appear, then that parallel runways are critical to an efficient training base.

With all of the above information, I qualitatively reviewed each alternative proposed in the SEIS Public Scoping briefing and objectively narrowed the 18 alternatives down to 2 candidates. My rationale for screening down to these 2 candidates is in the attached table.

My further screening of these two candidates follows:

1. Alternative 1A, No Action Alternative. This alternative maintains the present course of action to base the aircraft on and conduct all operations from Eglin Main. This will, of course, result in noise levels of at least 65 dB DNL on the communities of Valparaiso, Niceville, Shalimar and its unincorporated areas including Shalimar Point, Destin, and Kelly Plantation, and many Eglin AFB facilities: McKinley Climatic Hangar (a unique national asset), the hospital, offices, child care facilities, commissary, BX complex, and base housing, just to name a few, as well as the VA clinic. The Air Force will have to fund soundproofing many of the facilities on the main base if the aircraft are based at Eglin Main. Not to mention that Eglin Main does not have the apparently, mandatory, parallel runway, a fundamental characteristic of a training base. Therefore, Alternative 1A is deemed unacceptable for all of these reasons above.

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2. Alternative 2A. Parallel Runway with LHA at Duke and Choctaw OLF. This alternative completely eliminates all the noise impacts to the many community areas surrounding Eglin Main and Eglin Main facilities cited above. The parallel runway also deconflicts ILS operations between Duke Field and Bob Sikes airport in Crestview. It has the parallel runway, a fundamental component of a training base, with the further benefit of moving F-35 noise over uninhabited areas east of Crestview. However, with Choctaw as an OLF, conflicts with the Navy flight operations using Choctaw could arise. Nevertheless, it is the better of the remaining two alternatives in my evaluation.

Therefore, of the options currently proposed, I conclude that Alternative 2A - Duke Field with a parallel runway and LHA and Choctaw OLF is the most viable, and preferred option for locating the F-35 aircraft of the IITS.

Another possibility or alternative to consider for the SEIS is a parallel runway at both Duke and Choctaw Field. This investment, while adding cost to the overall program, will benefit the Air Force and the Navy by providing more capability at Choctaw Field. I suggest this alternative be added to the mix for study in the SEIS.

Second, I have the following concern. My purpose here is to make sure that you, in your position, are fully aware of what I have learned through open, public channels. This is not "insider" information that was obtained through personal contacts or any other means. The basis for the noise calculations is the number of annual operations which will be performed by the aircraft of the IITS. Fundamental to developing this number is the training syllabus which I have learned through the SEIS Public Scoping meetings will not be complete (Block 3) until well after September 2010. Further, the SEIS briefing states that the number of annual airfield operations is now estimated to be 150,000 for 59 aircraft, a 37% reduction from the 240,000 operations estimated in the FEIS. I am not certain if the 240,000 is for 48 aircraft or 107 aircraft. Nevertheless, this is a significant decrease in operations. And with that reduction, it follows that the noise generated by that reduced number of events must also decrease.

In an attempt to quantify things in my mind, I performed my own estimate of annual operations using the 59 aircraft of the ROD. I assumed 50 aircraft would fly 2 sorties a day, with 3 touch and go's for each sortie. With 20 flying days per month, the total number of annual operations is 192,000, a 28% increase in annual operations over the SEIS estimate of 150,000 annual operations. So, rather than decreasing, it appears that the annual flying operations will be higher than what is proposed as a first order number to produce noise contours in the SEIS.

These two issues (training syllabus and number of annual operations), unless resolved and until addressed, certainly cast doubt on the validity of the analysis upon which the decision(s) of the SEIS will be based.

Last, I have been trying for the last six months, without success, through official Air Force channels here at Eglin AFB, to get a copy of the F-16 training syllabus from Luke AFB, AZ. Last month (mid month) I emailed the public affairs office through the Luke AFB website, 'contact us' tab. I have yet to receive any reply (phone call, letter, or email) or even an auto-acknowledgement of the receipt of my email. I want to use it as an approximation for the number of training flights in the F-35 syllabus. Perhaps you can get me a copy?

As I wrote you in May this year, this issue is very important to me and many people here in Valparaiso. It is also important to many others in the surrounding communities but they don't seem to understand that their areas are also affected by this BBAC 2005 decision. I simply want the Air Force to perform an objective assessment using accurate input data and information so that the output data upon which you will base your decision next year is complete and accurate.

Very truly yours,

Robert R Bachelor

Air: Qualitative Evaluation of Alternatives

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Written Comments Received During Public Scoping Process

Qualitative Evaluation
of the
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Original Candidate Alternatives

Alternative	Title	Evaluation
1A	No Action Alternative	Possible. Significant noise impact to local communities and many Eglin Main facilities. Substantial sound proofing required on Eglin Main.
1B	New Eglin Runway	Not feasible. Requires munitions storage area to be moved.
1C, D, E	New Parallel Runways Northwest of Eglin Main	Not feasible. Aircraft security during taxi to runways, significant noise impact to Shalimar/Poquito Bayou, Camp Pinchot area and the University of Florida Graduate Education and Research Center. Poquito Bayou residents were successful in turning away military housing project on nearby government land. Also, the AF has delayed the Lifestyle Center project (BX, commissary relocation) because of its proximity to the planned F-35 basing at Eglin Main.
1F, G, H	Extend Runway 19 2000 feet	Not worth the expense. Negligible decrease in noise over Valparaiso.
2A	New parallel runway + LHA at Duke	Best Choice. Eliminates most, if not all, noise over Eglin Main facilities and neighboring communities. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2B,C	New parallel runway + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2D, E	Single Runway at Duke + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Does not solve Duke – Bob Sikes Airport ILS operations conflicts.
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3B, C	Parallel Runway + LHA at Choctaw, Eglin & Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw. Produces noise on Eglin Main facilities and neighboring communities. Does not solve Duke- Bob Sikes Airport ILS operations conflict.
3D, E	Single Runway + LHA at Choctaw, Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw and produces noise on Eglin Main facilities and neighboring communities. Does not solve Duke- Bob Sikes Airport ILS operations conflict.

Note: Luke AFB, Moody AFB, Columbus AFB, and Laughlin AFB all have parallel runways. Oceana NAS has intersecting runways with each having a parallel runway.

Appendix H

*Written Comments Received During Public Scoping Process*TRAVIS KENNETH BYNUM, I

Para-legal Services & Investigative Consultation

September 17, 2009

Public Affairs:Comment on F - 35's - Cert.Rct:7005 1820 - 0006 - 3129 -
1843.

Considering that your "comment period " does not meet the legal standards for divestment of a Vested Right of Peace and Quiet under Article 2, Section 7,Constitution of Florida; Nor does it address the Original Rights of the Original Settler Families; Nor have you stated where you were planning on getting the WATER for those 4,000 people; Nor did you mention paying for that which you have no right to touch!

Forward to my attorney:A: Your deed to Water Rights! B:Mine is the only deed in sixteen counties, and you knew better than to try to steal from me! There are no Avigation Easements, nor Waivers of Constitutional Rights on file - Produce same. You have 20 days.

Sincerely,



Travis Kenneth Bynum, I

Water Rights Owner,

See appended letter for attorney,Right to Original Settler Family Jury invoked!

P.S. It cost a reported \$54 million to evacuate Eglin in Ivan, plus almost a billion to rebuild NAS Pensacola. You cannot justify a base on the Gulf Coast.

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RUSSELL A. BADDERS MARY JANE BASS ELIZABETH D. GALLAGHAN JAMES S. CAMPBELL W. HIGSON DANIEL II JOHN P. DANIEL THOMAS L. DEELEY THOMAS F. GONZALEZ STEVEN R. GRIFFIN DAVID E. HIGHTOWER BRETT M. HAVIS JERRY B. LEICHTMAN JACK W. LUTON III DAVID L. MIDDLE WILLIAM M. MITCHEM PETER J. MURPHY RALPH A. PETERSON JOE SCARBOROUGH JEFFREY A. STONE DAVID B. TAYLOR II RUSSELL F. VAN NICHLE MATTHEW D. VINSON JAMES M. WEBER CHARLES T. WIGGINS JOHN F. WINGHAM JOHN S. ZIEGLER II	BEGGS & LANE A REGISTERED LIMITED LIABILITY PARTNERSHIP ATTORNEYS AND COUNSELLORS AT LAW POST OFFICE BOX 16950 PENSACOLA, FLORIDA 32506-2950	501 COMMERCIAL STREET PENSACOLA, FLORIDA 32602 TELEPHONE (850) 432-8451 TELEFAX (850) 469-0301 W. SPENCER MITCHEM OF COUNSEL E. DORE BZG68 1500 - 2001 BERT H. LANE 1017 - 1001
---	---	--

June 20, 2008

Ms. Kimberly D. Bose, Secretary
 Federal Energy Regulatory Commission
 888 First St. N.E., Room 1-A
 Washington, DC 20406

For additional attention of:
 Gas Branch 1 -DG 2E

Re: Docket No. PF08-14-000
 Florida Gas Transmission Company, LLC
 Phase VIII Expansion Project

Dear Ms. Bose and Ladies and Gentlemen:

We represent Mr. Travis Kenneth Bynum, as Trustee, of Jay, Santa Rosa County, Florida, who is the property owner of Project Parcel FL-SANT-012, Property Appraiser Parcel ID No. 04-5N-29-0000-00300-0000, which will be impacted by the above project. Mr. Bynum objects to the proposed pipeline through his property for the following reasons:

1. Mr. Bynum is believed to be the only known person, in at least the United States, who has ever personally planted and maintained an extensive hardwood forest. Mr. Bynum advises that his forest contains some 4,000 species of trees and plants. Mr. Bynum's forest has been registered with the National Arbor Day Foundation and American Forest and this treasure will be irreparably damaged by the pipeline construction and the emissions of poisonous materials into the soil from the pipeline once constructed, in Mr. Bynum's opinion.
2. Mr. Bynum has conducted with the Florida Division of Plant Industry an official Endangered Species Survey and his property contains over 50 botanical / animal / reptile / amphibian / entomological species qualified as rare, threatened, and endangered. The pipeline construction, and the dangerous emissions or leaks from the pipeline once constructed, will cause irreparable damage to these endangered species, in Mr. Bynum's opinion.

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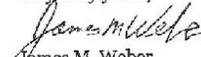
Ms. Kimberly D. Bose, Secretary
 Federal Energy Regulatory Commission
 June 20, 2008
 Page 2

3. Mr. Bynum would like the opportunity to prove that the existing natural gas pipelines in the Jay, Santa Rosa County, Florida area, have not been properly maintained in the past and are antiquated and that poisonous gases and materials have been emitted into or have leaked into the soil and ground water, already causing irreparable harm and injury, and that the possibility exists of colonies of extremeophile bacteria, which in turn excrete sulfuric acid onto the uncoated and unprotected interior walls of the pipelines. All of the above have had adverse consequences to the health of Mr. Bynum and his relatives and to Mr. Bynum's drinking well water and his ground water and to his water rights which go with his property. New pipelines should not be permitted until existing pipelines are properly repaired and maintained and the existing soil cleansed of poisonous materials which have been emitted or leaked into the ground from the pipes over a number of years, and not until strict safety and inspection rules and regulations have been implemented.

4. Mr. Bynum's memory of Florida Gas's last venture onto his property is that the episode resulted in the bulldozing of his fences, posts, mature hardwood trees and other species, the bulldozing of his worm/mushroom beds for fill dirt, fences nailed to trees, diverted storm water across his property, the destruction of his farm pond, the destruction of crops of herbs, and the scattering of debris throughout his property, all without compensation.

Mr. Bynum requests that FERC conducts a thorough investigation of the pipeline facilities in the Jay, Santa Rosa County, Florida, area, and as part of its environmental impact review that it study the effect of the poisonous substances that are emitted or leak from the underground pipes and the effect that such emissions have on the soil, ground water, plants, trees, animal life, and human life; and that further study be made as to the existence and consequence of extremeophile bacteria and the continued use of uncoated interior pipe walls; and that, at a minimum, proper safety, testing and maintenance procedures be implemented. We thank the FERC for its kind consideration of these comments.

Very truly yours,


 James M. Weber

JMW/kcj

cc: Mr. Travis Kenneth Bynum, Trustee
 W:\WF60\SRS36-Bynum\ltr.FERC.062008.doc

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Written Comments Received During Public Scoping Process

-----Original Message-----
From: H. E. CALDWELL [REDACTED]
Sent: Monday, August 31, 2009 6:28 AM
To: Spaits, Mike CIV USAF AFMC 36 ABW/PA
Subject: COMMENTS TO F 35 SEIS PUBLIC SCOPING MEETING

Mr Spaits,

Thank you for allowing me to submit my comments for the F-35 Supplemental Environmental Impact Statement Public Scoping Meeting held last week. From my previous correspondence you know of my noise concerns with aircraft leaving and arriving at Eglin. As you know I have noted several different flight paths for commercial air traffic over my residence. I appreciate your continued efforts to explain the various paths and look forward to your response. My concern extends to the projected arrival of the F 35 and the displacement of other air traffic and the frequency which Eglin air traffic controllers allow arrivals and departures that are not along the flight paths described by the Air Force.

Please include in the scoping of the EIS the frequency that military and commercial aircraft are directed or allowed to vary from the flight paths (used to create the noise profiles) cited in the Environmental Impact Statement and the Joint Land Use Study.

If you need further clarification please do not hesitate to contact me.

H. E. Caldwell
[REDACTED]

Appendix H

Written Comments Received During Public Scoping Process

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

From: Claude Connell [REDACTED]
Sent: Friday, September 11, 2009 8:08 AM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA
Subject: Formal submission of SEIS Public Scoping question

Mr Spaits, I addressed the attached question at the Valparaiso Public Scoping Meeting and now forwarding it to you for formal submission.

Thank you

Claude M Connell



The information contained in, or attached to, this e-mail, may contain confidential information and is intended solely for the use of the individual or entity to whom they are addressed and may be subject to legal privilege. If you have received this e-mail in error you should notify the sender immediately by reply e-mail, delete the message from your system and notify your system manager. Please do not copy it for any purpose, or disclose its contents to any other person. The views or opinions presented in this e-mail are solely those of the author and do not necessarily represent those of the company. The recipient should check this e-mail and any attachments for the presence of viruses. The company accepts no liability for any damage caused, directly or indirectly, by any virus transmitted in this email.

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Reference Page 9: F-35 Eglin Public Scoping Meeting.

From this chart, it appears that the projected number of annual flight operations have decreased from 240,000 a year to 150,000. This is almost a 40% decrease and I am skeptical of the new estimate. An accurate estimate for the number of yearly sorties is critical and I believe is one of the most important inputs into the noise model. If this number is reduced without realistic justification, then the SEIS and associated ROD will be skewed for a result on paper but one that would have no meaning in the real world.

What has led the Air Force to reduce the number of flight operations so dramatically for the same number of aircraft? If it is because of trained F-16 and F15 pilots cross training, than I contend this pool will soon disappear. If the restriction is only for the near term before all aircraft are available, then it is misleading. Will you attach or release an abbreviated training syllabus that justifies the reduced flight operations? If the training syllabus is not mature enough for release then how can it be mature enough to form the basis for the number of flights needed for an SEIS and subsequent ROD? What happens if after the ROD is signed, the Air Force decides to increase the flight operations to near the 240,000 number? Would the ROD still be valid? I would contend the ROD has to be associated with specific noise contours or number of flights or the SEIS and ROD processes are invalid and do not meet the intention of the corresponding regulation. I firmly believe the only reasonable answer is the basing of the aircraft either at Duke or Choctaw fields.

Submitted by Claude and JoAnne Connell [REDACTED]

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Written Comments Received During Public Scoping Process

-----Original Message-----
From: jgallowayc [REDACTED]
Sent: Thursday, September 17, 2009 11:11 PM
To: Spaitz, Mike CIV USAF AFMC 96 ABW/PA; [REDACTED]
Subject: F-35 SEIS Scoping Inputs

Mike,
Please consider the attached letter in your F-35 SEIS Scoping Process.

VR,
Jim Galloway

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Written Comments Received During Public Scoping Process



September 17, 2009

Mr Michael Spaits
Eglin AFB Public Affairs
101 West D Avenue, Suite 100
Eglin AFB, FL 32542

Reference: F-35 Supplemental Environmental Impact Study (SEIS)

Mr Spaits:

In response to the request for public comments and inputs regarding the F-35 SEIS scoping process, would you please include this request to have the SEIS analysis of alternatives consider an additional alternative for Main Operating Base Alternative 2: Duke Field?

This alternative (2F?) would include the addition of an east-west runway to the existing north-south runway complex at Duke. This new runway might intersect the southern end of existing runway 18-36, and run 60-240 or 90-270, for example, subject to all additional runway design considerations (e.g., operational requirements, prevailing winds, terrain, cost, etc.).

Duke Field is uniquely positioned within the Eglin Complex to serve as the MOB for the F-35, building on existing airfield infrastructure, and offering the potential for unrestricted flight training, maximum future growth, and minimum impact to the surrounding metropolitan areas.

Thank you very much for your consideration of this request.

Very Respectfully,
Jim Galloway

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**Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS**

LOCATION: FIRST BAPTIST CHURCH OF VALPARAISO DATE: AUGUST 28, 2009

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

AFTER ATTENDING THE "SCOPING + PUBLIC COMMENTS" PRESENTATIONS WITH MY NEIGHBORS, AT BOTH "VALPARAISO (8/27/09)" + "NORTHWEST FLORIDA COLLEGE (8/24/09)", MY POSITION REMAINS UNCHANGED, WITH WHAT I OUTLINED IN MY APRIL 24, 2008 CORRESPONDANCE TO MR. MIKE SPAITS. (I HAVE A "CERTIFIED-MAIL-RECEIPT" FOR THAT "CORRESPONDANCE," IF YOU NEED IT FOR "YOUR RECORDS," (SEE ATTACHED PLEASE). BASICALLY, MAYOR ARNOLD STATED EARLY ON IN THIS "ENVIRONMENTAL PROCESS," THAT TO "PROCEED ON" WITH THE F-35 MISSION, AS INITIALLY PLANNED, WOULD SERIOUSLY IMPACT THE "QUALITY OF LIFE" IN VALPARAISO. THAT MAY HAVE BEEN AN "UNDER-STATEMENT." AT YESTERDAY'S, "VALPARAISO SCOPING SESSION," MR. DON CAVERLY, STATED FOR THE RECORD, THAT HIS CURRENT "TRIM NOTICE," INDICATED A 15% DECLINE IN "JUST-MARKET VALUE," WHICH HE BELIEVES IS ATTRIBUTABLE TO THE NEGATIVE IMPACT, THE "PROJECTED," F35 NOISE "IMPACT WILL BRING TO VALPARAISO, IF "WORKABLE" MITIGATIONS, DO NOT OCCUR. MR. CAVERLY AND I RESIDE IN THE SAME "INDIAN SHORES SUBDIVISION." MY "TRIM NOTICE" (CONT.) (REVERSE)

**** continue on back for more space ****

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.

Name:	EDWIN H. GARVER
Organization:	
Address:	
city/state/zip:	

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.
 No, do not include my name and address on the mailing list.

Please mail this form to:
 EGLIN AFB PUBLIC AFFAIRS
 ATTN: MIKE SPAITS
 101 WEST D. AVENUE, SUITE 110
 Eglin AFB, FL 32542-5498

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INDICATED, A 21% PLUS DECLINE IN MY "JUST MARKET VALUE" OVER THE SAME TIME FRAME. I VISITED WITH MR. PAT CASTILLE, CFE AT THE "PROPERTY APPRAISER'S" OFFICE ON AUG. 21, 2009 AND DIDN'T RECEIVE A SATISFACTORY ANSWER FOR THAT "ADJUSTMENT," EXCEPT THE "HOUSING BUBBLE" ADJUSTMENT. HE INDICATED TO ME THAT THE "NOISE-ISSUE," WHICH COULD AFFECT "VALPARAISO" BY JANUARY 2010, MIGHT REQUIRE ANOTHER DECREASE IN "JUST MARKET VALUE" TO VALPARAISO PROPERTIES. MY NEIGHBOR, AT [REDACTED], SOLD THAT PROPERTY ON JUNE 6, 2007 FOR \$1,317,000.00, WELL AFTER THE "HOUSING BUBBLE" HAD BURST. I KNOW, BECAUSE WE HAD OUR "PROPERTY" LISTED WITH "EBR" THROUGHOUT 2005 AND "CARRAIGE HILLS" IN 2006. SEVERAL "EXPERTS" HAVE "OPINED," REGARDING OUR RESIDENCE, DURING THIS "TIME FRAME," THAT ADJACENT (WATER-FRONT) PROPERTY, AT #109 SOLD FOR \$1,539,000 ABOVE IT'S "JUST MKT VALUE" IN JUNE 2007, THEN RE-SOLD FOR \$575,000.00 ON APRIL 2008, A 20% ADJUSTMENT, WHEN THE "NOISE DE-BATE" WAS AT "FULL-THROTTLE," IN THE "LOCAL MEDIA" AND "TOWN-HALL" CLINIC'S. AFTER MUCH READING, DISCUSSION, CONSULTATION AND ASSAURATION, AS I RAPIDLY APPROACH, 74 YEARS YOUNG, I BELIEVE THE "ALTERNATIVES" PRESENTED FOR "DUKE FIELD," IS A THOU 2E, TO BE THE ONLY "REASONABLE ALTERNATIVES" I CAN "VISUALIZE" BEING WORKABLE AND SAVING THE "VALPARAISO COMMUNITY" FROM "IRREPARABLE HARM." WHEN I ATTENDED, THE "JLUS" COMMITTEE MEETING ON AUGUST 12, AT THE "NICEVILLE COMMUNITY CENTER," I COULDN'T BELIEVE MY EAR'S, WHEN MR. FANTO IMPLIED A LACK OF "GOOD FAITH" ON "VALPARAISO'S" PART, BY NOT VOTING FOR THE "JLUS" RECOMMENDATIONS, COULD COST VALPARAISO "FEDERAL ASSISTANCE," "RETIRED OFFICER'S" HEARD THAT COMMENT AND "LIKE WHERE, I GREW-UP," THAT'S CALLED "EXTORTION AND BLACKMAIL." I HOPE SOME-ONE BUY'S MR. FANTO A COPY OF "BLACK'S LEGAL DICTIONARY" IN MY "OPINION," THE VERY "PROFESSIONAL PRESENTATIONS," DELIVERED AT YOUR AUGUST 27TH, 2009 "SCOPING" SESSIONS, BY MR. BOB BACHELOR AND MR. BOB WEBB, ARE BY FAR, THE MOST REASONABLE AND "COST EFFECTIVE" SOLUTIONS TO THE "FACT'S" PRESENTED TO DATE. MR. WEBB ALSO "ARTICULATED" THE PROBLEMS AT YOUR AUGUST 26 "SCOPING SESSION," IN MY "OPINION," I WILL BE OUT OF TOWN UNTIL AFTER "LABOR DAY," PLEASE CONTACT ME AT [REDACTED]. IF I CAN BE OF ANY ASSISTANCE, RESOLVING THIS "ISSUE," REGARDS,

Edwin H. Garner, 4406, 215AT, (RET)

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Apr 24, 2008

** ATTACHMENT TO: Aug 28th, 2009 "Scoping Meeting" Written Comment Form*

Mr. Micheal Spaits, Public Affairs Officer
96 CEG/CEV-PA
Eglin AFB FL 32542-5000

Dear Mr. Spaits:

Having received the "Draft Environmental Impact Statement" dated March 2008 and the correction page, dated April 14, 2008 to this document, I feel it appropriate to go on record with the following statement.

I have been unable to attend any of the public hearings to date and do not deem it possible to attend either of the remaining scheduled hearings in Crestview or Monroeville, Ala. I have given the document a preliminary scan and followed closely the written reports (News Media) of the previous public hearings.

My analysis of all the information I have gathered thru the above sources and experience garnered after a twenty-plus year career in the United States Air Force concludes me to agree with one of the primary assessments made by Mayor Bruce Arnold. As recorded in the The Bay Beacon, dated April 23, 2008, page A-2, Mayor Arnold is quoted as stating, "that under the worst case scenario no areas of the city would meet the noise levels (less than 65 decibels) recommended by the Air Force and the Environmental Protection Agency. One fear is that no one will want to live in such high noise areas, making it difficult for residents to sell their homes in the future."

As a resident of Valparaiso, I am requesting that you record my letter of agreement with Mayor Arnolds statement and assessment of the impact this proposal would have upon the "quality of life" in Valparaiso.

I would sincerely appreciate a letter of response from you to acknowledge receipt of this letter, thank you for your attention,

Sincerely,
Edwin H. Garver, Lt. Col., USAF, (Ret)

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Return Receipt Fee (Return Receipt Required)	\$1.00
Registered Delivery Fee (Registered Mail Required)	\$1.00
Total Postage & Fees	\$5.06

APR 24 2008
USPS - 32509

Sent to: *Mr. Michael Spaits Public Affairs Officer*
Street, Apt. No.: *96 CEG/CEV-PA*
or PO Box No. *96 CEG/CEV-PA*

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Written Comments Received During Public Scoping Process

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

From: Barry Gramm [REDACTED]
 Sent: Sunday, September 06, 2009 5:08 PM
 To: [REDACTED] USAF AFMC 96 ABW/EA
 Cc: [REDACTED]
 Subject: SEIS Comments

Major General Charles E. Davis,
 7 Sep 2009

At the great risk of committing redundancy (my eyes have glazed over from all the slides I've seen), and conceding that some or all of these suggestions may already be underway beyond my knowledge, I would like to offer a brief suggestion toward resolving the major issues relating to the implementation of BRAC currently facing Eglin AFB and its environs.

I retired from the Air Force after 30 years of service. My career was predominantly spent flying fighters, seven of those years were flown right here at Eglin. I flew for three years with the 33 FW in the 1980's. The last four years of my flying career was with what is now the 53 WG, retiring as Chief of Standardization/Evaluation, (79 TEG).

The major elements of BRAC that affect us here that I would like to address are the basing of the U.S. Army 7th Special Forces Group (7 SFG) and the Joint Strike Fighter (JSF) schoolhouse within the Eglin AFB complex. So far I have seen these two elements being treated as separate issues. I see these elements as being inextricably linked.

The Duke Field Upgrade.

As you are well aware, the U.S. Army 7 SFG is a 2000+ strong, self-contained, fully deployable combat unit. To support the deployment and redeployment of such a unit requires a fully operational airfield able to handle a large number of military transport aircraft at any time, day/night, in all weather conditions. That airfield is naturally Duke Field, which is collocated with the 7 SFG, much like the situation we have with F-16s and 20th AFB.

In order to provide this needed support for the 7 SFG, Duke Field requires significant infrastructure upgrades. In addition to many other things, the major improvements needed include:

1. A new (minimum 10,000' x 200') parallel north/south runway (installed to the east of the existing north/south runway), complete with an Instrument Landing System (ILS) with one as a minimum for south landings
2. Associated supporting taxiways, ramps, and parking areas
3. Upgraded fire and rescue capabilities

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4. Maintenance hangars/facilities, fueling, and ground support equipment.
5. Base Operations support if not already in place.

In addition, an assault type airstrip should be built even further east on the airfield. This strip/pad would be used for special operations/assault strip flight training.

The JSF Basing Issue:

The contentious issue for this part of BRAC are the noise levels and frequency of the expected increase in flight operations of Eglin AFB, combined with the much-out sized high noise signature of the coming JSF (F-35).

The preferential active runway configuration for Eglin is Runway 19 and Runway 12. Runway 12 is the preferred runway for the 33 FW and Runway 19 is the preferred runway for the rest of the base air traffic (46 MW, 53 WG, transient DOD flights, commercial airlines, and the aero club).

This is all due mostly to prevailing surface winds and convenience factors based on the base geography and taxi considerations.

The solution to reduce the noise (and Clear Zone) issue for Valparaiso is to simply reduce the traffic to Runway 19, in particular the noisiest traffic which is produced by aircraft conducting practice approaches which culminate in a go around or missed approach right over Valparaiso.

North flow operations (Runway 21/Runway 30) do not present the same problems since their approaches overlay unpopulated areas. The approaches associated with full-stop landings to Runway 19 over Valparaiso are relatively quiet (due to greatly reduced power requirements) and have been occurring at about the same frequency for many years.

The most common worst case situation as it exists right now for Valparaiso is a two-ship flight of F-22s (most likely visiting from our sister training base at Tyndall) on a practice or flight evaluation ILS approach to Runway 19 (which for single seat fighters requires a chase). During their missed approach/go around, there are four F119 engines simultaneously going to military power at very low altitude over Valparaiso. It would probably take a F-52 on a go-around to exceed those dB levels.

This situation can be greatly improved in the near-term by simply diverting most all of the practice approach traffic to Runway 12. These practice approaches utilize Runway 19 because it has an ILS and Runway 12 does not. This lack of an ILS on Runway 12 is also what forces 33FW flight operations to Runway 19 for approaches and landings during periods of poor weather (below non-precision

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minimum) and night operations (precision approach required if available).

I have seen the installation of an ILS on Runway 12 previously mentioned briefly, but this is the critical element that would make it possible for nearly all the practice approach traffic to utilize Runway 12, and allow the 33 FW to continue to use Runway 12 during bad weather and at night. The 33 FW would only need to use Runway 19 on the rare occasions when surface winds won't permit Runway 12 operations, or when Runway 12 is simply closed or unavailable.

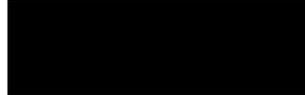
This near-term solution will be a relatively inexpensive and quick process when compared to all the other infrastructure proposals expressed to date. The necessary approach lighting system may need to be non-standard (shorter) due to the Runway 12 proximity to the airfield boundary, but this is the same case that currently exists for the lighting system serving Runway 19.

In the longer term, since Duke Field would have been upgraded to support the Army (as recommended here) it would also have an ILS approach. As a result, the majority of the practice visual and instrument approach work of all locally-based aircraft (not just the F-35's), and transient DOD aircraft could be accomplished there as well. In addition, if Duke Field were to also have the assault strip that is recommended above, it would be the ideal auxiliary training site for the noisiest JSF flight training of all: Short Takeoff and Vertical Landing (STOVL) for the F-35B.

The upgrading of Duke Field is the main point here, requiring significant time and money. The flight training conducted at Duke Field, since it is located deep within one of the largest ranges in the country, will always remain many miles and many decibels from the nearest population. The field's main purpose would be to support 7 SFG operations and the benefits it would provide for local flight training are ancillary. But these benefits are also critical to facilitating the maximization of USAF, Navy, Marine, and Allied F-35/JSF training, while also maintaining the mutually supportive, congenial relationship between Eglin AFB and the local community.

I appreciate your consideration and time. I am at your service for any assistance I may be able to provide.

Barry S. Stamm, Lt Col, USAF (ret)



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FROM : [REDACTED] PHONE NO. : [REDACTED] Sep. 17 2009 12:53PM P1

AFTER 30 YEARS, FAREWELL TO THE EGLIN F-15'S AND THE SOUNDS OF FREEDOM IT DELIVERED TO OUR PEACE OF MIND. ICING ON THE CAKE IN VACATION PARADISE IS AN ALL-AMERICAN FLY-OVER OF THE BEACHES

NOW WE WAIT FOR THE NEXT SLICE OF AIR MILITARY ECONOMIC PIE-IN-THE-SKY

ADVERTISING IN AVIATIONWEEK.COM MAGAZINE CHAMPIONING THE POWERFUL, ALL-AMERICAN TRADE-MARK OF "POWERING FREEDOM™" IS PRATT AND WHITNEY, SO PROUD OF THE POWERFUL P+W F-135 JSF JET ENGINE.

A LOT OF MONEY IS THE 300 BILLION THE PENTAGON PLANS TO SPEND ON THE NEXT GENERATION F-35 JSF.

DRUNK WITH POWER, PRATT AND WHITNEY IS PROUD TO GO AFTER A BIG SLICE OF THE PENTAGON BILLIONS. ON PAPER, "WE" HAVE THE MOST POWERFUL FIGHTER JET ENGINE IN THE HISTORY OF MODERN MAN.

ON PAPER, THE MIGHTY F-35 JSF WILL KICK DOWN THE DOOR AND KILL THE ENEMY WITH STEALTHY SPEED, POWERFUL NOISE, AND YOUR MONEY'S WORTH OF AIR MILITARY COMBAT ANYWHERE IN THE GLOBAL WORLD-WIDE AIR ARENA.

ON PAPER, WHAT WILL BE THE PRICE TO HEAR YOUR NEW GENERATION, LEARNING PROCESS F-35 SOUNDS OF FREEDOM?

I HAVE REALLY HEARD WHAT YOUR NEW F-35 CAN OR CANNOT DO ON A WINDY DAY A FEW DAYS AFTER THE GOODWILL DEMONSTRATION VISIT. I HAVE HEARD AND PAID THE PRICE OF A F-35 AIR FLY-OVER POWERED BY PRATT AND WHITNEY.

ON A WINDY DAY, F-135 JSF JET ENGINE POWER CANNOT DELIVER A CIVILIZED ALL AMERICAN FLY-OVER.

MY FRIENDS IN WEST FLORIDA, CAN WE CONSIDER SOME PROUD ALL AMERICAN COMPETITION IN THE FORM OF GENERAL ELECTRIC GEAVIATION.COM TO ONCE AGAIN HEAR THE AMERICAN WAY SOUNDS OF FREEDOM AS WE KNOW IT?

CAN GE TURN IT DOWN A NOTCH AND DELIVER A MORE CIVILIZED JET ENGINE TO TOLERATE?

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FROM : [REDACTED] PHONE NO. : [REDACTED] Sep. 17 2009 12:55PM F2

PRATT AND WHITNEY PWUTC.COM CAN SELL A THOUSAND PLUS F-135 JET ENGINES DISTRIBUTED WORLD-WIDE AND GET THE FAT SLICE OF ECONOMIC PIE-IN-THE-SKY.

PLEASE, JUST DONT FLY IT OVER ME AGAIN IN PEACETIME

WITHOUT A DOUBT, THE AIR FORCE IS CONSIDERING ALL OPTIONS. PINCHING PENNIES IS NOT AN OPTION.

300 BILLION DOLLARS IS ENOUGH MONEY TO GO AROUND, BUT NOT ENOUGH TO POUND THE CIVILIAN RESIDENTS OF VALPARAISO BACK TO THE STONE AGE, LOTS OF YOUR FRIENDS AND NEIGHBORS OF OKALOSA COUNTY INTO EXTREME SACRIFICE, AND ON A WINDY DAY ANYWHERE IN WEST FLORIDA, MAYBE EVEN YOU TOO.

FRANK GREENE
[REDACTED]

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Written Comments Received During Public Scoping Process

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

From: Harter [REDACTED]
 Sent: Friday, August 21, 2009 8:18 PM
 To: Spatts, Mike CIV USAF AFMC 36 ABW/PA
 Subject: F 35 public hearings

F-35 public hearings:

We are a retired Air Force-officer family. We have lived in our home on [REDACTED] in Valparaiso since 1990.

We are dismayed and extremely concerned that the F-35 noise levels will not only make our long-time home uninhabitable, but will make our entire retirement dream fail, as our investment becomes un-reliable, and even un-reliable.

We have invested much money and effort to keep our home updated, to sustain its value. But the F 35 noise levels could destroy this. Our city cannot afford to sound-proof the homes affected. Our insurance company will not reimburse us.

The Air Force would not expect its on-base members to live under the noise conditions expected from the F 35. Why should we be expected to do so?

With respect to Eglin's mission, we sincerely ask, as our city officials have already done--that the Air Force make every effort to mitigate the noise issue. Our community's health and well being depend on it.

Sincerely,
 Kay and Rick Harter
 [REDACTED]

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Written Comments Received During Public Scoping Process

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

From: Harter [REDACTED]
Sent: Friday, August 21, 2009 9:50 AM
To: Spatts, Mike CIV USAF AFMC 36 ABW/PA
Subject: F 35 Public Hearings

Mike -- I'm a resident of Valparaiso and a former F-16 pilot. The following are my suggestions to mitigate the noise issues of the upcoming F-35:

- > Restrict the F-35 to operations on Rwy 12/30 unless emergency.
- > No afterburner (AB) takeoffs unless operationally required.
- it's difficult to imagine a scenario where MIL power won't be adequate.
- > Since Simulated Flame-Out (SFO) approaches must be practiced in the F-35, recommend that the climb to SFO altitude be restricted to MIL power (no AB) with the same Rwy 12/30 restrictions.

Thanks for considering these. LT Col Rick Harter (Ret)

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Eglin BRAC Supplemental EIS

LOCATION: NAVARRE FL DATE: 2/24/09

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

I LOVE MY COMMUNITY THE WAY IT IS, PLEASE DO NOT BRING THIS LOUD AIRCRAFT INTO HOLLY-NAVARRE. THANK YOU

**** continue on back for more space ****

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.

Name: KIRI KEMMLER

Organization: _____

Address: _____

City/State/Zip: _____

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.

No, do not include my name and address on the mailing list.

Please mail this form to:
EGLIN AFB PUBLIC AFFAIRS
ATTN: MIKE SPAITS
101 WEST D. AVENUE, SUITE 110
Eglin AFB, FL 32542-5498

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

From: LEKINS [REDACTED]
 Sent: Friday, September 04, 2009 5:02 PM
 To: Spalts, Mike CIV USAF AFMC 96 ABW/EA
 Subject: EIS inputs

Mike,

I see in the Bay Beacon that you are accepting inputs from the public on the EIS. The fact that you gave your phone number and email address shows that you are sincere, a breath of fresh air after watching the JLUS team run all over Valparaiso, accepting no input from anyone. (See any difference between the draft JLUS and the final, a lot asking for inputs from the various communities affected?)

The JLUS shows that the F-35 will cause a major problem for us residents of Valparaiso. I think that the EIS can show that these problems can be mitigated to the point that the major problems become a minor nuisance. I offer the following suggestions:

1. Require Eglin to make the east-west runway the prime runway, using the north-south runway only if the crosswind component exceeds 20 knots. This would apply to all jet and turboprop aircraft, excepting commercial aircraft. (no concurrence of the FAA required). Show noise levels for the two runways separately. Use meteorological data to predict what percentage of operations would be on the east-west runway. This would show that the noise affecting Valparaiso will be much less than the JLUS claims.
2. When the F-35 syllabus requires the use of afterburner for takeoff (I understand normally takeoffs will be at mil power) limit them to the east-west runway only.
3. Establish traffic pattern entry points to minimize overflights of populated areas and limit overflights to 5000 feet.

I sincerely believe that mitigation is the answer. We Valparaiso residents are not against the F-35, we just don't think we can live with 100 or more sorties a day using the north-south runway as it is presently being used due to the prevailing winds.

As to my background, I have over 5000 hours of jet time, including 1000 hours in the F-4.

Please acknowledge receipt of this email, as I have heard that the airmail address will often not accept mail from private persons.

Harrison E. King
 Valparaiso

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Written Comments Received During Public Scoping Process

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

From: Gene Kovatch [REDACTED]
 Sent: Tuesday, August 25, 2009 8:43 PM
 To: Spaits, Mike CIV USAF AFMC 36 ABW/PA
 Subject: F35 Joint Strike Fighter
 Importance: High

Mike Spaits,

I just found out about your Public Scoping Meeting in Navarre. This was the first time I had heard about it. I watched the Wear News at 11 AM and no mention was made of it or I would have been there. I guess this was my fault, since I went back and took a better look at the Navarre Press and found the notice. Normally I do a better job of checking out the newspaper and I am really sorry I missed this time.

Enough about me, I wanted you and who ever puts together info on the side of bringing the Jet to our area to know my husband and myself are VERY MUCH in favor of this. We need the new money it will bring to our area, we are willing to put up with some noise to have the Jets in our area. Too many people have their heads in the sand, and we are afraid that you will not bring all the Jets here now. Please don't let a minority of the people spoil it for everyone. Is there a way to take a vote? I bet if this was put on our election ballot you would be surprised how many people are really behind the military and what you can do for an area.

If you have another meeting in the Navarre area please make sure there is a lot more info out there. I will be keeping a more diligent eye on the news just in case. Put down Gene and Lunette Kovatch as totally behind your bringing this equipment to our area. Thanks for listening.

Sincerely,

Gene & Lunette Kovatch
 [REDACTED]

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Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: VALPARAISO 1st Baptist Church, VALPARAISO, FL DATE: 27 Aug 09

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

Thanks for the info. presented at the meeting.

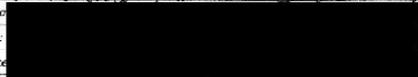
Having spent almost 39 yrs working on and around military airports 4 yrs US Marines 22 yrs US Air Force, and 12 yrs 8 mos at the Navy Depot Pensacola, FL. I can see the concerns that we all have about noise levels.

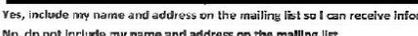
Based on all the input I heard at this meeting, my thoughts are that all operations should be moved to DUTC Fld I know there will be some more cost involved, with building a new east run way (over)

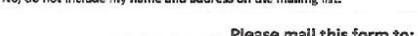
*** continue on back for more space ***

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in the entirety.

Name: MR & MRS CHARLES E. LORNEY

Organization: 

Address: 

City/State: 

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.

No, do not include my name and address on the mailing list.

Please mail this form to:

EGLIN AFB PUBLIC AFFAIRS
ATTN: MIKE SPAITS
101 WEST D. AVENUE, SUITE 110
Eglin AFB, FL 32542-5498

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But the impact on all communities in
 the area would be less as the area
 north of T10 is less populated.
 This is only my thoughts and it would
 probably be more favorable to the
 area and would also make the A.F.
 look like a much better neighbor.
 Thanks for writing to me I'm
 just interested in what seems to
 best all around for everyone.
 Charles E. Spooner
 USGT Ret 337PW
 [Redacted]

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Written Comments Received During Public Scoping Process

Public Scoping Meeting 8/27/2009
DKM Written Comments

Thanks for the meeting you held with Valparaiso residents today. The Air Force's attention to providing us with information about its studies is obvious and appreciated. In a nutshell, however, my major concern is how the Eglin BRAC Program affects me and the city in which I live, and I still don't know. Is the Air Force listening to our issues or is it just telling us what its doing or going to do?

As most, if not all, of the residents in our city, my major concern is the noise level impact the new JSF will have on Valparaiso, and particularly on my neighborhood, Hidden Cove, located about a half mile from the north-south runway. In that vein, I am also concerned about the number of fighters involved. I understand there are 59 in the initial number, but that there is a good chance of 48 more eventually. I also understand that the mission of the Air Force at Eglin will change to be one of training, and that the number of sorties will increase significantly.

Other than your explanations during the meeting, I know little about the methods and measurements the Air Force uses to obtain data regarding noise levels over our city. I can only assume they are accurate and fair in what they measure, and that the Air Force is honest and unbiased in their use and the results they furnish. Likewise, before the meeting, I knew little about the SEIS, RODs, and other administrative actions the Air Force must take in making its decisions. Your explanations at the meeting about their purposes were complete. However, I still don't know what weight will be given to the analyses you have made and are making.

What I do understand from what I've heard is that after the bed down of the JSF and training operations begin, the noise level will be significantly higher than at present. And, if this occurs at Eglin Main, Valparaiso will be adversely impacted in general quality of life and certainly in diminished property values.

In essence, if the noise level impact of the JSF is as significant as has been proposed, then the Air Force will have made a great part of Valparaiso unlivable, at least as it was before the JSF bed down. If that occurs, the Air Force has claimed private property for its own use. When a government entity acquires property in this manner, it does so under eminent domain, and it pays owners a fair market price.

Such considerations may have been made by the Air Force, and if they have, I would appreciate hearing about them. If there have been no such considerations, then I suggest such be discussed.

Sincerely,

D. K. McDonald

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Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: # COMFORT INN DATE: AUG 25, 2009
CONF. CENTER - NAVARRE FL
THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

PLEASE SEE ATTACHED COMMENT.

**** continue on back for more space ****

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations, or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.

Name:	<u>NANCY MODEL</u>
Organization:	<u>SANTA ROSA COUNTY PLANNING + ZONING</u>
Address:	<u>6051 OLD BARBADO HWY. STE 201 MILTON FL 32583</u>
City/state/zip:	<u>MILTON FL 32583</u>

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.
 No, do not include my name and address on the mailing list.

Please mail this form to:
 EGLIN AFB PUBLIC AFFAIRS
 ATTN: MIKE SPAITS
 101 WEST D. AVENUE, SUITE 110
 Eglin AFB, FL 32542-5498

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The following comment was sent on September 10, 2009 via a Comment Form from the Navarre Scoping Meeting for the Eglin BRAC Supplemental EIS:

The initial EIS found traffic on US 98 west of Hurlburt Field, generated by the alternatives, to be insignificant. Although the model showed the new traffic to be insignificant, it is additive to the existing traffic generated by Hurlburt Field and Eglin Air Force Base coming into Santa Rosa County. Is it possible to conduct a cumulative effects analysis, required by NEPA, to show the impact of traffic in Santa Rosa County? The cumulative effects analysis looks at the impact of the proposal in combination with other federal actions past and present. The County has no desire to object to the traffic, but we do wish to adequately plan for it.

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

From: Mogle [REDACTED]
Sent: Wednesday, August 26, 2009 9:10 AM
To: Spaits, Mike CIV USAF AFMC 36 ABW/PA
Subject: SEIS Scoping Inputs

Dear Mr. Spaits,

The following is my public input to the ongoing SEIS. I would appreciate confirmation of receipt.

Thank you for the long-hard work you have put into past and present EIS/SEIS efforts!

George Newman
[REDACTED]

GEORGE H. NEWMAN
[REDACTED]

August 25, 2009

SUPPLEMENTAL ENVIRONMENTAL IMPACT STUDY
PUBLIC SCOPING OPINION INPUTS

I strongly oppose Eglin AFB's gain of the F-35 Joint Strike Fighter (JSF) Initial Joint Training Site. It is my opinion that JSF flight operations will result in:

- 1) Increased potential for loss of life; 2) dramatic negative impact on quality of life; 3) negative impact on commercial flights to/from Eglin and related loss of tourism; and 4) noise related cruelty to pets and wildlife.

JSF flight operations present a serious threat to human life in terms of crashing aircraft, related hydrazine leaks, and carbon fiber debris fallout. The JSF has an unproven flight safety record, and has a single cockpit with no provisions for a flight instructor to correct potentially fatal student errors. Compounding the JSF mishap potential, and contrary to previous Air Force claims, is the fact that the United States Marine Corps' JSF flight instructor cadre will not be required to hold flight instructor credentials to become JSF flight

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instructors at Eglin. The following Marine Corps message confirms this serious instructor experience deficiency:

MarAdmin 347709, released June 9, 2009, solicits pilots to fill eight F-35B billets. Applicants must be AV-8B Harrier, F/A-18 Hornet or EA-6B Prowler qualified pilots, have a minimum of 500 flight hours and a division flight lead or instructor designation. <http://www.defencetalk.com/us-marines-seeking-f-35-jsf-instructor-pilots-20160/> <<http://www.defencetalk.com/us-marines-seeking-f-35-jsf-instructor-pilots-20160/>>

Given the JSF is a single-seated aircraft, residents will be at risk when student pilots fly the JSF without experienced instructors having immediate access to flight controls. JSFs will be carrying live bombs and hydrazine while under the oversight of potentially unqualified instructor pilots.

JSF aircraft are assumed to carry the hazardous rocket fuel 'hydrazine' to power critical backup systems in the event of an engine failure. Based upon initial F-16 mishap statistics, the local community can expect at least 10 JSF crashes for every 100,000 JSF flying hours. Thousands of pounds of carbon-fiber scatter over the community is a serious threat to lives in the vicinity of JSF crash sites; adding probable hydrazine spills to each disaster will likely result in additional loss of life.

JSF flight operations in the vicinity of populated areas present a serious threat to our quality of life. The projected JSF training flights, of which several will be night training will add extreme noise to an already noise saturated environment. Eglin area military operations already produce window rattling noise created by BOD School high-explosive detonations, C-130 over-flights and air-ground gunnery activities, and Eglin Test and transient flight operations. Air Force related studies have confirmed that residents under/near the JSF noise footprints have an increased probability of becoming highly agitated. JSF noise will ruin Eglin area community's wonderful outdoor lifestyle of golfing, fishing, boating, walking the beach, biking, running, and enjoying the great outdoors. JSF noise will force tourists to take their vacations elsewhere and local residents will be forced to move or install costly sound insulation simply to exist under/near all JSF flight and related ground operations.

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Eglin's commercial air operations will be severely limited by congestion/conflicts with JSF operations because there is only one taxiway servicing the air terminal. When these delays occur on a regular basis, commercial carriers will be forced to schedule fewer flights and ultimately move their operations to the new Panama City airport. Either option will divert tourism away from our local beaches and attractions. It is noteworthy that Eglin will be the first, and certainly the last, full-scale flight training base that also hosts commercial air operations.

JSF flight operations present a serious noise threat to outdoor pets and wildlife. JSF noise has already been established as "highly annoying" to humans. Since pets and wildlife have substantially more sensitive hearing, the constant-daily JSF noise will cause physical and mental anguish to those outdoor creatures bombarded with JSF noise.

Considering the Department of Defense's policy that all reasonable, economical and practical measures will be taken to reduce and/or control the generation of noise from flying and flying related activities, the Air Force must look elsewhere -- potentially to the U.S. desert Southwest to locate the Joint Strike Fighter Initial Joint Training Site.

Should the JSF be based and flown at Eglin AFB, the following noise abatement recommendations will help reduce JSF noise:

- * Takeoffs are prohibited on the North/South runways. Only a single full stop overhead approach to landing will be allowed on the North/South runways. The first five student flights, all overhead pattern work, short takeoffs, and vertical landing work will be accomplished at the auxiliary fields.
- * Formation takeoffs at Eglin are prohibited
Formation approaches and/or landings at Eglin are prohibited
Two ship chase at Eglin is prohibited
Night flying at Eglin is prohibited
Night approaches at Eglin are prohibited

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- * Eglin: All takeoffs and climb-outs will be "sub-mil" power settings (the minimum power required to safely takeoff will be pre-computed prior to signing out-departing operations). Afterburner will only be selected under Emergency conditions. Aircraft taking off will liftoff and accelerate at sub-mil power to "best computed climb speed". Once this airspeed is reached, aircraft will climb at sub-mil power to a minimum of 10,000 ft AGL prior to advancing power to military and accelerating to tactical airspeeds.
- * Penetrations, Descents, Approaches, and Patterns at Eglin AFB: Aircraft will arrive over all flying airfields at a minimum of 10,000 ft AGL. Once over the intended landing field, an idle power circling descent will be flown to: Initial, touchdown/low approach (for SFOs), radar/ILS entry points. Idle power descents present the advantages of minimizing noise while gaining proficiency/practice in Infrared missile threat signature control.

George F. Newman

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Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: FIRST BAPTIST CHURCH - VALPARAISO DATE: 8-27-09

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY:

AS A CLEAR ZONE RESIDENT, MY PRIMARY CONCERN IS NOT KNOWING WHAT WILL HAPPEN TO MY HOME, ESPECIALLY IN LIGHT POSSIBLE BEDDOWN ALTERNATIVES. MY HOUSE IS 50 YEARS OLD AND IN NEED OF RENOVATIONS THAT CANNOT WAIT MUCH LONGER. I REQUEST THAT ALL PARTIES INVOLVED TAKE TIME TO VIEW THIS SITUATION FROM THE PERSPECTIVE OF THE CLEAR ZONE RESIDENT, WHO HAS ALREADY HAD ANY FUTURE HOME MAINTENANCE REQUIREMENTS ON HOLD OR IN LIMBO FOR 5 YEARS. IT'S DIFFICULT TO LIVE IN A DWELLING WHERE YOU'RE HESITANT TO DO SO MUCH AS PAINT A WALL OR REPLACE CARPET IF IT MAY TURN OUT THAT YOUR HOME MAY BE BULLDOZED IN THE NEAR FUTURE.

SECONDLY, I WOULD LIKE TO KNOW WHAT DEFINITION OF "FAIR MARKET VALUE" WILL BE USED TO APPRAISE MY PROPERTY SHOULD THE WORST CASE SCENARIO OCCUR. WILL IT BE THE MARKET VALUE BEFORE THE AIR FORCE ANNOUNCED ITS PLANS, OR AFTERWARD?

**** continue on back for more space ****

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Name: PERRY SHERMAN

Organization: _____

Address: _____

City/State: _____

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.
 No, do not include my name and address on the mailing list.

Please mail this form to:
 EGLIN AFB PUBLIC AFFAIRS
 ATTN: MIKE SPAITS
 101 WEST D. AVENUE, SUITE 110
 Eglin AFB, FL 32542-5498

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I STRONGLY AGREE WITH MR. WEBB'S COMMENT. IF THE ENTIRE AREA STANDS TO PROFIT FROM THIS, THEN THE ENTIRE AREA SHOULD SHARE IN THE NOISE TOLERANCE.

THANK YOU FOR ALLOWING MY INPUT.

Perry V. Steiner

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Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: VAL-P DATE: 9-27-09

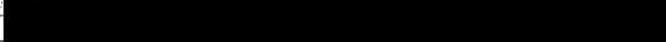
THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

Hello,
Thank you for hosting the Val-p scoping meeting, and thanks for this opportunity to enter my comments into the public record. Although the oral comments covered the large portion of the concerns I had, I would like to add a thought or two. I consider Duke Field OPTION TO Be the only real choice to effectively mitigate noise over Val-p. I ALSO WANT TO SEE THE final agreement between EGLIN AND VAL-P USE NUMBER OF OVERFLIGHTS As a measurement tool. More than any averaged measured sound level (DNL, for instance) While Overflights can be easily tracked, measured, and proven, Sound level averages would be impossible (nearly) to agree on, measure, and enforce, should a disagreement occur. Simply use the "D.N.L.'s" to "reverse engineer" arbitrary overflight numbers - (over)

**** continue on back for more space ****

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Name: NEAL SHERMER
 Organization: 
 Address: 
 City/State/Zip: 

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.
 No, do not include my name and address on the mailing list.

Please mail this form to:
 EGLIN AFB PUBLIC AFFAIRS
 ATTN: MIKE SPAITS
 101 WEST D. AVENUE, SUITE 110
 Eglin AFB, FL 32542-5498

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So that all parties will be able to more easily see if sound levels agreed to are being achieved to. IN Addition, Mr. WARB stated At the meeting that "UACIP" WAS willing to "SHARE" The burden... That would be the total noise burden, not the "F-35" training mission noise burden. We will continue to bear the "burden" of the test wing noise, the commercial noise AND the other "non" F-35 noise. So put the entire program at "Duke" to totally and completely remove the "TSE" noise from UACIP's already large share of noise burdens associated with EGLIN.

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SEP-17-2009 14:03 From: [Redacted] To: 8824994 Page: 1/1

Jeremy Pata
[Redacted]

facsimile transmittal

To: Michael Spotts Fax: 850-882-3902
From: Jeremy Pata Date: 9/17/2009
Re: Petition of Support for F-35 bed down in Santa Rosa County Pages: 4
Cc: [Name]

Urgent For review Please comment Please reply Please recycle

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SEP-17-2009 14:23 From [REDACTED] To: BRAC4894 Page: 2 of 4

Community Support for F-35s at Choctaw Field

This petition is to show the support of the people of Santa Rosa County for the officials of the Eglin BRAC Supplemental Environmental Impact Statement. We, the undersigned, are concerned citizens who urge Eglin BRAC officials to recognize our support to bed down the proposed Air Force Squadrons at Choctaw Field in Santa Rosa County.

Printed Name	Signature	Address	Comment	Date
BARBARA CHERRY	<i>[Signature]</i>	[REDACTED]		9/23/09
ROSIE A. CURTIS	<i>[Signature]</i>	[REDACTED]	WE NEED ADPT. JOBS + REVENUE	9/23/09
ANA M. LAWRENCE	<i>[Signature]</i>	[REDACTED]		9/23/09
JUANITA R. DAVIS	<i>[Signature]</i>	[REDACTED]		9/23/09
DENNIS DAVIS	<i>[Signature]</i>	[REDACTED]		9/23/09
HAROLD B. MANNING JR.	<i>[Signature]</i>	[REDACTED]		9/23/09
DORLENE S. WINGFIELD	<i>[Signature]</i>	[REDACTED]		10/2/09
KAY E. ADDISON	<i>[Signature]</i>	[REDACTED]		9/23/09
BOB F. JONES	<i>[Signature]</i>	[REDACTED]		9/23/09
Alice H. Meyer	<i>[Signature]</i>	[REDACTED]	It's not the "sound of freedom"	9/23/09
Joany Pace	<i>[Signature]</i>	[REDACTED]		9/23/09
Michael Sullivan	<i>[Signature]</i>	[REDACTED]		9/23/09

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SEP-17-2005 14:34 From [REDACTED] To: 66E4894 Page: 3/4

Printed Name	Signature	Address	Comment	Date
BOB SALINGER	[Signature]	[REDACTED]	I am pleased to see that the military is taking a more active role in the community.	9-08-09
Wm P. Carter	[Signature]	[REDACTED]	Pro Military + their mission is important.	9-03-09
Lauretta D. Aiken	[Signature]	[REDACTED]		
Alvin L. Walker	[Signature]	[REDACTED]		
Sheila Cole	[Signature]	[REDACTED]	County Commissioner	9-3-09
Bob Cole	[Signature]	[REDACTED]		
Betty Cooper	[Signature]	[REDACTED]	Retired DAD employee	9-3-09
Dennis Cooper	[Signature]	[REDACTED]		9/8/09
Betty Ann Brown	[Signature]	[REDACTED]		
Alan R. Stearns	[Signature]	[REDACTED]		9/9/09
Linda K. Patrick	[Signature]	[REDACTED]	Home joint contractor	9/9/09
Timothy R. Rouse	[Signature]	[REDACTED]		
Greg Tate	[Signature]	[REDACTED]	Proced. Plan!	9/2/09
Robin Christ	[Signature]	[REDACTED]	The song of Freedom, Spring when here, April.	9/3/09
Ken F. [REDACTED]	[Signature]	[REDACTED]	Support F-35 at Eglin	9/4/09
Justa	[Signature]	[REDACTED]	CS&E	9-4-09
Joselyn M. [REDACTED]	[Signature]	[REDACTED]		

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-----Original Message-----
From: [REDACTED]
Sent: Sunday, September 13, 2009 9:24 PM
To: MikeSpaits@eglin.af.mil
Cc: Vanover, Marie M Ms CIV USAF AFMC 96 ABW/PA
Subject: SEIS Questions & Comments Input

Hi Mike,

Attached are my SEIS Questions and Comments for your use. Comments 7, 8, 9, and 10 are new while 2, 4, 5, and 6 were handed to your people at the Niceville and Valparaiso Scoping Meetings. Please drop me an email to acknowledge your receipt of all of them (AOL sometimes chops off parts of zipped attachments).

I have looked on the Eglin.af.mil website (BRAC page) for the previously submitted Questions/Comments but have not found any. Is there another page I should be looking at? If they have not yet been posted, when will they be?

Best Regards,
Bob Webb
[REDACTED]

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Question #2: Eglin F-35 SEIS Public Scoping Briefing, page #9

JSF Syllabus: This page states that the number of annual flight operations for 107 aircraft has been reduced by a huge factor (37.5%), from 240,000 to 150,000. I ask this because this is obviously a no-cost way to reduce the projected DNL levels, at least on paper. I was told at the Niceville Scoping Meeting that the reduction resulted from streamlining the training Syllabus from the original early estimates. That has some logic. However, I was also told that the final Syllabus won't be issued until aircraft Block 3 is available. Before the Block 3 Syllabus we will have Syllabus versions 2.0 and 1.0. We are now at Syllabus version 0.5, which allows not much more than landings, takeoffs, Touch and Go's, and general FAM flights.

Estimating the number of flight hours based on the present Syllabus 0.5 is completely unrealistic and would be, in fact, deceptive. For the SEIS to provide valid data for the 2nd ROD, it must use the full capability F-35 airframe training Syllabus, at the ultimate 59 and 107 aircraft loading expected in 2016 and beyond. The 2nd ROD will have an upper bound of operations that are approved. The SEIS must faithfully cover that upper bound.

I suggest the JSF Training Syllabus version utilized be included as an SEIS Appendix.

Robert Webb, Valparaiso

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Question regarding Eglin F-35 SEIS Public Scoping Meeting page #20

In Alternatives 2A, 2B, and 2C the second (new) runway is shown parallel to the present North-South runway. Could it be canted to the Northeast somewhat to relieve any effect to Bob Sikes airport operations and reduce noise levels to the eastern periphery of Crestview?

Robert Webb – Valparaiso

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

Twenty four hour average noise levels (DNL) are very difficult terms for average citizens to conceptualize. Although the DNL is an accepted standard term for aircraft noise in general, the fact that military jet engines are much noisier than civilian jet engines makes the DNL measurement less and less representative of the actual aircraft noise impact as one moves closer to the flight path of a military airfield. In other words, the short-term average noise during the aircraft pass, or Sound Exposure Level (SEL), is of far more "value" to a citizen than a long-term average, or DNL, in understanding the actual disruption to their lives. In that light, can the SEIS provide nominal F-35 SEL noise levels at various slant ranges (out to perhaps 2 miles and the typical altitudes flown)?

Robert Webb – Valparaiso

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

This question addresses the future ability of the Eglin Range Complex to support all of its currently assigned missions. Initially, the Eglin Complex should be able to accommodate the F-35, 75FG, and 46 Test Wing missions as well as all other currently assigned missions. However, as the F-35 numbers increase, the growing flight training mission will, I believe, overflow the Eglin Complex capacity. We have heard that computer models used to manage land and water range airspace show that, at some point in time, even with only 59 F-35 aircraft, the 46 Test Wing Test & Evaluation mission cannot be fully supported when combined with the 75FG and F-35 training missions. I.e., there are either not enough hours in the day or available range airspace to deconflict mission requirements. This was a problem for the Final EIS (Oct 2008) contractor who stated airspace allocation difficulties in Appendix K with their computer models.

The loss of the 46 Test Wing mission at some point would have grave negative and wide-ranging implications for all communities surrounding Eglin. The Eglin Air Armament Center, which is an extremely successful organizational model that the other Services are emulating, has Research (Air Force Research Lab), Development & Acquisition (Weapon SPOs) and Test & Evaluation (46 Test Wing) capabilities at one location. If Eglin were to lose the Test & Evaluation mission, the AF Research Lab and SPOs would have no reason to remain and would almost certainly revert to their previous location (Wright-Patterson AFB) in time. In the process, local communities would lose the high paid military and civilian scientist, engineer, management, procurement and support contractor jobs that have fueled Okaloosa County's growth and prosperity. The SEIS should evaluate the potential long-term negative Socioeconomic impact of the above scenario as well as the more usual environmental issues.

Robert Webb – Valparaiso

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Comment regarding Eglin F-35 SEIS Public Scoping Meeting

I feel compelled to make a personal statement about the F-35 deployment to Eglin. I am not against aircraft and, in fact, I, and many others in this room, have made Eglin AFB and its aircraft their careers. I favor progress. As a research engineer, progress and new technology were my main products.

The F-35 will bring positive economic input to Okaloosa County to replace the loss of the 33rd TFW F-15s. I say it again.... Positive economic input to ALL of Okaloosa County. Actually, the Army 7 SFG will more than economically replace the 33rd with the F-35 providing SURPLUS stimulus. But there are always downsides and negative impacts for progress and growth.....loss of woodland areas, increased auto traffic, denser population, etc.

In the case of the F-35 arrival, up to this point in time, the people of, and the City of Valparaiso have taken almost the FULL BRUNT of the negative impacts of the F-35 deployment.....Very high noise levels, lower housing values, lower quality of life, massive changes in city layout, tax revenue problems, etc.

I have been absolutely appalled at the way other municipal government entities in the area, particularly the County Commission have heartlessly sacrificed Valparaiso residents' quality of life for their own gain. The just completed JLUS has only minor suggested changes for all other entities while Valparaiso has MASSIVE changes mandated. Look at the JLUS for yourself. It's on the web.

Where am I going with this? Here is the point. Since the F-35 will bring upside economic gain to the whole area population, then the negative impacts from the F-35 should be equally shared also. Crestview wants and "needs" the F-35 so they should be willing to accept some additional noise from the aircraft flying in and out of Duke Field. The same thing goes should the Air Force decide to utilize Choctaw Field to some extent.

I would ask the Air Force, in their SEIS and ROD deliberations, to "share the downside wealth" and offload some of the noise of an admittedly very loud aircraft with our neighbors. Valparaiso wants the F-35.....We just don't want it ALL.

Robert Webb

 September 2009

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

This question has two parts.

- a. It pertains to Eglin Range Complex scheduling priorities and what the relative priorities for the various missions will be in the future. In other words, what will be the mix of training and Test & Evaluation missions that the SEIS studies?

When mission requirements are put into the scheduling process and all requirements cannot be supported, which missions will be non-scheduled?

- b. It is important for the SEIS to include the maximum mission requirements workload for the ultimate number of F-35 aircraft that will be stationed at Eglin, not an intermediate flight ops load that we already know will be exceeded when the full allocation of aircraft is here and fully engaged in training. Use of near-term ops data will result in falsely low (and inaccurate) noise contours. The 2nd ROD will be based on the SEIS data so the SEIS must accurately model the long term, steady-state F-35 ops level. The initial F-35 deployment start-up transient will last only 5 years whereas the aircraft will be here in operation for an additional 30 years or more.

Robert Webb

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*Written Comments Received During Public Scoping Process***Question #4: Eglin F-35 SEIS Public Scoping Meeting; DNL vs. SEL noise**

Twenty four hour average noise levels (DNL) are very difficult terms for average citizens to conceptualize. Although the DNL is an accepted standard term for aircraft noise in general, the fact that military jet engines are much noisier than civilian jet engines makes the DNL measurement less and less representative of the actual aircraft noise impact as one moves closer to the flight path of a military airfield. In other words, the short-term average noise during the aircraft pass, or Sound Exposure Level (SEL), is of far more "value" to a citizen than a long-term average, or DNL, in understanding the actual disruption to their lives. In that light, can the SEIS provide nominal F-35 SEL noise levels at various slant ranges (out to perhaps 2 miles and the typical altitudes flown)?

Robert Webb – Valparaiso

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Question #5: Eglin F-35 SEIS Public Scoping Meeting; Range Scheduling & Flight Ops

This question has two parts.

- a. It pertains to Eglin Range Complex scheduling priorities and what the relative priorities for the various missions will be in the future. In other words, what will be the mix of training and Test & Evaluation missions that the SEIS studies?

When mission requirements are put into the scheduling process and all requirements cannot be supported, which missions will be non-scheduled?

- b. It is important for the SEIS to include the maximum mission requirements workload for the ultimate number of F-35 aircraft that will be stationed at Eglin, not an intermediate flight ops load that we already know will be exceeded when the full allocation of aircraft is here and fully engaged in training. Use of near-term ops data will result in falsely low (and inaccurate) noise contours. The 2nd ROD will be based on the SEIS data so the SEIS must accurately model the long term, steady-state F-35 ops level. The initial F-35 deployment start-up transient will last only 5 years whereas the aircraft will be here in operation for an additional 30 years or more.

Robert Webb

Valparaiso

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Comment #6: Positive and Negative Consequences of Eglin F-35 Beddown

I feel compelled to make a personal statement about the F-35 deployment to Eglin. I am not against aircraft and, in fact, I, and many others in this room, have made Eglin AFB and its aircraft their careers. I favor progress. As a research engineer, progress and new technology were my main products.

The F-35 will bring positive economic input to Okaloosa County to replace the loss of the 33rd TFW F-15s. I say it again.... Positive economic input to ALL of Okaloosa County. Actually, the Army 7 SFG will more than economically replace the 33rd with the F-35 providing SURPLUS stimulus. But there are always downsides and negative impacts for progress and growth.....loss of woodland areas, increased auto traffic, denser population, etc.

In the case of the F-35 arrival, up to this point in time, the people of, and the City of Valparaiso have taken almost the FULL BRUNT of the negative impacts of the F-35 deployment.....Very high noise levels, lower housing values, lower quality of life, massive changes in city layout, tax revenue problems, etc.

I have been absolutely appalled at the way other municipal government entities in the area, particularly the County Commission have heartlessly sacrificed Valparaiso residents' quality of life for their own gain. The just completed JLUS has only minor suggested changes for all other entities while Valparaiso has MASSIVE changes mandated. Look at the JLUS for yourself. It's on the web.

Where am I going with this? Here is the point. Since the F-35 will bring upside economic gain to the whole area population, then the negative impacts from the F-35 should be equally shared also. Crestview wants and "needs" the F-35 so they should be willing to accept some additional noise from the aircraft flying in and out of Duke Field. The same thing goes should the Air Force decide to utilize Choctaw Field to some extent.

I would ask the Air Force, in their SEIS and ROD deliberations, to "share the downside wealth" and offload some of the noise of an admittedly very loud aircraft with our neighbors. Valparaiso wants the F-35.....We just don't want it ALL.

Robert Webb

Valparaiso

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Comment #7 for SEIS:

Safety Considerations:

Even though initial F-35 trainees will be experienced pilots transitioning to a new aircraft, there are several safety aspects that should be considered in the selection of operating location(s).

1. A new airframe will be more likely to encounter mechanical or electrical problems, no matter how successful the development program has been.
2. After the backlog of experienced pilots is exhausted, the chances of a mishap will increase, even though the airframe will have matured somewhat.
3. The training scenario requires a higher percentage of flight ops to be performed in and around the runways. This fact makes the selection of the main operating location an important decision. i.e., Flight ops out of Eglin Main will put aircraft over densely populated areas a large percentage of time. Any accident near a runway would have disastrous community relations consequences for the Air Force.
4. Flight ops from a remote location such as Duke Field would minimize potential damage to civilian life and property should a Class A mishap occur.

Robert Webb
Valparaiso

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Comment for SEIS:

Costs for Eglin Main vs. Duke Field Aircraft Siting:

Air Force preliminary cost estimates for a new runway at Duke Field have been close to \$200 million, even though the new Panama City Airport runway cost is under \$100 million. While it is true that a new Duke Field runway will require additional funding, I contend that the Air Force must also factor in the cost of noise remediation for Eglin Main buildings to arrive at a NET cost of F-35 siting.

If the F-35 is based at Eglin Main, the number of Air Force buildings that may require noise treatment is very large: Regional Hospital, VA Clinic, new Commissary Complex, Day Care Facility, old 33rd TFW buildings, family housing quarters, Bldg 100, ROCC, Bldgs 349, 350, 351, Airmen's Housing bldgs, Bldg 11, 13, 22, Bldg 1, Navy EOD Bldg and many more smaller Eglin Main buildings. The U of F GERC classroom buildings off base will also require noise abatement (who would pay this cost?) The cost to retrofit these many buildings will be in the tens of \$ millions, not to mention the disruption of operations during the construction.

Therefore, the actual NET cost of siting the F-35s at Duke Field is NOT NEARLY as high as previously estimated.

It is also hard to quantify the manhours (and subsequent manpower cost) that will be lost on Eglin Main over the long term because of work interruptions in areas that cannot be treated.

The SEIS should incorporate the above NET cost calculation when Duke Field Alternatives are evaluated.

Robert N. Webb
Valparaiso

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*Written Comments Received During Public Scoping Process***Comment #9 on F-35 SEIS – Navy & Marine Flight Operations**

Nothing has been said in Scoping Briefings about Navy and Marine pilot training requirements, the difference in noise characteristics of their version aircraft, or the differences in their aircraft modes of operation. The SEIS must specifically account for the following in its evaluation:

1. Navy aircraft, even though their airframes may be similar to the Air Force versions in terms of noise output, will generate higher noise levels because of their carrier training requirements. I.e., They will operate from a simulated carrier runway, always taking off in afterburner mode. Also, their landing approaches will always be made at a higher angle-of-attack, necessitating higher power settings and producing higher resultant noise (than Air Force flight operations). The fact that carrier approaches are always made with a left hand turn further reduces flight path options for minimizing noise.
2. Marine aircraft, with their lift fans and downdraft engine exhaust, will direct much more noise toward the ground when they practice VTOL and STOL operations. Therefore, it is reasonable to expect that Marine flight operations will generate **considerably more noise** than either the AF or Navy aircraft.
3. The Air Force must fully characterize the noise produced by the Marine AND Navy versions F-35 during all modes of operation. These noise levels should be listed in the SEIS for each aircraft model.

Robert N. Webb

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*Written Comments Received During Public Scoping Process***Comment #10 on F-35 SEIS – Airfield Requirements for Training**

The Eglin Main runway configuration (single, crossing runways) does not support the higher number of runway crossings required for training operations.

Parallel runways appear to be a universal requirement for efficient operations at training bases. (See Luke AFB, Moody AFB, Columbus AFB, Laughlin AFB, Navy Oceania).

Another “plus” for basing and flying the F-35 at Duke and Choctaw field(s) is the readily available real estate to build a parallel runway(s).

Construction of parallel runways at Eglin Main (Alternatives 1C, 1D, & 1E) is a non-starter because of the addition of higher noise levels over Shalimar and facilities near the Eglin West Gate. Noise reductions elsewhere in the surrounding area would be minimal because of the continued flight patterns around Eglin Main.

Both noise reduction and training flight efficiency requirements point to dual parallel runways at Duke and Choctaw Fields as the best SEIS alternative.

I therefore propose the addition of Alternative 2F, Parallel runways at Duke and Choctaw, with LHA's

I would rate Alternative 2F as the number one choice and Alternative 2A as the number 2 choice. All other alternatives are ineffective for noise or airspace efficiency reasons.

Robert N. Webb

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Miccosukee Tribe of Indians
of Florida

Business Council Members
Billy Cypress, Chairman

Jasper Nelson, Ass'l. Chairman
Max Billie, Treasurer

Andrew Bert Sr., Secretary
William M. Osceola, Lawmaker

September 16, 2009

Mr. Mike Spaits
Eglin Public Affairs
101 West D Avenue
Suite 110
Eglin AFB, FL 32542-5498

Dear Mr. Spaits:

The Miccosukee Tribe received the letter concerning the SFIS to analyze operational alternatives and mitigations for the full operational capability of the 59 F-35s as well as analyze the proposed beddown and operational alternatives for an additional 48 F-35s. After careful consideration of the documents provided and in consultation with Mr. Fred Dayhoff, the Tribe has no comments to present.

Thank you for consulting with the Miccosukee Tribe.

Sincerely,

Steve Terry
NAGPRA & Section 106 Coordinator for
Fred Dayhoff
NAGPRA & Section 106 Representative

PO. Box 440021, Tamiami Station, Miami, Florida 33144, (305) 223-8380, fax (305) 559 6633
Constitution Approved by the Secretary of the Interior, January 11, 1962

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**SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE**

<p>TRIBAL HISTORIC PRESERVATION OFFICE SEMINOLE TRIBE OF FLORIDA AH-TAH-THI-KI MUSEUM HC-61, BOX 21A CLEWISTON, FL 33440 PHONE: (863) 902-0549 FAX: (863) 902-1117</p>		<p>TRIBAL OFFICERS CHAIRMAN MITCHELL CYPRESS VICE CHAIRMAN RICHARD DOWLER JR. SECRETARY PRISCILLA D. SAYEN TREASURER MICHAEL D. TIGER</p>
--	---	---

Mike Spaits
Eglin Public Affairs
101 West D Avenue, Suite 110
Eglin Air Force Base, FL 32542-5498

THPO#: 004133

Friday, August 28, 2009

Subject: Public Scoping Meeting for the Joint Strike Fighter (JSF) Initial Joint Training Site, Final Environmental Impact Statement, Eglin Air Force Base, Florida

Dear Mr. Spaits,

The Tribal Historic Preservation Office of the Seminole Tribe of Florida (STOF-THPO) received the notice of the Air Force's Public Information Meeting about the supplemental environmental impact statement (SEIS) for the JSF initial joint training site. The STOF-THPO appreciates the invitation to this meeting but was unable to attend. However, STOF-THPO requests to be sent any final reports concerning this project.

We look forward to receiving more information about this project in the near future. Please reference *THPO-004133* in any other correspondence associated with this project.

Sincerely,


For

Willard Steele,
Tribal Historic Preservation Officer

Direct routine inquiries to:
Marion Smith,
Compliance Review Supervisor

ETY:ms

Ah- Tah- Thi- Ki Museum, HC-61, Box 21-A, Clewiston, Florida 33440
Phone (863) 902-1113 ♦ Fax (863) 902-1117

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September 14, 2009

Eglin Public Affairs
 Attn: Mike Speits
 10 W. D Avenue, Suite 110
 Eglin Air Force Base FL 32542-5498
 (mikespeits@eglin.af.mil)
 (fax: 850-882-4894
 phone: 850-883-3931)

Subject: Supplemental Environment Impact Statement for F-35 Joint Striker Fighter training program

Dear Mr. Speits:

This is to express my tremendous support of the Air Force proposal to bring the above referenced F-35 program to the Eglin Reservation in north Navarre, Florida. As a resident and small business owner in Navarre, as well as spouse of a retired U.S. service member, I can say that I and every other resident I know in Navarre is enthusiastic at the possibility that this amazing squadron might be relocated right here in our backyard. Our small community is made up of a large contingency of active duty, Government civilian employees, and Government contractors and their families. Our community understands the needs of the military community and support their mission in every way.

Bringing the F-35 program to Navarre is the Win-Win solution to the opposition the Air Force has faced from Valparaiso residents heretofore. Bringing the F-35's program to Navarre, Florida will allow the Air Force to:

1. Use Eglin Reservation as was originally proposed, just a different physical location within the same reservation;
2. Use logistics and procurement support from Eglin AFB and/or Hurlburt Field, both of which are in close proximity to Navarre.
3. Take advantage of a very welcoming and supportive community that desires an increased industrial base which will support its:
 - a. Overabundance of excellent housing,
 - b. Tourism business,
 - c. Desire to get Navarre, Florida, "on the map"
 - d. Employment of highly qualified labor pool in the local area
3. Minimize impact to already congested Highway 98 traffic eastbound in the mornings and westbound in the afternoons.
4. Rid itself of the public criticism of the potential noise and its impact on our population. Navarre residents already tolerate well many military and non-military induced noises such as an existing private air



1970 Highway 87, Suite 101 • Navarre FL 32566
 Phone: (350) 936-5027 • Fax: (850) 938-0031
 Website: www.proimageinstallers.com

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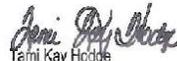
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strip directly off Highway 98 from which small planes fly in and out daily, noises and visual sighting of nearby Hurlburt Field / Whiting Field / Holley Field routine operations and noises, as well as sightings and noise from routine Eglin gunship exercises. These current environmental impact issues are well-tolerated well in our community and have endured nary a complaint from residents.

In conclusion, Navarre, Florida, is the obvious choice to locate the F-35 program; from cost, logistics, and local support perspectives. Please bring your F-35s to northern Navarre. We want you and need you and are willing to support your troops and mission!

Sincerely,


Tami Kay Hodge
President, Pro Image



1970 Highway 97, Suite 101 • Navarre FL 32566
Phone: (850) 938-5027 • Fax: (850) 938-0031
Website: www.proimageinstallers.com

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JTL ESCRIBANO, LLC
 8214 WESTCHESTER DRIVE, SUITE 635
 DALLAS, TEXAS 75225
 (214) 692-5085 / (214) 692-0274 fax

September 11, 2009

Ms. Kathleen J. Ferguson
 Deputy Assistant Secretary of the Air Force for Installations
 Office of the Assistant Secretary of the Air Force for
 Installation, Environment and Logistics
 1665 Air Force Pentagon, Room 4B941
 Washington, DC 20330-1695

Mr. Bruce H. McClintock, Colonel, USAF
 Department of the Air Force
 Headquarters 96th Air Base Wing (AFMC)
 Eglin Air Force Base, Florida

RE: Environmental Impact/ Denial of Access to 1,530 acre Escribano Point Property in Santa Rosa County, Florida

Dear Secretary Ferguson and Colonel McClintock:

Ms. Ferguson, we once again, seek your participation. Colonel McClintock, in response to your August 18th letter (attached) to Mr. Roring, our attorney, we (JTL Escribano, LLC "JTL") would like to reiterate our position regarding the preparation by the Air Force of the Supplemental Environmental Impact Statement (SEIS) analyzing the operational alternatives and mitigations of the bed-down of the F-35 Joint Strike Fighter training program at Eglin AFB under the initial Record of Decision (ROD).

1. Without question, the Department of the Air Force, the Department of Defense, the Northwest Florida Water Management District, Eglin Air Force Base, and Santa Rosa County have been conspiring to deny reasonable access to our property in an effort to not only prohibit development of Escribano Point for its intended use, but, more significantly, to diminish the fair market value of the property in the event of an inverse condemnation or "takings" claim.
2. The numerous comments to the Draft EIS that JTL made in writing to Mr. Michael Spoits on May 12, 2008 were mostly ignored in the Final EIS. Now, with the SEIS in process, we want to make sure that Eglin and the other parties involved in the study do not continue to view the majority of the lands surrounding NOLF Choctaw, which is situated directly to the northeast of our property, as mostly undeveloped, rural lands with no potential for being adversely impacted by the JSF program. Our property is zoned R-1 within the Santa Rosa County Comprehensive Plan and is entitled to up to 4 units per acre of single-family development.
3. The acquisition of Escribano Point by JTL was prior to the 2005 Base Realignment And Closure (BRAC) program and before the Congressional mandate to bring the JSF program to Eglin AFB. After its acquisition, JTL spent significant time and monies planning the property for residential development in a manner that followed the

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Ms. Ferguson and Mr. McClintock
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recommendations of the Joint Land Use Study that preceded the BRAC decision and designation of Eglin AFB as the home of the JSF training program.

4. JTL purchased the Escribano Point property because of its unique location along the Florida Gulf Coast and because of its significant water frontage (8 miles) and substantial value as a waterfront community. JTL expected the project to be a long-term investment involving its own development of the property into a first class, waterfront community.
5. To date, JTL has designed the project for a total of 838 single-family lots. There are 460 50 to 55-foot lots and 378 100-foot lots. Of the 100-foot lots, 129 are water frontage lots with a majority of the other lots having water views. The property is zoned, entitled, land-planned, and its wetlands delineation was recently certified by the Florida DEP.
6. The timing of the Supplemental FIS, Interim ROD and final bed down of the JSF at Eglin AFB have been systematically extended so as to purposefully avoid the discussion of the impact to properties located adjacent to Eglin AFB runways, particularly Escribano Point and the City of Valparaiso.
7. With each updated environmental impact study, the noise calculations and contours of the F-35 have continued to grow louder and wider.
8. Whether NOLF Choctaw becomes the main operations base for the new F-35 aircraft (i.e. take-off and landing every 14 minutes) or merely shares the F-35 sorties with Duke Field and Eglin Main, JTL's entire 1,530 acre property will be completely environmentally impacted by noise to the point that the property could never be developed for its intended and entitled use.

Over the last nine months, JTL, through its counsel, has been in discussions with Ms. Jacqueline Bouchard (Division Chief, Environmental and Real Property Law for the Air Force), who was appointed to help facilitate a sale of the property to a mix of various agents of Florida Forever, including the Air Force and Navy. These discussions were initiated as a result of Ms. Ferguson's letter dated January 8, 2009 in which JTL was told that the Air Force "would be interested in trying to facilitate a transaction" between JTL and Florida Forever. However, in the end, those discussions proved to be a complete waste of time.

We ask that you consider our position and timely respond in writing. In the meantime, JTL will continue pursuing all remedies until it reaches a satisfactory resolution.

Sincerely,



David A. Lane
Managing Partner

Cc: Dr. Robert M. Gates
Secretary of Defense
1000 Defense Pentagon
Washington, DC 20301-1000

Mr. Michael B. Donley
Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330-1670

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Mr. Michael Spalts
Eglin Air Force Base Public Affairs
501 De Leon Street, Suite 101
Eglin Air Force Base, Florida 32542-5133

Mr. John B. Arnold
Mayor – City of Valparaiso
465 Valparaiso Parkway
Valparaiso, Florida 32580

Mr. Doug Wyckoff – Attorney for Valparaiso
116 Live Oak Ave. East
DeFuria Springs, Florida 32436

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96th AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Colonel Bruce H. McClintock
Commander
401 W Van Matre Avenue, Suite 106
Eglin AFB FL 32542-6802

AUG 18 2009

Mr Christopher Romig
2101 L Street NW Suite 1000
Washington DC 20037

Mr Romig

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 *United States Code* 4321, et seq.), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 *Code of Federal Regulations (CFR)* Parts 1500-1508), and Air Force policy and procedures (32 *CFR* Part 989), the Air Force is issuing this notice to advise the public of its intent to prepare a Supplemental Environmental Impact Statement (SEIS).

The Air Force's Record of Decision (ROD) for the Joint Strike Fighter (JSF) Initial Joint Training Site Final Environmental Impact Statement (FEIS) was signed on February 5, 2009. The ROD implemented only a portion of the 2008 Eglin Air Force Base Realignment and Closure Commission (BRAC) Environmental Impact Statement's (EIS) Alternative 1, which includes the beddown of 59 F-35s, associated cantonment construction and limited flight training operations, until a SEIS has been completed and the Air Force has decided how best to proceed. The initial basing of the JSF and beddown of 59 F-35s with associated limited training operations will meet the minimum training capability that the Base Realignment and Closure Commission (BRAC) of 2005 requires by September 15, 2011.

The Air Force is preparing a SEIS to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35s authorized to be delivered to Eglin AFB under the initial ROD as well as analyze the proposed beddown and operational alternatives for an additional 48 F-35s not authorized for delivery under the initial ROD. The range of alternatives for the SEIS will not be limited by BRAC goals and objectives and may consider alternatives that adjust or displace existing missions and/or construct additional runways within Eglin AFB property.

The SEIS has five primary purposes:

- To complete the establishment of all necessary support facilities to conduct pilot and maintainer training by analyzing the establishment of reasonable alternative sites outside the Eglin Main Base addressed in the 2008 Eglin BRAC FEIS, but still on the Eglin AFB reservation.
- To analyze the alternatives addressing proposed distribution of F-35 flight operations, on and off the cantonment area, while maintaining efficient pilot training, de-conflict flying operations with other military and civilian operations, alleviate (to the extent practicable) noise on sensitive receptors, and other pertinent issues.

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- To examine impacts and mitigations associated with bedding down up to two additional squadrons (an additional 48 F-35 aircraft).
- To examine impacts and potential mitigation associated with construction and flight operations activities.
- To examine additional mitigations for flying the allowed 59 F-35 aircraft specified by the February 2009 ROD.

The SEIS will evaluate the environmental effects associated with air quality, biological resources, cultural resources, hazardous resources, land use, noise, outdoor recreation, physical resources, safety, socioeconomic, solid waste, transportation and utilities. The analysis will include an evaluation of the direct, indirect and cumulative impacts.

The Air Force will be hosting four public scoping update meetings to identify community and agency concerns. Public comments from these public scoping meetings or written comments submitted during the scoping period will be considered in the preparation of the draft SEIS. Public scoping meetings will be held on/at the following dates, locations and times:

Dates	City	Location	Time
August 24, 2009	Crestview	Crestview Community Center 1446 Commerce Center, Crestview, FL 32539	5:30 – 7:30 PM
August 25, 2009	Navarre	Days Inn and Suites Conference Center Navarre Parkway, Navarre, FL 32566	5:30 – 7:30 PM
August 26, 2009	Niceville	Northwest Florida State College, Niceville Campus 100 College Blvd. East, Niceville, FL 32578	5:30 – 7:30 PM
August 27, 2009	Valparaiso	Valparaiso First Baptist Church 444 Valparaiso Parkway, Valparaiso, FL 32580	5:30 – 7:30 PM

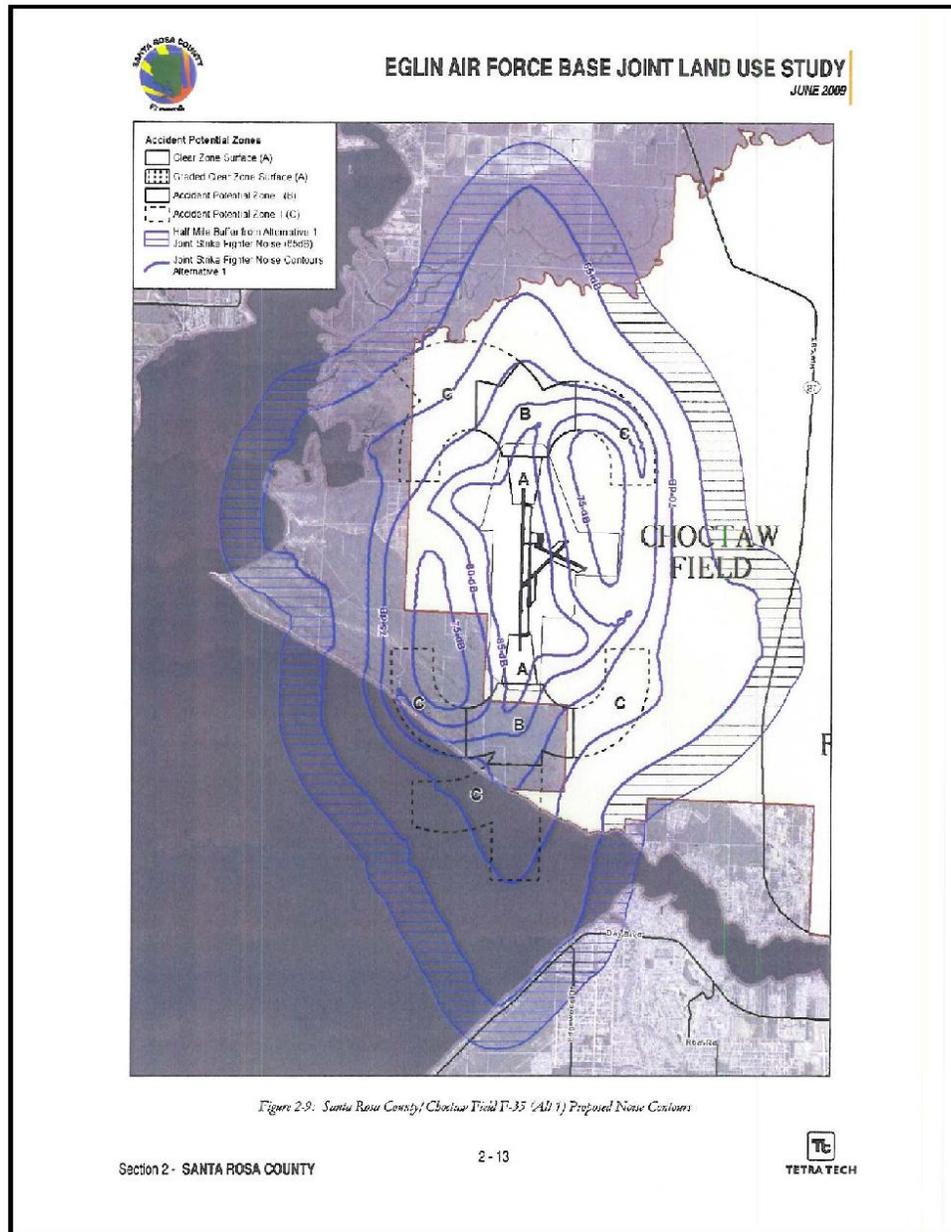
There will be an open information session which starts at 5:30p.m., prior to the start of the formal presentation at 6:00p.m. The open session is an opportunity for community members to learn more about the Eglin SEIS and environmental impact analysis process.

During the meetings, the Air Force will provide information on the potential environmental impacts associated with the proposed action and solicit public comments on alternative development. Comments regarding the meeting can be provided either in writing or orally. You may direct your written comments to: Eglin Public Affairs, Mr. Mike Spats, 101 West D Avenue, Suite 110, Eglin AFB FL 32542-5498 (PH: 850-882-3931).

Sincerely

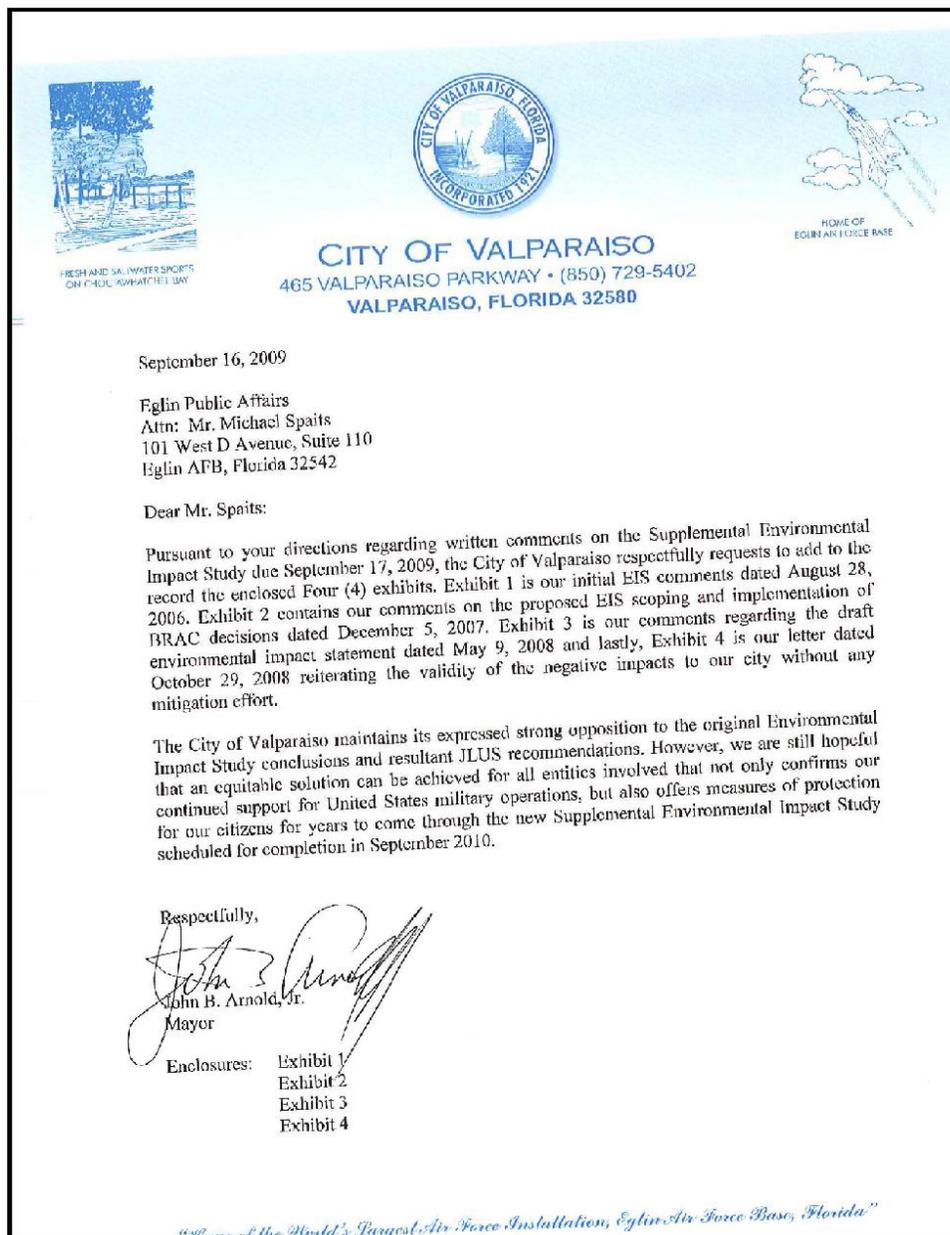


BRUCE H. MCCLINTOCK, Colonel, USAF



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EXHIBIT 1

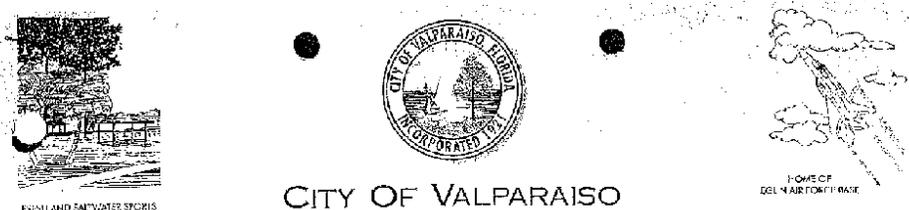
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CITY OF VALPARAISO
 465 VALPARAISO PARKWAY • (850) 729-5402
 VALPARAISO, FLORIDA 32580

August 28, 2006

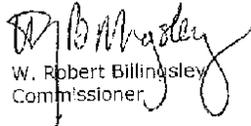
Mike Spaits
 96 CEG/CEPA
 Eglin Air Force Base, FL 32542-5000

Dear Mr. Spaits,

Thank you for the opportunity to provide input with respect to the environmental impact at Eglin of the Base Realignment and closure process. It is our understanding that you are accepting comments preparatory to disclosing impacts and they are due to you by August 31, 2006.

The attachment represents comments intended to further full disclosure in any draft Environmental Impact Statement with respect to the proposal. It is not intended to provide comment from a preliminary standpoint as no decisions have been made at this point.

Thank you for your attention.

Sincerely,

 W. Robert Billingsley
 Commissioner

Mr. Spaits requested that I email the ltr to him @ mikespaits@eglin.af.mil. I spoke w/him @ 3:20 pm + confirmed receipt of email 8/29/06
 Tammy

Enclosure

"Home of the World's Largest Air Force Installations, Eglin Air Force Base, Florida"

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*Written Comments Received During Public Scoping Process*1. Undergoing Land Use Studies

The United States has financed two ongoing land use studies regarding compatible land use in areas surrounding the base.

If the BRAC environmental impact study could funnel preliminary data to these study initiatives, particularly with respect to noise impact it would be helpful. At this point no one knows the noise impact of F-35 operations at Eglin and we are being encouraged to make land use decisions on data not yet available.

For example, the local media has indicated F-35 operations are to be expected from every 2 minutes (high) to only 114 per day (low) – the difference is significant and should be disclosed early; even if the data is preliminary.

2. F-35 Training Center

It is our understanding based on media reports that two separate locations are under consideration.

One being the old 33rd wing location on the west side of the base; and the second being on the east side operational area.

The location of the F-35 training center should ultimately meet the technical requirements of the mission. However, the impacts of the decision should be fully disclosed.

For example, the City of Valparaiso has currently zoned areas near the possible east side location as R1-A. Albeit substantial ownership remains with the United States in these areas, there are significant pockets of private and public ownership that maybe impacted by decisions regarding the F-35 training centre location. According to the draft EIS regarding the base housing initiative these pockets are of such significance as to preclude the Air Force from considering these areas (Plats 3, 6 and Eglin Heights) for their own housing.

Some of these properties are within the 65 Ldn contour now; some are not (based on 1977 and 2006 USAF studies). Generally, now no residential properties are within any noise contour exceeding 65 Ldn-per USAF studies.

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The location of the F-35 complex should fully disclose any new noise impacts, particularly if it is located on the east side of the base- and if so any proposed mitigation. Any increase above 65 Ldn in these areas would appear to fully preclude new housing even if mitigated by recommended insulation measures.

3. Noise Overall

Any new noise or aircraft crash zones impact as a result of BRAC should be disclosed to the community inclusive of any proposed mitigation.

4. Other:

The City of Valparaiso is faced with re-zoning issues to ensure compatible land use with military installations pursuant to Florida Statutes. Data is extraneous at best and it is hoped that the BRAC environmental process can provide a reasonable benchmark.

For example, if BRAC operates on the east side of Eglin an F-35 complex with associated noise should the city contemplate rezoning plats # 3 and Eglin Heights from single family residential to commercial industrial zoning in order to be compatible? We need to know.

The City of Valparaiso remains concerned that the March 2006 AICUZ study has identified private residential housing within the city located in clear zones. The EIS for BRAC should identify this concern and address any proposed mitigation.

For example, the study should examine possible measures to reconfigure flight tracks to move noise away from the east and northeast side of the base - these being generally the only areas impacted (noise) by aircraft operations that are privately held; all others being over the bay or owned by the United States.

Finally, although rejected earlier this year as a suggestion it is requested that the EIS examine the possibility of displacing the threshold of Runway 01 in order that (16) residential properties, in Valparaiso will no longer lie in the clear zone. The city neighborhood existed long before the 2006 AICUZ disclosure of clear zone impacts; and before also the disclosures provided by the 1977 AICUZ study.

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VALPARAISO COMMENT
EGLIN AIR FORCE BASE, FLORIDA
IMPLEMENTATION OF BRAC DECISIONS
PROPOSED ENVIRONMENTAL IMPACT STATEMENT SCOPING
(December 5, 2007)

Submitted to: Mr. Michael Spats
Public Affairs, 96CEG/CEVPA
Eglin Air Force Base, FL 32542-5000
(850-882-2878)

Prepared by: City of Valparaiso, Florida
(850-729-5402)

Date: December 5, 2007

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*Written Comments Received During Public Scoping Process*CITY OF VALPARAISO - COMMENT ON EIS SCOPING - BRACEXECUTIVE SUMMARY

The proposed federal action (BRAC – Eglin) appears to present new:

- Safety impacts on the community,
- Special Risks to Children in Valparaiso,
- Disproportionate impacts to minority/low income populations in Valparaiso,
- Cumulative impacts – past/present/future covering two generations,
- Cultural impacts involving existing resources, specific to historical properties in Valparaiso
- Noise/Safety and Land Use considerations which compromise the very survival of a small town – Valparaiso,
- Impacts and a scope of development which would normally trigger State of Florida requirements involving 'Development of Regional Impact' documentation,
- Requirements for substantive funding for new local infrastructure; region wide.

Resolving the challenges of the proposal faces all of Northwest Florida. Valparaiso however lies alone under the exhaust pipe of the proposal's economic engine. In support of the regional engine the city only requests the disclosure of and any mitigation and management practices proposed by the Air Force to resolve local impacts. We support the regional economic 'engine' as we have since Valparaiso built the first airfield at Eglin in 1934.

From a local perspective, the Air Force also bears a heavy challenge and obligation.

In this case the Air Force represents the United States in perceptively conflicting roles, i.e. that of:

- a. proposer of the federal action
- b. the decision maker regarding the action, including the 'NO ACTION' alternative,
- c. the sole party responsible for defining alternatives,
- d. outlining for the public any proposed mitigation, or long term management commitments,
- e. controller of the public documentation process itself,
- f. the agency who controls what, when, where and how much in so far as the budget and funding, subject to Congressional decisions;
- g. and, has publicly announced in local Town Hall meetings that the public's involvement in the decision making process is 'low' to implement a decision already made, vs. 'if' the action proposal should be implemented.

The Air Force decisions and process sculpture in this case is not limited to that of a federal funding agency or federal permitting agency. They are all of the above and an owner/operator. The standard of compliance with the National Environmental Protection Act and all implementing regulation appears perceptively high.

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1. Socioeconomics

Valparaiso is adjacent to and within the Eglin Air Force main base industrial complex. The main base industrial complex is also within the 1921 chartered (State of Florida) city limits of Valparaiso.

This is unique also in that Valparaiso with its 'depression era' funds and those of both Okaloosa County and the Florida's State Road Department built the initial airfield in 1934.

In this case socioeconomic impacts in Valparaiso cannot be spread across a region – they must be addressed in the context of a local jurisdiction (Valparaiso). Impacts of BRAC at Eglin in Valparaiso are not 'common' to the region, due primarily to proximity and unique jurisdictional limits (which also involve deed cessions granted by Florida in the 1940's).

Valparaiso is a 'built-out' community and cannot reasonably anticipate new jobs or any change in employment/unemployment levels. There is no 'job growth' in Valparaiso – the community is relatively static.

Also, the statement drafter should be sensitive to geography when quantifying socioeconomic as well as other impacts involving demographics. Due to the reach inside Eglin's East Gate within the Valparaiso city limits, the military population residing in housing (exclusive of dorms) will be listed (in some data bases) on the north east side as 'residents' of Valparaiso; as opposed to those living on Eglin's southwest side (who are listed as 'county' residents). It is estimated that 500 (in the northeast portion of the main base) are Valparaiso 'residents'.

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2. Special Risks to Children

Reference is made to Executive Order (EO) 13045, Protection of Children from Environmental Health Risks and Safety Risks, Office of the President of the United States, White House, 1997.

According to the Air Force, "...children are more sensitive to some environmental effects than the adult population...Activities occurring near areas that tend to have a higher concentration of children (near the typical residential area, such as schools and child care facilities may further (e.g.) intensify potential impacts to children."

Valparaiso has two schools operated by the Okaloosa County School District – Valparaiso Elementary (1957) and Lewis Middle School (1970). There are additional churches and day care centers.

The Air Force has further advised the local community (2006):

"Finally, children are at greater risk to hearing loss than adults. The proportion for a disproportionate impact to children would result from construction noises as children's hearing is more sensitive to harm than adults. (National Institute for Occupational Safety and Health, 1999)."

Although 'construction' noise is of limited duration, 'aircraft noise' over these schools is permanent and is expected to increase substantially with the current proposal.

Safety

In 2006 the Air Force advised Valparaiso that "Education Services" are not a compatible land use within Accident Potential Zones, and "should be prohibited".

Approximately 1/3 of the Valparaiso Elementary School property, not the school building itself but the playgrounds and a little league field lie in these 'Accident Potential Zones'. It is difficult to actually draw this line based on maps available from the Air Force but our city engineer has tried.

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Noise

Valparaiso Elementary School lies within the current (2006) 65-70 noise zone. The Air Force advises that noise insulation is required and specific study is necessary to achieve compatibility regarding the building. No indication is provided regarding the outside playground.

Aircraft operations is expected to increase in the 2009-2015 time frame per the Air Force (2007) by two to three fold. The Air Force future aircraft noise impacts (F-35) have not yet been released (exception for 11/07/07 noted below).

The noise impacts on Valparaiso Elementary School are currently being examined by a consultant (Tetra-Tech) retained by the Okaloosa County Commission in a Joint Land Use Study (JLUS) funded by the Office of Economic Assistance/ Department of Defense and Florida's Office of the Governor, as managed by the Okaloosa County Department of Growth Management.

Since the announced Air Force future noise is not yet available, Growth Management (Okaloosa County) has suggested that the JLUS initiative add ¼ mile geographically to the current noise lines in anticipation of the arrival at Eglin of the new F-35 aircraft and 'Fighter Town - USA'.

Valparaiso asked the city engineer to produce a 'PLUS ONE HALF MILE MAP'.

This map places Valparaiso Elementary School about halfway between the 75 and 80 noise contour lines. The Air Force (2006) has advised Valparaiso that in this area schools "...are not compatible and should be prohibited." The future of this school (Valparaiso Elementary) is in doubt.

Note: The Air Force map (11/07/07 - Blended mix alternative) appears to place the school in the 65-69.

If this is the case, it would appear that conventional noise insulation standards for buildings (-20) cannot achieve 'compatibility' for the Valparaiso Elementary School.

Further, the half mile map indicates the 70 noise line now will traverse Lewis Middle School - "specific evaluation is warranted" (Air Force - 2006).

Note: The Air Force map (11/07/07 - Blended Mix alternative) appears to place the school in the 70-74.

In summary, Valparaiso suggests that the EIS address, specifically regarding Valparaiso:

- o special risks to children in Valparaiso
- o the continued viability of our two local schools

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Other (General):

1. 43% of the enrollment at Lewis Middle School are military dependents residing on Eglin Air Force Base. In comparison, 18% of total enrollment in Okaloosa County Schools are military dependents (2007).
2. The sound insulation characteristics of both schools is not known. What is known is that neither school qualifies (State of Florida) as a 'hurricane shelter' (like most do not in Okaloosa County). And, that "...specific evaluation is warranted."

Other:

1. Florida Statutes 333.03 indicates in part that:

"...neither residential construction nor any educational facility ...shall be permitted within the area contiguous to the airport defined by an outer noise contour that is considered incompatible..."

2. Further, 333.03 prohibits

"...the construction of an educational facility or a public or private school at either end of a runway of a publicly owned, public use airport within an area which extends 5 miles in a direct line along the centerline of the runway, and which has a width measuring one-half of the runway."

The total campus of the Valparaiso Elementary School appears to lie well within this prohibited footprint. Only if the study proposal demonstrates that a noise study evaluation indicates the building is compatible does this school building pass.

3. F.S. 333.01 (2) defines an airport – which appears inclusive of military installations. Further, obstructions standards are adopted elsewhere in F.S. 333 sensitive to military installations.
4. It is acknowledged that military aviation installations are not specifically indicated with respect to F.S. 333.

However, these installations are specifically protected by the statutes under F.S. 333.03 by reference to Federal Aviation Regulations (FAR).

It appears that Valparaiso Elementary School (established in 1957) pursuant to the intent of Florida's legislature is incompatible with both the current and proposed future use of aircraft operations at Eglin Air Force Base.

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5. Civil aviation air traffic also traverses over the safety corridor defined by the military installation at Eglin in its approaches to Runway 19.

This occurs over Valparaiso Elementary School playgrounds – if not the actual school building.

6. With regard to civil and U.S. military air traffic the Florida Statutes appear clear – the existing elementary school is an incompatible land use.

Overall, since the aircraft operational use over Valparaiso Elementary is utilized 49% (Runway 19) of the time and noise regarding Lewis Middle School is expected to increase, the impacts and any proposed mitigation (regarding these schools) should be documented for public disclosure purposes.

Summary

The future operation of two existing schools in the City of Valparaiso do not appear compatible with the proposal. The EIS should address by special evaluation the impacts on these two schools inclusive of special risks to children and propose appropriate mitigation.

Note:

It is acknowledged that you have to draw the line in the sand somewhere.

The Ridge Elementary School (1946) lies only 500 feet outside the Air Force 'preferred' 65 noise impact line in Niceville.

Likely eligible for the National Historic Registry, the school due to its cultural resource contribution of long standing in the community (in addition to education) should be specifically examined for impacts.

Further, the Desha Middle School may be newly exposed to the 65 Ldn noise- it is difficult to tell based on the scale of the 11/07/07 Town Hall meeting maps.

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3. Environmental Justice

Reference is made to Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, Office of the President, United States of America, White House, 11 February 1994. Further reference is made to 32 CFR 989, The Environmental Impact Analysis Process, and the Presidential Transmittal Memorandum referencing federal statutes and regulations to be used in conjunction with Executive Order 12898.

With the limited exception of West Nicoville the adverse impacts of the Runway 19 CZ/APZT - II and aircraft noise as potential adverse impacts are limited to a single municipality – Valparaiso.

No other local developed area impacted by departing/arriving aircraft has comparable residential areas, including the main base itself. Due to these highly concentrated and substantially adverse impacts they should be isolated (for the purposes of impact identification). For example, an analysis that would develop a 'community of comparison' throughout many thousands of square miles of dedicated 'airspace' for environmental justice disclosure purposes would be unreasonable.

The aircraft fly over Valparaiso at low altitudes. In summary, the establishment of a 'community of comparison' in the case of Eglin Air Force Base's anticipated impacts is challenging.

People living in Valparaiso are exposed to higher noise levels and approach zone characteristics than people living under 'airspace' across the multi-county region.

Full disclosure of disproportionate impacts on minority and low income populations in this case will also pose the following challenges:

- A. According to the Air Force "...noise is generally a greater concern for populations living off base (o.a.), since military personnel and dependents living on Air Force bases with operating airfields would expect exposure to higher noise levels."

However, locally the Air Force has announced that it will not build even its own housing units in any area that will exceed the 60 noise level. And these are residents who "...would expect exposure to higher noise levels."

- B. Eglin's main base demographics will indicate a higher proportion of minority/low income populations when compared to Okaloosa County. However, this housing is being moved.

- C. Part of Eglin's housing demographics include the City of Valparaiso.

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- D. The limited geographic area of Niceville's west side, while impacted does not justify lumping the two total communities (Valparaiso and Niceville) together to address full disclosure regarding environmental justice.
- E. The large undeveloped portions of Valparaiso (even outside the gate) owned by the Air Force geographically tend to concentrate the overall populations in a smaller area impacted by noise.
- F. Low income housing concentrations lie in the approach zones in 'multi-family' developments vs. 'garden' type developments.
- G. Eglin's housing BJS (Marsh, 2006) utilized Okaloosa County as a Community of Comparison with 19.03% minority and 8.84% low income (2000 census).

Valparaiso's demographics according to the Economic Development Council of Okaloosa County (2005) indicate disproportionately higher numbers. Admittedly, the demographic sources vary.

However, if the Air Force in the preparation of this EIS is to remain consistent with their prior identification of a Community of Comparison, i.e. Okaloosa County—it is likely that it will identify Valparaiso as disproportionately impacted from an environmental justice stand point.

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4. Water Resources

Valparaiso is concerned with the protection of the Tom's Creek watershed area.

The creek drains generally from northwest to southeast. Traversing the watershed are Highway 123 (near the head waters), Highway 85, the commercial/industrial gate access road (to Eglin), the approach to Runway 19 and its associated approach lighting system, and two high tension power lines.

The watershed lands of Tom's Creek are substantially owned by Eglin Air Force Base. The outlet of the creek and one other minor tributary flow into the waters of the State of Florida in Valparaiso. (Tom's Bayou).

The lands adjoining Tom's Bayou in Valparaiso are limited to single family homes on the north side; and on the south side it is largely undeveloped (5 homes on ¼ mile of waterfront) due to Air Force ownership of the waterfront.

Tom's Bayou enjoys access to the Gulf of Mexico about five nautical miles away through Choctawhatchee Bay (Class II waters of Florida).

Valparaiso is concerned with impacts of the proposal (specifically the increased use (new aircraft operations) of Runway 19) that may compromise the quality and use of Tom's Bayou – which is highly recreational with access provided by a nearby park system.

Over the years of Air Force development the western end of the bayou has become clogged with runoff sediment. Shellfish plentiful as late as the 1960's have gone away; and likely the federally endangered snail darter.

Runoff from Runway 19 and test sites southwest of Tom's Bayou continue to impact these waters.

The proposal statement should document the impacts, particularly cumulatively with respect to increased use of Runway 19 and the test sites, on the waters of Tom's Bayou. And, the Air Force should definitively disclose its plans for the future use of their lands owned on the bayou's south side in Valparaiso. A future study is not the answer.

The concerns above are mirrored for the Turkey Creek watershed which flows through APZ II (Runway 19) northwest to southeast into Boggy Bayou.

The difference regarding this watershed (Turkey Creek) is that it involves a generally open highly flowing fresh water tributary with public parks at each end and a raised platform nature trail with substantial public recreation between College Boulevard and Boggy Bayou. It would appear to lie between the future 70 and 75 noise contour lines.

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The EIS should disclose any possible impacts on these watersheds and propose appropriate mitigation.

Other:

Florida's Northwest Florida Water Management District has for the past generation encouraged multiple water user communities in Northwest Florida to consider the alternative use of surface water sources vs. the Florida Aquifer as sources for community water use. To date none have proven economically viable.

However, both Turkey Creek and Tom's Creek have been specifically considered as local community alternative water sources – fresh water from the surface vs. the aquifer.

As such, the proposals possible long term impacts on these watershed resources is important and should be documented.

Note:

Valparaiso has also expressed concerns under index item #9 Hazardous Waste Materials, with respect to ground facilities.

These concerns should also be incorporated here under 'water quality'. The water runoff, especially cumulatively over the years since the development of the airfield from existing and new pavements when combined with likely increased use may impact water quality in the concerned Tom's Creek watershed.

Using an isolated example of very small magnitude with respect to the proposal – does the 'north gate' access road to the munitions area have retention ponds to 'clean' water run-off into the Tom's Creek watershed?

Other:

The Air Force's announced (11/07/07) and preferred noise alternative (blended mix) appears to indicate substantial new noise due to over flights of the Shoal River and its drainage basin east of Highway 85 near Crestview (off Air Force lands). In nearby Walton County the Shoal River is listed by the State of Florida as an "outstanding" water source – the highest possible and relatively rare designation (state-wide). Due to this proximity the EIS should examine specifically any new impacts posed by the Duke Field facility (or others) with respect to Florida's Shoal River.

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5. Air Quality

Valparaiso is a Class II area pursuant to the Prevention of Significant Deterioration Program (PSD) relating to the goals of the Clean Air Act; as is most of Florida.

Florida's Department of Environmental Protection considers Eglin Air Force a major emissions source with respect to the PSD program.

Valparaiso is within the approach to Eglin Air Force Base Runway 19 - the runway utilized at Eglin for aircraft operations 49% of the time.

Valparaiso is concerned with the air quality in the area underlying these aircraft approaches and departures in the city. The mobile source emissions of these approach and departing aircraft are heavily concentrated in Valparaiso; as well as emissions from aircraft ground equipment.

And, to adequately address cumulative air quality impacts the proposal should be examined on a base line using 1977 annual aircraft operations (approximately 36,000). In some cases the State of Florida has established more stringent standards with respect to pollutants and this should be considered when identifying impacts on Valparaiso.

The low altitude (200 feet) and volume of approaching/departing military aircraft over Valparaiso does not allow for conventional particulate dispersion over a wide area and should be a factor in the study.

Air quality impacts in this small area from aircraft operations will not be short term with respect to the proposed action, and are of a scale which should not be spread region wide.

Valparaiso is also concerned with air quality emissions that will be concentrated due to increased automobile traffic passing through Valparaiso to Eglin's East Gate. This is one of two main commuter gates serving the main base industrial complex.

Air quality impacts appear in this case to be localized in Valparaiso and should not be spread largely - for example over all of Okaloosa County or the region. Emissions associated with aircraft operations should be specifically examined with respect to the City of Valparaiso as well as the region.

Although the air quality in Okaloosa County may enjoy attainment status, we are not so sure that the immediate environs of Eglin Air Force Base share this status; and particularly since the Florida Department of Environmental Protection considers Eglin to be a major emissions source.

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Valparaiso suggests that a conformity determination study as part of the EIS examining Valparaiso itself pursuant to the Clean Air Act be conducted as part of the disclosure of impacts regarding the proposal. This should not be set aside for a future study.

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6. Biological Resources

Red-cockaded woodpeckers (RCW) may utilize the pine – hardwoods in Valparaiso including lands owned (in Valparaiso) by Eglin as habitat. These lands are extensive – hundreds of acres under the approach to Runway 19 and Valparaiso lands near Eglin’s East Gate.

These woodpeckers require older, in this case long leaf pines to construct their nests. Long leaf pines exist throughout Valparaiso – and in many cases are marked by early 20th century turpentine harvest scars indicating perhaps a 120 year old tree. This is a ‘marked’ potential habitat that remains throughout Valparaiso even as a ‘yard’ tree. Valparaiso suggests not that the ‘yard’ tree represents habitat. Rather only that in the significant undeveloped Eglin lands which also enjoyed the turpentine generation indicate that the habitat likely exists.

Eglin has made a recognizable effort to preserve this woodpecker, marking for example possible woodpecker trees near public roads in the county with a white painted band.

The proposals impact on the red-cockaded woodpecker in Valparaiso should be documented. Colonies may exist in the approach zone to Runway 19 between Valparaiso and the threshold of the runway as well as on Eglin lands east of Runway 19 extending to John Sims Parkway. All these lands have the characteristics of the RCW habitat.

The EIS should document any impacts on biological resources on lands proximate to the main base. The woodpecker is used only as an example. The osprey is also a resident of the area -- a ‘hunting pair’ is routinely observed over the western reaches of Tom’s Bayou.

The EIS should address specific impacts on biological resources such as those that maybe present under the approach to Runway 19 due to the increased use of the runway posed by the training (ISF) proposal.

In addition, similar impacts should be addressed regarding new impacts, particularly aircraft training, at Duke Field and Choctaw Field.

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7. Cultural Resources

Valparaiso has a local Historic Registry and a Historic District in old downtown Valparaiso.

The historic district was established in 1990 and the local registry recognizing buildings/site/structures/homes and other resources throughout the city in 2000.

There are 29 sites/structures/buildings or resources listed currently in the Valparaiso Historic Registry -- most have recognition plates mounted on the building/structure.

The anticipated impact of the proposal on these structures may be noise from aircraft.

Although noise may not impact structural integrity -- it may impact the residents. Many of these buildings are preserved as single family homes.

For example, it may be difficult, physically if not economically prohibitive to preserve these historic listings as habitable homes. The -20 noise insulation standard (Air Force, 2006) for sound insulation may not be a reasonable expectation.

Valparaiso would specifically recommend that the Air Force encourage Florida's State Historic Preservation Office (SHPO) and other categorically concerned parties to independently consult with the City of Valparaiso regarding its local concerns in formulating their general response to the proposal.

In summary, we like our history and Eglin -- Valparaiso built the first Eglin runways with its Great Depression era public funds in 1934 -- and leased the field that year to the military for \$1/year.

Any EIS document should disclose specific impacts on these historical resources within the City of Valparaiso.

For example, Valparaiso is concerned that auditory impacts (noise from aircraft operations) will alter the setting, character or use (e.g. residential) of the historical resources to the extent that they may be rendered incompatible from a land use standpoint with their current use (residential) and with surrounding properties.

And, Valparaiso is unaware as to whether or not any of these (29) properties or the district itself may be eligible for nomination to the National Registry of Historic Properties (NRHP) with respect to historical significance. Recordation and data recovery in this case does not appear to provide adequate information. Simply, noise disturbances could result in the irreversible and intractable loss of these resources in their natural state (generally housing).

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Valparaiso believes that these local properties should be protected from adverse impacts; and preserved for possible NRHP nomination.

The Air Force FIS document should include an appropriate survey of these resources and document impacts and proposed mitigation as may be required by the National Historic Preservation Act, Air Force guidelines, and the Archaeological Resources Protection Act.

Schools

A. The Valparaiso Elementary School campus (constructed in 1957) is eligible for listing on Valparaiso's Historic Registry and the Florida Historic Registry.

Valparaiso Elementary is a currently operating elementary school – one of the oldest in Okaloosa County. It has never been converted back/forth with utilization by other school grades, being utilized solely by elementary grade students for the last fifty years.

It also represents an architectural example of local 'Cold War' construction before the days of air conditioning.

Built under the path of Eglin's 1950's B-52 bombers absent any knowledge of concern or modern school siting demands, the school is expected to sustain new substantial impacts.

New national standards developed many years following Valparaiso Elementary's construction place the school in "ACCIDENT POTENTIAL ZONES", specifically APZ-I.

It also appears that this school building campus is moving now from the noise 65-70 to the noise 70-75 noise category zone if the Air Force 'preferred' alternative (mixed blend) is implemented.

Thus it appears per the Air Force to indicate that noise insulation achieving -30 dB is warranted vs. -25 dB and that "...special evaluation is warranted..."; and that, this cultural resource (school) "...should be prohibited (in the Accident Potential Zone)."

Valparaiso believes that the FIS should evaluate this school as a cultural resource in addition to land use/noise compatibility (as noted elsewhere).

B. The original Valparaiso School constructed in the 1920's lies on Glendale Avenue across from Glen Apple Park.

The school building is preserved and was renovated with public and volunteer funds and service organization labor in 2004. It serves today as a multi-

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community senior center, used daily. Owned by the City of Valparaiso as a donation from a pioneer family, the senior center receives public support from numerous agencies including the City of Niceville and Okaloosa County.

The building is listed on the Valparaiso Historic Registry and with the State of Florida (survey 2000). It is likely eligible for listing on the National Register.

The 'preferred' Air Force noise alternative will move this facility newly into the 65-70 noise zone.

This senior center/school/cultural resource has no noise insulation. Pursuant to Air Force noise standards it will in the near future be incompatible for its current use; in addition to the impact on the sustenance of the building as a cultural resource.

The Air Force should propose specific mitigation in the EIS.

Churches

There are currently two churches in the Valparaiso Historic District:

- Trinity Presbyterian Church and,
- Korean Full Gospel Hope Church, listed on Valparaiso Historic Registry. This church is likely eligible for listing on the National Register - built as a community church in the 1920's by Valparaiso's pioneer developer.

Trinity Presbyterian recently expanded and developed its expansion pursuant to historic district standards.

Both churches are proposed by the Air Force to be within the new 65-69 aircraft noise zone.

The EIS should specifically examine these structures with respect to noise insulation standards of -25/30 as recommended by the Air Force and with respect to the proposals impacts regarding their historic preservation.

Other

1. Valparaiso has a late 19th century cemetery that is listed on its local historic registry. The cemetery comprises approximately 10 acres which lies in noise zones. The original cemetery plot was only about one acre. This small one acre part is likely eligible for national registry listing.
2. The (29) listed properties on Valparaiso's Historic Registry are limited in listings and documentation by the constraints imposed by geography and

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financial resources available to the city in 2000 for study (financed by the State of Florida).

There are likely numerous others not yet identified which may be impacted by the proposed action.

3. Archeological resources within the city should also be examined for possible impacts; particularly with respect to the Fort Walton (Mississippian) culture.
4. The EIS for the proposed action should include a plan with respect to mitigation of adverse impacts on historic resources in Valparaiso; and prepared in detail.

Both the City of Valparaiso and the State Historic Preservation Office should be consulted in preparation of the mitigation plan. The consultation should also involve individual resource property owners.

Mitigation should be physical and funding identified. It should not be limited to future studies or management practices.

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Due to Valparaiso's proximity to the Eglin Air Force Base industrial complex supporting the proposal, the city is concerned with hazardous materials and hazardous waste management.

Valparaiso is also concerned with the existence of old facilities at Eglin Air Force Base which may be impacting the Tom's Bayou watershed. Although the proposal itself may not have a direct impact, there should be a definitive cumulative impact.

The statement could be enhanced if it included a summary of any Air Force program to identify, quantify and mitigate hazardous waste sites on the main base and within one mile of Valparaiso. If further site investigations are necessary and not funded these should be specifically identified.

Valparaiso is also concerned with the cumulative impact of hazardous waste. The Air Force should document hazardous waste situations as far back (at least through the Vietnam War) as study work is available. Valparaiso is particularly concerned with the presence of Agent Orange and other munitions sites that may remain "uncanceled" within one mile of the city limits; or lack funding for adequate study.

The Tom's Creek watershed may be especially vulnerable. This watershed underlies the approach to Runway 19 and is impacted by the proposal's heavy use of the runway for new training purposes.

In addition to the over flight by aircraft approaching Runway 19, the following supporting ground facilities lie on relatively high levels dropping off into the Tom's Creek watershed:

- a. Test Site A-19,
- b. Test Site A-26,
- c. Eglin's munitions storage area,
- d. The runway 19 pavement,
- e. The runway 19 approach lighting system traversing Tom's Creek itself,
- f. The North Gate access road which now accepts all commercial delivery traffic into Eglin, traversing the creek,
- g. Associated taxiways and perimeter roads associated with all the above.

It is not known if any of the above facilities enjoy protection from hazardous waste possible run-off or disposal or even conventional pavement run-off to ensure water quality. For example, are there any water retention ponds associated with these sites?

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All of the ground facilities noted above with the possible exception of sites A-19 and A-26 (we do not know what happens there) are to some degree associated with either the JSF cantonment or its training activity. Perhaps these sites are involved cumulatively with the proposal. In any case the EIS should address same.

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10. Garbage

The impacts of solid waste (permanent) and construction debris (temporary) should be documented in the draft EIS.

Research will likely document that all of Northwest Florida's garbage is disposed of by transport to sanitary landfills existing near Marianna, Florida and Andalusia, Alabama. The capacity of these landfills (and others if available) to absorb increased solid waste should be quantified and documented. Any increase in waste products which may reduce the economic life of these landfills and thus increase the costs on local government to dispose of waste should be quantified.

The capacity of local transfer stations (currently limited to two in Fort Walton Beach) should be examined. Costs at transfer stations typically drive local economic impacts. The alternative of establishing landfills for construction debris or sanitary waste on Eglin lands should be part of this alternative examination.

Conventional vendor responses to inquiry regarding landfills will indicate that capacity is available. What is not so readily available is whether or not this available capacity will absorb increases at existing disposal monetary rates.

Rate increases will impact all of Northwest Florida. The proposal should examine and document projected rate increases – independent of vendor estimates.

The cumulative impact of solid waste disposal and construction debris should be documented with respect to other current Air Force proposals such as that involving military housing.

For example, the JSF confinement area proposal alone involves two alternatives ranging from 1.6 million square feet of demolition/renovation to 2.8 million square feet of demolition/renovation – all taking place over a very few years (2009-2011).

Construction and demolition debris estimated by the Air Force over a 10 year period for the multi-family housing (MFH) project disclosed in 2006 encompassed 3.5 – 3.6 million square feet of housing (not including streets and infrastructure) was estimated to generate about 144,000 tons of construction/demolition debris (non hazardous waste).

Adding driveways and roadways added another 9,000 ton over ten years.

Using roughly the same numbers, say 150,000 tons for 3.5 million square feet for housing;

then, the proposal for the JSF alone will generate at the preferred alternative location:

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- 4 million square feet construction, about 7,000 tons
- 1.6 million square feet demolition/renovation about 70,000 tons

total – about 80,000 tons of total debris concentrated over less than five years.

Admittedly, this crude analysis is apples and oranges.

Construction, demolition and renovating of heavy industrial facilities involving the proposal should consume substantially greater volumes, i.e. as compared to housing at the USEPA standard of 4.83 pounds/square foot (construction) and 77.6 pounds/square foot (demolition).

Substantially impacting the above crude estimate is the Air Force's announced time frame – "...executing the BRAC 2005 program, completing by September 5, 2011."

This has the impact of possibly placing on the local construction/demolition debris market as much as 80,000 tons or more over two years or 40,000 tons/year.

The Multi Family Housing (MFI) proposal by the Air Force (2006) cited a ten year low of 8,951 tons (year 2) to 33,299 tons high (year 5).

The EIS proposal should carefully examine the ability of local landfill in Okaloosa County to absorb this possibly concentrated influx of volume without increasing disposal rates (monetary) on the general public.

Alternatively and preferably the Air Force (since it owns 724 square land miles) contiguous to the project should consider establishing its own landfill to receive construction/demolition debris as part of the proposal. Unlike the MFI project, management practices and best management practices cannot conventionally be set aside to a contractor.

As the Air Force has previously noted, they can "... (harvest) fill dirt (for the Proposal) on landfill property to expand the landfill...".

Valparaiso also remains concerned with respect to the route that possibly 40,000 tons of disposal per year material will move in one year over local streets highways, and to where?

All the above is crude, what are the real numbers and impacts? The EIS should document this impact.

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11. Safety

The introduction of (107) new based F-35 aircraft at Eglin for pilot training with world wide aviation customers will change the mission character of the base from munitions testing and proficiency maintenance to basic training (pilots and maintenance). Announcements indicate aircraft operations will increase three to five fold.

Note:

The Air Force's 11/07/07 announcement indicate conflicting information -- a two fold increase of the F-35 vs. F-15; yet, Col. Ross said the F-35 will fly 3-4 times as often as the F-15 and about 400,000 operations annually. The EIS should be specific.

Current (2005) annual aircraft operations at Eglin approximate 66,000 vs. 35,000 (1977); source: 2005 AICUZ. The increase means a new annual total of 200,000 to 300,000; and for pilots in a new aircraft. The study should disclose the 'mishap rate' for 'training (basic) operations' vs. conventional proficiency operations as it likely results in more mishaps.

The disclosure should document the Air Force definition of aircraft mishaps, i.e. classes A, B, C, and High Accident Potential with some focus on Class A tragedies because of their possibility of impacting the public or private property.

It is acknowledged that there is no historical 'mishap rate' for the F-35. However, the Air Force should be able to assign a reasonable rate projection using a similar aircraft in an initial training situation.

It would appear also that this reasonable rate projection cannot rely on historical mishap rates at Eglin, i.e. it's a new training mission.

It is also acknowledged that it is impossible to predict locations with respect to aircraft accidents. However, at Eglin 49% of aircraft operations (Runway 19 – 2006 AICUZ) currently occur:

- over the population center of Valparaiso at very low altitudes
- overlying clear zones and accident prevention zones involving residential housing, churches, schools, and parks with seasonal concentrations of people.

Using the conservative annual figure of 200,000 aircraft operations this means that approximately 100,000 training operations will traverse these areas of Valparaiso.

Further, using Air Force studies and mishap rates assigned to the F-15 (one mishap per 41,000 flying hours, assuming 1.5 hours per operation) it would appear that:

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- 100,000 annual operations x 1.5 hours/operation = 150,000 flying hours for every mishap
- $\frac{150,000 \text{ flying hours}}{41,000 \text{ flying hours per mishap}} = 3.66$ mishaps annually
- 3.66 mishaps annually would then happen with respect to aircraft traversing Valparaiso

The Air Force advised Valparaiso in 2006 that (using 1968 -1972 data)

- 39% of aircraft accidents occur in the Clear Zone,
- 7.9% of aircraft accidents occur in APZ-1,
- 4.9% of aircraft accidents occur in APZ-2 or,

a total of about 52% of all accidents.

$$0.52 \times 3.66 = 1.9 \text{ aircraft accidents involving Valparaiso each year.}$$

The city has been indeed fortunate - the last aircraft crash on a Valparaiso home occurred in the clear zone in 2003 (but, annual operations at Eglin were then only about 66,000).

Alternative Analysis

Using alternative data,

- Air Force 2006 (AICUZ) (838) accidents - 1968 - 1995
 - 27.4% of accidents occur in Clear Zone
 - 10.1% of accidents occur in APZ-1
 - 5.6% of accidents occur in APZ-2
 - Runway 19 used 49% at Eglin.
- Air Force 2007 (Town Hall meeting)
 - (125) sorties per training day (F-35)
 - (246) training days per year (F-35)
 - assume (1.5) flying hours/sortie
 - assume same rate, i.e. 1 accident/41,000 flying hours

then, 125 sorties/day x 246 days/year x 1.5 hours/sortie

$$= 46,125 \text{ annual training hours/year for F-35,}$$

then, $\frac{46,125}{41,000 \text{ hours/mishap}} = (1.125) \text{ mishaps/year}$ at Eglin for F-35;

further, if R/W 19 is used 49% of the time

$$\text{then, } 1.125 \times .49 = .55 \text{ mishaps/year}$$

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but, if the clear zone (Runway 19) is 27.4% of accidents, and

- the APZ-1 is 10.1% of accidents
- the APZ-2 is 5.6% of accidents or $27.4 + 10.1 + 5.6 = 43.1\%$ cumulative.

Then, $.55 \text{ mishaps/year} \times .431 = .237 \text{ mishaps/year}$ involving Valparaiso for the new F-35 operations.

Or, $\frac{100}{23.7} = (2) \text{ F-35 mishap in Valparaiso every 4.2 years}$

However, this represents the cumulative of the Clear Zone + APZ-1 + APZ-2.

If, by whatever means such as for example,

- displacement of the Runway 19 threshold,
- acquisition of clear zone properties,

then, the cumulative of APZ-1 + APZ-2 would be $10.1 + 5.6 = 15.7\%$.

then, $.55 \text{ mishaps} \times .157 = .864$

or, $\frac{100}{8.64} = (1) \text{ F-35 mishap in Valparaiso every 11.6 years}$

Summary

The substantial range of this crude analysis from (2) to (12) years indicates a need for professional examination and serious consideration of mitigation measures vs. 'management practices' regarding the use of Runway 19 at Eglin with respect to 'safety' involving lands in the off-base community.

Underlying even the 12 year scenario remain churches, day care, numerous homes and one elementary school.

The accident rate should be documented by a professional. The above numbers are solely illustrative.

Further, they should be quantified against some identifiable standard that can be easily understood by the public. For example, how often does a home burn under any circumstance?

Finally, Valparaiso has a long established and successful Volunteer Fire Department. Their response time in the local community is about 4 minutes - about the best possible.

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However, this municipal fire department is neither equipped, financed or trained to respond to the likely level of risk associated with aircraft mishaps presented possibly with the proposal action.

Eglin's ability to respond to aircraft mishaps with crash/fire/rescue units in Runway 19's Clear Zone, APZ-1 and APZ-2 with respect to adequate equipment, fire fighters and within standard response times by route should be disclosed in the EIS; along with appropriate mitigation such as new fire stations and financial support of off-base volunteer units if warranted.

The environmental impact statement should quantify as closely as possible this impact and propose adequate mitigation (particularly with respect to the possible challenges imposed on the Valparaiso Volunteer Fire Department). This impact identification should be sensitive to cumulative impacts since 1977 (annual aircraft operations).

Other

1. Community Housing in Valparaiso

One local developer (2007) of what amounts to multi-units of new affordable housing in Valparaiso has communicated informally to city officials noting difficulty with respect to closing Veteran's Administration (VA) financially backed units based on whether or not the unit was in an accident zone. The VA finally determined his units were not in this zone.

However, as not elsewhere approximately 1/3 of Valparaiso is in this zone for Runway 19 at Eglin. Homes in this zone apparently cannot expect VA backing for mortgages.

And, this VA consideration example did not appear to examine the 'noise' impact, rather only 'safety'.

This is symptomatic of the proposal's impact on Valparaiso (if not mitigated) regarding Runway 19.

The EIS should document specific impacts on financing of any residential or other structures in Valparaiso due to noise impacts and safety zones.

2. The Air Force (2006) has advised Valparaiso that:

"While the potential for aircraft accidents in APZ I and II does not warrant land acquisition by the Air Force, land use planning and controls are strongly encouraged in these areas for the protection of the public (e.a.)."

The simple response is how does Valparaiso provide land use controls on development that preceded the disclosure? And, why does this not necessarily

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warrant land acquisition by the Air Force if the new proposal for BRAC provides even further impacts.

We know the Clear Zone – APZ may not change unless the Air Force modifies the use of Runway 19. However, many more aircraft will be flying through at very low altitudes per the proposal – increasing safety risks.

3. The Air Force (2006) has advised Valparaiso that:

“Accident potential... within the CZ (clear zone) is so high that the necessary land use restrictions would prohibit reasonable economic use of land...(and that),

It is Air Force policy to request that Congress authorize and appropriate funds to purchase the real property interests in this area...”

Approximately 10-20 Valparaiso homes in Valparaiso on Andrew Drive lie in this Clear Zone. An aircraft crashed on two homes in 2003. These homes have been there since the 1960's.

This Clear Zone to Valparaiso is 'new'.

In promulgating its 1977 AICUZ study the Air Force carved out a 'clear zone' around these Andrew Drive homes. In 2006 the Air Force AICUZ carved them back in.

The Air Force acknowledged in 2006 public hearing that perhaps they should not have done this (the carve out in 1977).

Anyhow – where are we today?

Valparaiso is unaware of any Air Force initiatives to implement policy regarding:

“...acquiring real estate interests in the CZ through purchase or easement when feasible”, requesting Congress to provide funds for same – whether by authorization or appropriation.

Valparaiso suggests that the EIS for the proposal should document that this impact (land/property acquisition in the Clear Zone) is covered by 'appropriated' funds supporting BRAC; and not be subject to future 'authorizations'.

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12. Noise

Noise in other locations

A comparison of the 1977 vs. 2006 noise impact contours further indicates that the largest noise increase has occurred over Choctawhatchee Bay in the direction of Destin.

Further, in addition to Valparaiso (and Eglin owned areas)

- 2006 aircraft departure flight tracks occur over:
 - Shalimar
 - Destin
 - Okaloosa Island,
- 2006 aircraft closed pattern flight tracks mostly occur over:
 - Destin,
- 2006 aircraft arrival flight tracks mostly occur over:
 - Destin,

Although these flight profiles are at higher levels, noise and other future impacts over Destin should be isolated and carefully examined as part of the proposal.

Destin has in recent years experienced citizen sensitivity to aircraft operations at a small general aviation airport; and overall perhaps has the highest density development of any municipality in Okaloosa County.

A 2 to 3 fold increase in air traffic in the area as a result of the proposal could impact significantly current residents in Destin, Florida; particularly with respect to arrival and closed pattern flight tracks.

However less than conventional standards, i.e. 65, noise impacts at the 55 level on Destin should be provided as part of the proposal due to:

- past sensitivity
- very high density development.

Valparaiso does not presume to communicate comments with respect to Destin or any other community -- we only know what the Air Force itself has advised in the media and other documents.

For example, the noise impacts (65) of the 14-35 now reach (per the Air Force November, 2007) into the bay front areas of Okaloosa County and perhaps Destin west of the mid bay bridge such as Kelly Plantation on par with what happens now in most of Valparaiso. It appears these impacts (65 Ldn) begin at the south foot of the mid-bay bridge and extend west to Jones Bayou possibly involving

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also Destin Middle School. This is for the Air Force announced preferred (blended noise) alternative to spread the noise around (not the decision yet).

The same impacts (Duke Field and Choctaw Field) appear to go off the Air Force reservation into areas east of Crestview north of the Shoal River, I-10 and U. S. 90 (approximately 2-4 miles east of Highway 85); and impact Santa Rosa County bay front areas on East Bay.

Note:

Although Destin's Harbor escapes substantially new noise impacts under the Eglin preferred (blended noise) alternative, other alternatives remain under consideration by the Air Force.

The 'escape' appears fueled by allegedly moving (per the maps) noise to Choctaw Field and the East Bay bay front area of Santa Rosa County – and to Crestview.

Three of the four alternatives (Choctaw Heavy, Duke Heavy, Eglin Heavy) currently under consideration by the Air Force place substantially new and heavy noise over the Destin Harbor and beach front areas including Okaloosa Island.

However, in summary it appears with crude examination that the Air Force's preferred noise alternative moves its new noise away from the community's highly developed and unaffordable housing areas on to undeveloped and perhaps future 'affordable housing' areas.

And, all the while the Eglin main base housing proposals remain unsubstantially impacted – even with the 'Eglin Heavy' alternative.

Hospital Noise Impacts

According to the proposed noise presentation at the town hall meeting as 'preferred' by the Air Force (blended mix) on 11/07/07 the Nicoville-Valparaiso Hospital campus moves into the 65-70 noise line.

The Air Force has advised that hospitals and nursing homes are compatible in this area (65-70) if noise levels reductions are achieved by construction to reduce noise levels by 25-30.

The Air Force should as part of the EIS examine the Nicoville-Valparaiso hospital with respect to noise insulation and compatibility with respect to the proposal for new noise and propose/fund any necessary mitigation as part of the proposal.

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The 'blended mix' preferred Air Force noise alternative (11/07/07) appears to impact churches in the nearby community as follows (the list is not all inclusive):

1. New Hope Baptist Church
108 Aurora Street, Valparaiso, Florida
old Air Force noise zone (2005 base line): 70-74;
new noise zone preferred by Air Force: 70-74;
impact: noise impact approximately doubles due to eastward movement of noise line;
other: lies in Accident Potential Zone I for Runway 19;
constructed: 1958
2. First Assembly of God
571 Highway 190, Valparaiso, Florida
old Air Force noise zone: (2005 base line) 70-74;
new noise zone preferred by Air Force: 75-79 (partially); the building itself appears in the 70-74 with the campus now covered by the 75-79;
impact: noise impact approximately doubles due to eastward movement of noise line; future building construction in the western part of the campus toward Lincoln Avenue should be prohibited according to the Air Force;
other: church lies in Accident Potential Zone I for Runway 19;
constructed:
3. Sovereign Grace Church of Valparaiso
Valparaiso Parkway, Valparaiso, Florida
[RESERVED]
4. First Baptist Church of Valparaiso
444 Valparaiso Parkway, Valparaiso, Florida
old Air Force noise zone (2005 base line): 65-69;
new noise zone preferred by Air Force: 65-69;
impact: noise impact approximately double due to eastward movement of noise line;
other: church does not lie in Accident Potential Zone for Runway 19;
constructed:
5. Korean Full Gospel Hope Church
160 Chicago Avenue, Valparaiso, Florida
old Air Force noise zone (2005 baseline): none
new noise zone preferred by Air Force: 65-69
impact: noise impacts approximately double due to eastward movement of noise line; any new construction should include noise reduction measures involving substantial costs;

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other: church does not lie in Accident Potential Zone for Runway 19; church does lie in Valparaiso Historic District and is listed on the Valparaiso Historic Registry; likely eligible for National Registry.
constructed: 1920's

6. Trinity Presbyterian Church

44 Southview Avenue, Valparaiso, Florida

old Air Force noise zone (2005 base line): none

new noise zone preferred by Air Force: 65-69

impacts: noise impacts approximately double due to eastward movement of noise line; any new construction should include noise reduction measures involving substantial costs;

other: church does not lie in Accident Potential Zone for Runway 19; church does lie in Valparaiso Historic District;

constructed:

7. River of Life Family Church

100 Hart, Niceville, Florida

old Air Force noise zone (2005 base line): none

new noise zone preferred by Air Force: 65-69

impacts: noise impacts approximately double due to eastward movement of noise line; any new construction should involve noise reduction measures involving substantial costs;

the parking lot to the east is outside the noise line; the building itself and the underdeveloped property to the west is newly impacted; the building itself is a former industrial facility; existing insulation is not known.

Constructed:

The BIS should examine these churches for compatibility with respect to safety and noise and document only impacts.

It also appears that the bay front areas of Fort Walton Beach, Cocco Bayou and Shalimar (Garnier's Bayou) are also newly impacted as Valparaiso is today.

Admittedly, the maps available are hard to read. It would help if the Air Force could provide better maps in the BIS.

The BIS should examine modifications to airspace use and management, airfield layout, ground operations and aircraft maintenance activity on the Eglin main base to mitigate noise impacts on the community. The following are mitigation measures that should be examined (all are not necessarily consistent and are presented as varying alternatives).

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1. Adopt specific noise mitigation, restrictive criteria regarding rate of speed, rate of climb, and turning radius for take offs on Runway 01 (to the north east).
2. Adopt arrival restrictions for military aircraft on Runway 19.
3. Modify departure, arrival and closed pattern flight tracks.
4. Route all F-35 take offs and landings over military owned lands or state waters when not demanded by wind conditions.
5. Restrict 'after-burner' use over the Valparaiso community.

Airfield layout

1. Close runway 01/19.
2. Close the east parallel taxiway of Runway 19/01.
3. Displace the landing threshold of Runway 19.

Note:

The Air Force (Col. Ross) disclosed at the Town Hall meeting on November 7, 2007 that the Air Force needs 2 – 8,000 foot long runways for the F-35.

Runway 12/32 exceeds 12,000 feet; and Runway 19/01 exceeds 10,000 feet.

Valparaiso necessarily remains concerned with the approach to the 10,000 foot Runway 19.

If only 8,000 feet of any runway is needed for BRAC it appears reasonable that the landing threshold of Runway 19 could be displaced by 2,000 feet; especially since 49% of the operations occur on Runway 19 and it is the sole runway impacting any off-base community.

This is not a new suggestion. Following the disclosure of the 2006 AICUZ Valparaiso's mayor made a suggestion to the Air Force that the landing threshold of Runway 19 be 'temporarily' displaced by 1,000 feet pending study in order to remove Valparaiso homes from the 'clear zone'.

The Air Force rejected the proposal citing financial constraints.

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Today we remain faced with the same issue, except with the BRAC proposal there appears to be available \$400 million for a BRAC F-35 campus on Eglin. Within the context of cost vs. benefit, the displacement of the Runway 19 threshold should be examined in the EIS.

4. Eliminate aircraft parking on the east side of the northern ½ of Runway 01/19.
5. Close the old northeast/southwest runway for taxiway operations and aircraft parking.
6. Construct a new parallel taxiway west of Runway 19.

Aircraft maintenance and maintenance training

1. Conduct engine run-up requirements in hush houses.

Note:

At the November 7, 2007 Town Hall meeting in Nicoville one commenter (Ms. Stefanik, Shalima) "...asked about noise from ground testing of F-35 engines. Air Force Col. Ross replied that the F-35 is designed not to require run-ups at full power because the new aircraft has so many built in test capabilities. Tentatively, there are no plans to build a 'hush house', as was done for current fighter aircraft like the F-15's, he said. Minimizing run-up noise, often done at night, is also an Air Force concern, he said, because students attending the training center would be housed nearby (e.a.)".

What remains unclear is whether or not this means engine tests for operational maintenance of the F-35 or engine testing for maintenance training. For example, on November 7, 2007 the Bay Beacon published a photo of the "most powerful engine ever put in a military fighter jet, Pratt and Whitney's F-135 engine...". The photo obviously depicts an engine on a test stand – not an aircraft.

Valparaiso residents are also housed nearby – likely not as close as the proposed Air Force campus but perhaps closer than the commenter; perhaps begging the question as to how much noise is idle speed, where will these engines be pointed, and will maintenance training be actually limited to idle speed levels on aircraft – even in daytime?

Valparaiso residents currently experience noise impact from engine run-ups.

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It is unclear also as to whether or not the noise impact profiles (and alternatives) on November 7, 2007 included noise from aircraft maintenance and/or training.

Valparaiso believes that non-flight noise should be specifically quantified separately in the EIS as the training proposal involves "...teaching 200 support personnel each year at the F-35 training unit." This should be separate from flying noise to enable identification of both mitigation and management practices to minimize impacts on the community.

2. Point engine run-ups/maintenance to the northwest, away from the Valparaiso community.
3. Limit ground run-up/maintenance to day time hours.
4. Engine Test Noise (specific)

Engine test noise should be identified/quantified separately in the proposed EIS and then added cumulatively to overall noise impacts on the community.

Valparaiso has experienced this noise, often under nighttime conditions for many years. Indeed, the 2006 AICUZ report indicates (p.3-4) that "...17 percent of aircraft maintenance run up operations at Eglin occur during nighttime (10:00pm to 7:00am)."

However, standard methodology for measuring noise does not appear to place a 'penalty' of 10 db per event on this type of activity. Nor, is there any separate measurement provided for this type noise.

What we do know is that Col. Ross said at the November 7, 2007 Town Hall meeting was that his air persons needed their sleep and that since they were close to the flight line the run up would only be at 'idle' speed.

What we do not know is:

- a. the cumulative yet separate impact of this type noise overall at Eglin;
- b. at which direction the engines will be pointed, either old existing engines at Eglin or those of the new F-35;
- c. whether or not Eglin will continue to use existing engine run up areas, test stands and at what hours;
- d. the locations from which any of this type noise originates.

It is important that this type noise be documented and measured separately in the EIS.

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The community's perception has been that Air Force management actions in following years after implementation remain sensitive to air traffic management (flight tracks, noise abatement) but drop through the crack with respect to engine run up.

Only if this impact is documented separately with respect to impacts, directions, maintenance vs. training activity and cumulatively regarding existing similar (not aircraft operations) can the community expect reasonable mitigation to result in follow-up continuous management action to mitigate this noise.

For example, in March 2006 at a public hearing held by the Air Force on the 2006 AICUJ, a Valparaiso citizen asked if the noise impacts included 'maintenance', particularly at night. The Air Force response was 'yes' and the citizen then asked from where and was the data available?

The Air Force response referred the citizen to the 'Freedom of Information Act' as their response.

Cumulative ground engine noise as Eglin should be documented separately in the EIS – it has a perceptively high impact on the community. Frankly, it is currently perceived that Eglin locates and points this noise at Valparaiso – away from its own on-base housing.

Ground Operations

1. Eliminate taxiway powered take offs on Runway 19.
2. Reserved

Population Impacted by Noise

The population affected by noise is per the Air Force (AICUJ, p. 4-5) estimated by using:

- a. 2000 census data, and
- b. assuming the population is equally distributed within a census tract area.

What is unclear is whether or not this conventionally reasonable methodology will actually capture and disclose the numbers of noise impacted people living in Valparaiso.

For example, what is the census tract footprint in Valparaiso? And, what is the population?

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As indicated in other comments Valparaiso's land demographic from a 'city limits' standpoint covers, in addition to the town itself:

- a. 137 acres donated to the Air Force in 1935 for the beginnings of the airfield; and,
- b. 1432 acres donated to the Air Force about 1937 - today's Eglin industrial complex; and,
- c. 166 acres conveyed to the Air Force in a 1950 land trade.

These 1700+ acres represent a substantial portion of Valparaiso; and include to some degree dormitory and other 'on-base' housing. Are they in the census tract? We don't know.

The EIS should disclose in greater detail than the 2006 AICUZ the methodology used in determining the number of 'off installation' population impacted by the proposal - particularly since the off installation impacts appear to involve a disproportionately minority and low income population.

This disclosure should also reach back to the 1977 AICUZ as a baseline (as well as the 2006 baseline). Table 4.2 (2006 AICUZ) indicates a reduction in the number of noise impacted acres between 1977 (14,372 acres) and 2006 (13,092 acres). What remains undisclosed is where these reductions occurred, e.g.

- a. on-base vs. off base
- b. over water
- c. over Eglin's reservation, in summary where?

Figure 4.4 (2006 AICUZ) appears to indicate that the greatest increase in noise area between 1977 and 2006 was over Choctawhatchee Bay to the southeast. This area is impacted by landings on Runway 30 or take offs from Runway 12. However, this combined use of this runway is 40%, where as Runway 61/19 is used for 60% of the annual aircraft operations (p.3-4 2006 AICUZ).

And, between 1977 and 2006 annual aircraft operations at Eglin almost doubled from: 36,000 (1977 AICUZ) to 66,000 (2006 AICUZ). It is difficult to understand how the number of annual aircraft operations between 1977 and 2006 doubled while the land area impacted became less.

It is important that the public understand the cumulative impacts since 1977, today's 2005-2006 snapshot and the impacts of the proposal, especially since there has been little population growth in Valparaiso between 1977 and now.

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Further, spreading the population over the census tract does not appear to account for zoning restraints. Lands zoned as industrial with little residential development concentrate people in areas that are set aside for housing. The RIS should identify and quantify zoning lines in Valparaiso when disclosing concentrations of people impacted by noise (as spread over a census tract). And, this should not be delayed for disclosure in other studies.

Aircraft Operations-Noise

Background:

Florida's Department of Transportation lists about (20) airports state-wide as providing 'commercial' passenger service into out of Florida, a cornerstone in Florida's economy.

Listing them in descending 'annual aviation operations' which is a primary indicator of noise impact on the surrounding communities, they are:

FLORIDA COMMERCIAL SERVICE AIRPORTS

<u>AIRPORT – THE TOP TEN</u>	<u>ANNUAL AIRCRAFT OPERATIONS</u>
1. Orlando International	391,000
2. Miami International	384,000
3. Orlando-Sanford	320,000
4. Fort Lauderdale International	310,000
5. Tampa International	262,000
6. Daytona Beach International	258,000
7. Melbourne International	219,000
8. St. Pete-Clearwater International	205,000
9. Palm Beach International	199,000
10. Sarasota-Bradenton International	163,000

<u>AIRPORT – THE NEXT TEN</u>	<u>ANNUAL AIRCRAFT OPERATIONS</u>
11. Gainesville Regional	133,000
12. Saint Augustine	126,000
EGLIN AIR FORCE BASE	126,000
13. Pensacola Regional	111,000
14. Tallahassee	100,000
15. Key West International	94,000
16. Panama City	88,000
17. SW Florida International (Ft. Myers)	88,000
18. Naples	87,000
19. Florida Keys – Marathon	53,000

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The above numbers are based on Master Record Data (FAA Form 5010) for the 12 months ending March, 2006.

Issue:

The Eglin noise study (2006) acknowledges only 66,000 annual aircraft operations based on 2005 data.

The study also acknowledges that the military and the FAA count aircraft differently, i.e.

- the FAA uses an 'average annual day' whereas
- the military uses an 'average busy day'.

Valparaiso does not understand the different methodology, but remains desirous of understanding them from the civilian side.

For example, if the Air Force says it has 66,000 annual operations today on their methodology that's o.k. It appears to equate to 123,000 annual operations at a civil airport in Florida; or about 2x, that's ok also. Valparaiso is just trying to figure out where we fit into the big picture state wide.

Eglin communicated in November, 2007 Town Hall meetings by handout that the BRAC proposal would bring an additional:

- 125 sorties/day for 246 days/year
- a sortie is (2) operations (2006 AICDZ);

so $(125) \times (246) \times (2) = 61,500$ additional annual aircraft operations at Eglin.

Using the 2x methodology above, then this equates to an increase in aircraft operations (military to civilian equivalent) of

- $61,500 \times 2 = 123,000$ new annual aircraft operations

or a doubling of noise – which matches roughly Col. Ross's assessment at the town hall meeting (11/07).

If the above extrapolations make sense in comparison to Florida's civilian tourist destination airport's the annual aircraft operations at EGLIN become equivalent to

- 126,000 (old)
- 123,000 (new)

249,000 annual aircraft operations TOTAL.

In other words, from a Florida state-wide perspective Eglin moves in a very few years from the equivalent of Pensacola/St. Augustine to Daytona Beach/Tampa

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International with respect to annual aircraft operations or, from number 13 to number 7 with all the associated impacts on the community.

And, 49% of all aircraft operations occur over Valparaiso (Eglin AICUZ, 2006). The increase will not be via small general aviation aircraft or today's quieter commercial airliners but rather via the 'loudest aircraft' ever built by the military.

Problem:

The above analysis is crude. The EIS should disclose some expert analysis equating this new impact at Eglin to civil standards.

State wide our legislators understand aviation impacts their districts when they relate to Florida's civil airports. The public living under these impacts in Florida and local governments work as possible to resolve land use compatibility issues.

Executive departments under Florida's governor strive to set reasonable standards regarding land use planning.

Valparaiso was one of a number of Florida communities surveyed by Florida's House of Representatives in September, 2007 with respect to military impacts on the community. Our response at the time communicated a perception that Eglin was about to become the equivalent of Miami/Orlando International Airports.

The Town Hall meeting (11/07/07) has moved the perception down to Daytona/Lampa International level. This is what we will be communicating to Florida's upcoming 2008 Legislature inclusive of the stuff which is laying the groundwork for the 2008 session now.

Bottom line:

The EIS should disclose to the public some reasonable equivalent of the impacts of the proposal understandable in civil aviation terms/data such as may be equated to other aviation facilities in Florida.

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Reference is made for record purposes to the regulations/requirements of the Council on Environmental Quality and 32 Code of Federal Regulations 989.

Valparaiso and the western edge of Niceville lie under the approach to Eglin's Runway 19; with significant lands in the Clear Zone/Accident Potential Zones I and II. Runway 19 is the busiest runway on Eglin. Of the four approaches to two runways Runway 19 has been characterized as used 49% for air operations.

The public participation with respect to these 'most impacted communities' could be enhanced with public hearings/town hall meetings in these community areas.

Valparaiso believes that public participation can be enhanced if hearings/town hall meetings can be taped/recorded and made available by the Air Force for public viewing on local public access TV channels (Valparaiso owns one, Cox Communications is the other; both have public access channels).

It would help also if:

- i. press releases and other informational outreach during the process are routinely shared with the City of Valparaiso,
- ii. if the Air Force would establish and maintain an 'outreach book' at our public library,
- iii. the Air Force could participate in outreach to the public at regular city commission meetings -- the overall subject has been a continuous agenda item at these meetings for the last eighteen months, and frankly the presence of a uniformed 'representative' is helpful -- even if, not 'expert' the presence of a uniformed 'stake holder' makes a difference,
- iv. a court reporter should be retained by the Air Force to take a transcript at all public hearings; and a complete copy of the transcripts should be made available to the public as part of the administrative record of the draft EIS,
- v. responses to comments/input received in the scoping process should be listed and responded to in the draft EIS (hard copy, not a disk).

Maps

However well intended in the past, maps utilized by the Air Force in disclosing environmental impacts do not allow the public to identify readily their home, place of business or other private property with respect to impacts.

Simply, past disclosures have not been to a readable scale and have inhibited public input/comment.

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For example, Eglin's 2006 AICUZ (noise) study was published on a 1 inch=5,000 feet (almost one mile) scale; and some critical noise lines go off-the-maps.

This scale does not work for highly impacted communities such as Valparaiso and possibly Destin and Okaloosa Island.

In 2007 Valparaiso tasked the City Engineer with reproducing these Air Force maps at approximately 1 inch=400 feet. The product was crude and the best we could get.

But, this scale allows a property owner to see where they live, work or play with respect to impacts. It also (when overlaid on aerial photographs) helps tell people where they are.

Public participation could be substantially enhanced and contribute to the EIS process if they can easily figure out where they are regarding impacts. This task should not be delegated to the crude process noted above.

The EIS should provide in readable hard copy impact maps at no less than 1"=400'. This would be especially helpful with respect to 'noise' impact and 'safety' maps.

Note:

The City of Valparaiso provided comment at the Niceville Town Hall meeting (11/07/07) to the Air Force regarding the 'scale of available maps'. As a follow-up Valparaiso requested maps showing noise of Air Force public affairs officers at Eglin depicting noise as presented at the meeting. These were furnished but not at the larger scale.

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14. Irreversible and Irrecoverable Commitment of Resources, and; Unavoidable Adverse Impacts and Considerations that offset these impacts

The Committee for a Sustainable Emerald Coast (CSEC – Walton/Okaloosa/Santa Rosa/Escambia) published in October, 2007 a draft goal in its proposed report to Florida's Governor:

"Establish quality livable communities with a sense of place within successful urban areas and small towns in the Emerald Coast region where citizens can live, work, and play".

In defining sustainability, the CSEC quotes a Chinese proverb:

"One generation plants a tree, the next has the shade".

Valparaiso planted the economic tree of Eglin Air Force Base in 1934; and today the entire region of Northwest Florida enjoys this shade.

And, trees grow; no one in 1934 could have envisioned that this seedling would shade what it does today – or will in its projected near future.

As the shade of the tree grows so do the trunk and roots of the healthy tree. The tree gradually cracks and pushes aside transitory human foundations.

Valparaiso remains in the path of Tree – Eglin. The trunk and roots have cracked the city's foundations as a small town "...where citizens can live, work and play".

Whether or not Valparaiso can sustain itself as a viable community with Tree – Eglin's announced near term growth is questionable.

Valparaiso only asks -- "Tell us what's coming; what is irreversible, irretrievable, unavoidable, adverse and document proposed offsetting considerations – all specific to our city".

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15. Cumulative Impacts

Reference is made to Council of Environmental Quality regulations, 40 CFR 1508, et-al.

The BRAC EIS should address the military's future plans for its significant lands in Valparaiso. If not for housing, then what then? Particular emphasis is placed on the Eglin lands in three Valparaiso plots – Plat 3, Eglin Heights and Plat 6.

The recent 2004 housing proposal by Eglin (setting aside housing) is utilized as only one example (of the future).

Since the early days following the National Environmental Protection Act of 1969 Eglin's air operations have substantially increased, almost doubling between 1977 (35,000) and 2006 (66,000). The Air Force has announced that operations pursuant to the proposed action are expected to triple again by 2015.

Cumulative proposed actions at Eglin since 1977 include a host of many smaller actions environmentally documented as 'categorical exclusions' or 'findings of no significant impact'. For example, Eglin announced in 2007 another draft 'finding of no significant impact' for the Navy Explosive Ordnance Disposal School Master Development Plan. The announcement of the finding cites "...an approval of the increase in the overall size of the U.S. Army...".

Valparaiso suggests that the cited examples, i.e.

- a. Doubling (35,000 to 66,000) of Air Force aircraft annual operations between 1977 and 2006 (past);
- b. using a singular example, another proposal for a Navy school increase due to the Army size increases (current);
- c. combined with anticipated triple Air Force aircraft operational increases (future);

is indicative that past, present and future impacts should all be carefully and cumulatively examined as part of the current proposal. Multi-services (Air Force, Army, Navy) have all expanded over the years at Eglin.

The myriad of all environmental decision making regarding proposed and implemented actions since the early 1970's has produced environmental impacts to the point that it is overwhelmingly 'obvious'; and all should be disclosed in a single document. All are now interacting.

Projects which may have appeared of minor scope in the past have essentially laid the foundation for the current proposal. Fighter Town USA. And, it is continuing.

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The past and future actions now cumulatively coincide with the current (present) proposal and all should be publicly disclosed in detail in this one statement.

Cumulative impacts are expected with respect to environmental impacts regarding this proposal. They are defined by 40 CFR 1508.7 as "...the incremental impacts of the action when added to other past, present and reasonably foreseeable future (e.a.) actions regardless of what agency or other person undertakes such other actions..."

The Air Force also noted in 2006 that "...BRAC will have significant impacts in The region ... (and that) the Air Force would address the cumulative nature of BRAC actions in regard to other actions in the region, including (the Military Family Housing Demolition, Construction, Renovation and Leasing Program), in BRAC NTPA documentation".

In context of BRAC, Valparaiso does not perceive the housing proposal, however challenging to quantify as "...minor..." (Air Force); within the scope of BRAC. And, Valparaiso has and continues to support the Air Force preferred alternative with respect to housing (not in Valparaiso). We would like the housing to be in Valparaiso, but Eglin has rejected this option. In any case, the cumulative impact of the non-BRAC housing proposal should be incorporated in the BRAC EIS. This only represents the previously announced Air Force commitment to include it in the BRAC EIS.

Note:

On November 1, 2007 the Air Force announced at a community conference that it planned to:

- tear down (1866) homes at Eglin
- build (1340) new homes
- publish a request for proposals (new homes) in December, 2007 to close in October, 2008 for privatization of military housing
- representing 76% of needed military housing

However, it is our understanding based on Air Force communications that the 'draft' EIS for BRAC will not be available to the public until May, 2008; and that a Record of Decision (11/01/07) will not be available to the public until November, 2008.

The scheduling conflicts are recognizably resolvable.

From a cumulative impact standpoint the Air Force committed in its revised draft EIS regarding housing (March, 2006) to assess this housing proposal as part of the EIS for BRAC. It should be so assessed and documented (cumulatively) to the community; and prior to federal funding commitments regarding housing.

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From a context standpoint this (military housing proposal) mirrors the small Valparaiso community. We have about (1700) homes – Eglin is (most recent announcement) tearing down (1866) and building back (1340).

From a cumulative standpoint the housing action alone is equivalent to our total small town – which lies both adjacent, proximate and within the main base.

The BRAC EIS should incorporate this housing proposal (today it does not). Per the town hall meeting of 11/07/07 it is specifically excluded. The RFP for housing should be suspended at this time as it appears 'pre-decisional' for environmental decision making purposes as it is 'cumulative' to BRAC.

Alternatively, perhaps the BRAC EIS process could be accelerated.

Number of aircraft operations

On November 7, 2007 Col. Ross at the Niceville Town Hall meeting advised:

- the baseline of the EIS will be 2005 and,
- the F-35 will fly 3 to 4 times the F-15 operations.

The 2006 Air Force AICUZ shows for 2005 (113) total daily operations for the F-15 at Eglin.

The 2005 (113) total for the F-15 uses 260 days/year, while the F-35 is set (11/07/07) at 245 days/year.

Extrapolating crudely,

Eglin will get 246 days x 4 (4x the F-15) x 113 (F-15 daily ops) or

111,192 new annual F-35 operations.

The current (2005) aircraft operations at Eglin is about 66,000.

111,000 (new) + 66,000 (old) = 176,000
annual aircraft operations (future)

But what is the future?

Eglin has announced locally that the 33rd Fighter Wing is going away soon.

However, the EIS will as announced only cover the 'addition' of the F-35. It is unclear if the EIS will cumulatively cover the announced subtraction of the F-15, 33rd Wing. If so, it should be covered.

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Is Eglin to subtract:

(113) F-15 operations x 260 days = 29,380
annual operations or not?

In the subtraction case the near term annual aircraft operations at Eglin would be about 176,000 - 29,000 = 147,000.

Col. Ross at the Town Hall hearing (11/07/07) also noted that each noise alternative (four) presented had about 400,000 annual aircraft operations. This roughly equates to September, 2005 media reports. "...a landing or take-off every 90 seconds...".

The range of annual aircraft operations for BRAC tells us this:

- 1977 base line is about 36,000 (annual)
- 2005 base line is about 66,000 (annual)
- expect BRAC to add 111,000 (annual)
- but, it 'might' all add up to 400,000 (annual)
- and perhaps you could subtract 29,000 (annual)
but, that's not part of the study.

The BIS should present real numbers and based on a cumulative impact above the 36,000 annual aircraft operations in 1977 (past, present, future).

Question:

Why does Valparaiso care what the numbers are?

Answer

1. Because, 49% of the aircraft operations at Eglin occur today over Valparaiso; in both the clear zone and the accident potential zones of Runway 19 (Air Force 2006).
Alternatively, according to the Air Force (2006) operations/runway use on other runways is:
 - a. Runway 01 - 10%
 - b. Runway 02 - 28%
 - c. Runway 30 - 12%

The approaches to these other runways are all over underdeveloped Air Force lands or Choctawhatchee Bay.

2. Because, Valparaiso residents, business and property owners should be fully informed of the total cumulative impacts.

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1. Mitigation actions proposed by the Air Force with respect to new impacts on the community should not be limited to those required for 'permit' actions.

Notice: It is acknowledged that the Air Force in the past has defined:

- a. mitigation actions, as those specifically tied to regulatory or permitting actions and routinely sets them aside as not known until the project design is complete;
- b. management actions, as those associated to offset potential impacts associated with the project itself to be identified later;
- c. best management practices, with uncertain minimization of impacts and with no sustained accountability conventionally identified in the EIS.

In the case of the instant proposal the Air Force should be held to a higher standard.

The Air Force here is substantially 'immune' with respect to 'permitting'. They have announced that the 'NO ACTION' proposal is not to be considered by the decision maker, which has the effect of suborning even 'federal' and 'state' permitting agencies to 'how' not 'if' with respect to comments.

This can only lead to a substantive 'chilling' effect on anyone who proposes reasonable mitigation - whatever may be the agency, federal-state-local.

It also has the perceptive impact of 'chilling' public involvement in the decision making process. 'How' vs. 'if' compromises 'public involvement' on meaningful input.

In this case the Air Force drives the total process as the proposing agency, permitting agency and the implementation agency - responsible for all financing, and is ultimately the user.

The standard of disclosure in the EIS should in these circumstances raise the level of the bar for 'mitigation' above that of a standard for mitigation (permitting) and disclose above that of what is conventionally required for 'permits'.

In this case, the decision maker is both a decision maker and the

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owner/operator of the proposed action; and is generally immune from any state or local permit process. Any proposed mitigation which cites state or local 'permit' standards should also specify follow-up study commitments to evaluate compliance with these standards – and with funding from proposal funds (not funds to be identified later).

It is misleading today to the public to commit to future works to 'monitor' compliance only, to find later that 'funds are not available' for these purposes.

A combination of 'owner/operator' and 'decision maker' should demand the highest standard of compliance with the National Environmental Protection Act. In this case the United States itself proposes the action, will make the decisions alone inclusive of any mitigation, and totally controls the budget process which stops/starts/accelerates/slows down impacts, etc. This is not a federal 'permitting' or 'funding' decision to be implemented by others. Perceptively, this proposal demands a higher standard.

Further, mitigation actions should be specifically defined by responsibility, jurisdiction, and funding availability.

For example, if the Air Force suggests that mitigation or management actions to reduce aircraft noise in Valparaiso should include:

- d. land acquisition
- e. sound insulation of residences, business, public buildings, churches
- f. zoning changes

or any other measures to ensure land use compatibility then the EIS should also include:

- a. who (federal vs. non-federal) pays for it; and,
- b. when.

This should not be deferred to future study work; the financial impact should be disclosed as part of the EIS.

2. Any 'baseline' study document should be equally printed and made available to the public in hard copy along side the 'draft' EIS for public comment.

A hard copy of all appendix documents should be printed and made available for the public at local government locations as well as public libraries – resorting to a disk attachment to the draft EIS on a proposal of this magnitude compromises public involvement.

In addition, all referenced documents and footnotes should be provided at a central location in hard copy for review by the public. The public should

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be able to read and copy (at cost) all documents without having to resort to electronic communications.

3. The Air Force should include in the EIS document its policy regarding the use of its lands (current and future) for public purposes regarding 'fair market' value considerations.
There are reportedly (media) over 160 'legacy leases' region wide involving Eglin lands at 'less' than conventional value. In 2007 Eglin announced that it will be the Defense Department's national fore runner of the _____ program.

Conversion to 'fair market value' of the 'legacy' leases and the future policy will seriously impact local government's initiative to both support the proposal and sustain current quality of life in the community; particularly with respect to public infrastructure.

The 'legacy' leases involve park lands, waste water treatment, cultural activities and rights-of-way – to mention a few. The near term future involves substantial planning for the total region's sustainability – beaches, major traffic arterials, etc.

The scope of the proposal's impact will necessarily involve substantial local investment. The Air Force policy regarding financial considerations for the public use of its lands should be defined in the EIS document if the proposal is intended to sustain the quality of life in the region.

The Air Force policy regarding this land use should be captured in the EIS. To continue to say that this 'will be announced' is insufficient – it is clearly both a cumulative and future impact of substantial magnitude regarding the proposal.

4. Eglin's current missions and tenants include among others the following (and others):
- 33rd Fighter Wing
 - 46th and 53rd wings-conventional weapons testing
 - McKinley Climatic Laboratory
 - Navy Explosive Ordnance Disposal School
 - Security Forces Regional Training
 - 20th Space Surveillance Squadron
 - Amphibious Ready Group/Maine Unit
 - Expeditionary Training
 - 919 Special Operations Wing - Air Force Reserves

The future mission (proposal) appears to add:

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- 7th Army Special Forces
- F-35/Fighter Town, USA

From a cumulative impact standpoint if any missions/activities are to be subtracted and move elsewhere, the EIS should document same and present the overall impact within the context of the proposal. Valparaiso supports the subsistence of all current activities/missions and the full use scenario involving the proposals additions.

5. Any changes to the 'entrance' gates at Eglin should be covered in the EIS and not deferred to further study work.

For example, if the 33rd Fighter Wing gate or Highway 85 is to be closed then it could possibly substantially increase traffic at the Eglin East Gate (Highway 397 thru Valparaiso) or the West Gate (traffic from Highway 85 from Shalimar/Fort Walton Beach). This is not a 'design' aspect of the proposal due to its substantial off-base impacts on traffic.

The impacts should be documented in the EIS.

6. The specific impacts of the BRAC EIS decision making process may likely be less important than the decision itself.

Valparaiso remains disturbed by Air Force announcements regarding the decision making process overall, the Air Force indicating decisions have already been made.

The November, 2007 Air Force handout for Town Hall meetings welcoming public involvement advises:

"The NEPA process allows the Air Force to make informed decisions based on Air Force and community needs."

"This booklet will describe the three actions proposed by the BRAC 2005 Commission. It will also describe possible alternatives for each action."

The three BRAC Actions and Alternatives listed in the handout are:

2. Build the JSF JTC and its cantonment,
3. Build the 7SFG(A) cantonment, and
4. Provide training areas for both JSF and 7 SFG (A) personnel.

The community at a Town Hall meeting in Niceville, November 7, 2007 was advised by Mr. Roland (Air Force) that:

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- the Deputy Secretary of the Air Force for Installations (Ms. Kathleen Ferguson) is the decision maker;
- that the Air Force is required to consider the 'NO ACTION ALTERNATIVE';
- however, that this (no action) alternative will be a baseline only since Congress has already passed the law, (in other words) the EIS will only address "how" not "if".

If the Air Force is indeed involved in a "how" not "if" mode and has discarded the 'NO ACTION' alternative for Deputy Secretary Ferguson, then the credibility of the process itself has been compromised.

Maybe something is different about BRAC and the BRAC commission's authority with respect to the National Environmental Protection Act of 1969. If that is so, ok. It just makes it more challenging to perceive that the public has real involvement if announcements ask for solely comments on "how" and not "if".

7. Project area

Generally, the project area remains undefined to the public.

The proposal's actions as presented in November, 2007 define solely two cantonment areas and a joint training area.

The cantonment areas for the Joint Strike Fighter (JSF) Integrated Training Center (ITC) and the 7th Special Forces Group (Airborne) [7SFG(A)] are specifically defined in degree and alternatives involving:

- locations
- acreage
- square feet of construction/demolition/renovation.

What remains substantially undefined is the third element of the proposal, i.e.

"Provide training areas for both JSF and 7SFG(A) personnel."

Unlike the cantonment area proposal inclusive of alternatives with defined limits, the training areas are presented using vast acreage.

Although range training alternatives are outlined for the Special Forces, there is no similar outline for the Joint Strike Fighter with the associated noise and other impacts on the community.

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The Air Force did present noise impacts at the November, 2007 Town Hall meeting outlining four alternatives. However, the wide screen presentation was to a scale that discouraged reasonable public comment.

Only when the scale reaches about 1" = 400 feet can anyone locate their home/business/private property and provide informal input. It is estimated that the presentation scale on a large overhead projector was about 1" = 20,000 feet – at which level its difficult to locate even a city.

Valparaiso asked for large scale maps at the Town Hall meeting and later - to date the request remains pending.

The extent of training over lands vs. water should be specifically quantified. It is acknowledged that training over land as opposed to water, that water is probably safer and that fuel usage likely limits training areas. However, training over land also significantly impacts communities such as Valparaiso. For example, touch/go aircraft operations on Runway 19 significantly impact the community.

It is recognized that touch/go operations impacts at Valparaiso may be mitigated by moving them somewhat to outlying fields this should be quantified. However, will 'instrument' training for the F-35 be conducted on Runway 19? Touch/go training with respect to instrument operations should be quantified with respect to Runway 19 vs. any mitigating scenario.

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EXHIBIT 3

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CITY OF VALPARAISO
 465 VALPARAISO PARKWAY • (850) 729-5402
 VALPARAISO, FLORIDA 32580
 May 9, 2008

Mr. Michael Spalts
 86CEG/CEVPA
 Eglin Air Force Base, FL 32542-5000

SUBJECT: CITY OF VALPARAISO COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT, MARCH 2008, EGLIN BRAC PROGRAM

Dear Mr. Spalts,

The environmental consequences of high noise levels and flight safety over Valparaiso depicted in the BRAC 2005 EIS are totally unacceptable and incompatible with our primarily residential city. It is also felt the draft EIS may be in violation of NEPA guidelines as it fails to adequately address the negative impacts of these two issues. The draft EIS also does not address reasonable alternatives believed required by NEPA.

When it became apparent that the two JSF Flight Training Alternatives would significantly impact Valparaiso to the point of destroying the city, it should have been obvious to Air Force planners, that at a minimum, a third alternative to adjust the runways, flight paths, take-offs, etc to remove the exceedingly high noise levels over our city was reasonable and necessary.

The table below depicts the percentages of city area that would be subject to extreme noise annoyances.

PERCENTAGE OF CITY AREA AFFECTED BY NOISE LEVELS BY JSF ALTERNATIVES

	Below 65 dB	66-69dB	70-74 dB	75-79 dB	80-84 dB	Above 85 dB
Alternative 1	7%	34%	23%	12%	10%	13%
Alternative 2	0%	0%	40%	23%	14%	13%

The above data was extracted from JUS Alternatives noise contour maps provided by Air Force Personnel in support of 2005 BRAC Decisions and Related Actions Draft EIS Statement Executive Summary. Supporting maps and pie charts supporting this data are attached as Attachments 2 thru 5. In trying to interpret this data, it is impossible to determine the real noise that residents will experience. The noise data points are average levels over a 24 hour period. The maps do not show actual peak levels, durations or time of real noise.

The EPA and the Air Force have both stated that levels above 65 dB are not suited for residential purposes. The above numbers prove that living with either alternative is intolerable. Businesses will experience transaction difficulties and the two public schools cannot function with the excessive high noise. Valparaiso will be devastated and become a ghost town. Most of the homes will go on the market as no one will choose to live in this very high and unacceptably noisy environment but will remain unsold as FHA and VA financing will be unavailable.

"Home of the World's Largest Air Force Installation, Eglin Air Force Base, Florida"

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There are 1,800 homes, 120 businesses, 10 churches, 5 daycares and 2 public schools in Valparaiso. Over 6,400 residents live here and we feel it is unconscionable for Eglin AFB and the Department of Defense to continue to pursue either of the stated alternatives. The proposed alternatives will place a very heavy burden on our citizens. It is incumbent on the Air Force to find an alternative remedy.

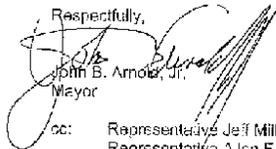
The safety issue is also a great concern. The data presented in the EIS misrepresents the actual threat to public safety. We believe that the frequency of Class A mishaps will be greater than one per year since Eglin will be a training installation. Also, the F-35 carriage of live ordnance over our heavily populated area is of serious concern. The EIS tries to assure us that the Air Force has safety procedures in place to prevent inadvertent release of live ordnance, yet there is no data presented to support that assumption.

The subject statement neglected to address the economic impact on the adversely affected land masses as a result of the contemplated air operations of the two JSF flight training alternatives. Real estate prices will drop and financing will be unavailable. What will retrofitting existing structures against high noise and high noise created vibrations cost; and what is DOD's responsibility? In addition, the cost of mitigating all negative impacts will be enormous. These are just samples of the economic analysis that needs to be incorporated in the EIS. Our concerns are addressed in more detail in Attachment 1.

Valparaiso is a unique place in that 87% of chartered land is owned by the Air Force. It was through donated land that Eglin was established, long after the City was built, as documented in the attached history of Eglin AFB (Attachment #3). How ironic that the Federal government now wants to destroy the city that is the "Home of Eglin AFB".

The mission of Eglin to train F-35 pilots as required by BRAC 2005 will not be compromised if a new alternative is selected. This alternative could solve both the noise and safety issues. Valparaiso wants to work with Eglin to make this new mission a success for everyone in Valparaiso, Okaloosa County and Eglin Air Force Base. In the past we have requested, and still request, face to face meetings with Department of Defense decision makers to find a solution that is a "win win" for the Air Force, Valparaiso and Okaloosa County. Rather than ask the courts to intervene, we still believe that working together, a better alternative can be developed.

Respectfully,



John B. Arnold, Jr.
Mayor

cc: Representative Jeff Miller
Representative Allen F. Boyd Jr.
Senator Mel Martinez
Senator Bill Nelson
Governor Charlie Crist
Representative Ray Sansom
Senator Don Gaetz
Jeff Fanto, Okaloosa County

Attachment 1 Detailed Comments on EIS
Attachment 2 Eglin - Duke AFB JLUS Alternative 1 City of Valparaiso Area (Map)
Attachment 3 City of Valparaiso Area Noise Exposures Alternative 1 (Pie Chart)
Attachment 4 Eglin - Duke JLUS AFB Alternative 2 City of Valparaiso Area (Map)
Attachment 5 City of Valparaiso Area Noise Exposures Alternative 2 (Pie Chart)
Attachment 6 Eglin History

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DETAILED COMMENTS ON EIS

POPULATION IMPACTED

The number of persons negatively impacted from aircraft noise exposed to (65dB or above) will increase significantly. Currently, only 2,113 persons are affected by noise as depicted in Table 7-3 of the draft EIS. Under Alternative 1, a total of 6,757 persons will be negatively impacted and 11,156 persons will be negatively impacted under Alternative 2. This is a 319% increase for Alternative 1, and 525% increase for Alternative 2, of the number of people negatively impacted.

The above population numbers include the entire city of Valparaiso and portions of Niceville and Destin. These alternatives will destroy Valparaiso and significantly impact Niceville.

The EIS only informs of the estimated percentage of persons "annoyed" by the noise and minimizes the complete adverse impact. The impact to individuals is enormous. Property values will decline, public safety is threatened, quality of life is diminished and children will suffer. Indirectly, the impact will create an environment of disproportionately low-income populace and force the city to drastically reduce or eliminate services.

NOISE

The EIS fails to adequately address the noise impact. The EIS reports that there will be highly annoyed people and the vibrations from low flying aircraft affecting structures may further add to the "annoyance".

- 1. **Diminished Quality of Life.** In section 7.3.1.2 it is reported that 12 to 37 percent of persons exposed to aircraft noise levels between 65 and 75 dB would be expected to be highly annoyed by the noise. It further states that "Community reaction in these areas is expected to range between significant and severe." The Air Force may view these people as highly annoyed but for the individual their quality of life is significantly diminished.

The only solution offered was to replace windows and doors to reduce the indoor noise level. This only partly addresses the problem. Eglin AFB is located in Florida not the North Pole. Valparaiso residents want to enjoy the warm climate outdoors. This solution in effect holds residents hostage in their own homes.

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Residents have a reasonable expectation of using and enjoying their outdoor space. Prohibiting them from that enjoyment is in effect taking part of their property rights without just compensation.

The proposed mitigation is insufficient in that it does not identify the source of funding to retrofit every building with adequate windows and doors. Further, it does not offer any compensation to residents and property owners for taking away the use of their outdoor (and indoor) space.

2. **Structural Integrity Compromised.** The EIS underestimates the importance of structural vibrations. When low flying planes compromise the structural integrity of a building, the building becomes unsafe for occupancy and has, in effect been inversely condemned.

The Air Force has failed to include instantaneous dB levels for the F-35 and other data that contributes to structural vibrations, particularly for the APZ areas which are heavily populated. The Air Force should take note that property owners will be more than "annoyed" when their buildings are no longer safe to live in.

The Air Force needs to provide instantaneous dB levels for the F-35, frequency levels and any other data pertaining to structural vibrations. In addition, the Air Force should identify the populated areas and approximate number of structures that will experience structural vibrations. The source of funding and agency responsible for compensating property owners for loss of property due to structural vibrations should be identified. The EIS inadequately analyzes the issue.

DECLINE IN PROPERTY VALUES

The draft EIS ignores the negative impact of noise on property values. In section 7.5.1.2, the statement "There is little to suggest that airspace modifications under the Proposed Action would impact land values in the affected area" completely ignores existing studies and Federal Law which prove otherwise. In addition, the author did not include FHA and VA mortgage financing guidelines that address properties in high noise levels.

Chapter 10 of the draft EIS is a list of preparers of the EIS. A real estate professional specializing in appraisals is not included in the list. Due to lack of professional expertise, the EIS inadequately addresses reduction in property values.

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1. **Studies.** There are numerous studies that show a decline in property values due to aircraft noise. In one working paper, it was found that "houses in noisier areas sold for less than houses subjected to less noise" (Cohen and Coughlin 1).

Other studies exploring the effect of noise on residential property values have shown that property values decrease due to aircraft noise. Those studies include: Nelson (1980); O'Byrne, Nelson and Seneca (1985); and Uyeno, Hamilton and Biggs (1993).

2. **VA and FHA Mortgages.** HUD Manual 4150 instructs appraisers to recommend rejecting a loan if the property has inharmonious land uses in the neighborhood. All residential properties in Valparaiso are inharmonious with the noise created by the F-35 aircraft. Additionally, 24 CFR 51.303(b) states "HUD policy for actions in Accident Potential Zones at Military Airfields. HUD policy is to discourage the provision of any assistance, subsidy or insurance for projects and actions in the Accident Potential Zones. To be approved, projects must be generally consistent with the recommendations in the *Land Use Compatibility Guidelines For Accident Potential Zones* chart contained in DOD Instruction 4165.57, 32 CFR part 256."

Additionally, the Housing and Urban Development Act of 1965 tasks HUD "to determine feasible methods of reducing the economic loss and hardships suffered by homeowners as a result of the depreciation in the value of their properties following the construction of airports in the vicinity of their homes."

3. **Current Homeowner's Property Devalued by VA.** In April, 2008 a property owner in Valparaiso sought refinancing through VA. His property value was lowered due in part to aircraft noise. The property was previously valued at \$209,000 and lowered by VA to \$185,000. VA cited aircraft noise as part of the reason for the devaluation. (Attached)

The reduction in property values from aircraft noise is a taking of an individual's property or inverse condemnation. The Supreme Court has ruled that a taking through inverse condemnation due to aircraft noise must be justly compensated. *United States v. Gausby*, 328 U.S. 256 (1946). See also, *Hillsborough County Aviation Authority v. Benitez*, 200 So. 2d 194 (Fla. 2d DCA 1967).

The Okaloosa County Property Appraiser has determined that the 2007 assessed property values in Valparaiso is \$326,950,486. This is not the fair market value which will be much higher.

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It is clear that aircraft noise does in fact reduce property values. The EIS insufficiently addresses property value reductions and appropriate mitigation. A supplemental EIS must be prepared utilizing professional expertise in property valuation. The supplemental EIS should also address mitigation measures such as purchase of all affected properties in 65 dB and louder noise areas or annual stipends to each property owner to compensate for loss in value. In addition, the mitigation measures should also address annual compensation to each resident for drastically reducing the livability of the property.

PUBLIC SAFETY

Section 7.8 oversimplifies the safety issue of mishaps and the carriage of live ordnance. It lacks sufficient detail to determine actual threats to public safety. The mishap projections are erroneously calculated and distort the true potential for mishaps. The live ordnance accidents lack data to justify the Air Force's assumptions.

1. **Class A Mishap projections is disingenuous and grossly underestimated.** The Air Force reports that the rate of Class A mishaps is calculated on mishaps per 100,000 flying hours of each aircraft. This rate is then used to estimate anticipated time between mishaps. The data used for calculating the F-15 and F-16 at Eglin AFB is extrapolated from the 2008 Air Force-wide data, which is then applied to the F-35. This is an inaccurate representation of the data. Eglin AFB will be established as the "Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter aircraft." (BRAC 2005). To be statistically accurate in determining actual threat to public safety, mishap data from F-16 training bases should be used rather than Air Force-wide data. (When comparing data for extrapolation, like data needs to be compared to like data. Air Force-wide data is not the same as data from training facilities.)

Section 7.8 also informs "Historically, mishap rates for new military aircraft are highest during the initial phase of its operational life and decrease steadily throughout the aircraft's lifetime." Since the author did not want to skew the analyses, he used the Air Force-wide mishap data of the F-16. This is a contradiction. By assuming that the mishap rate is constant Air Force-wide, the extrapolation of the data actually skews the outcome and minimizes the anticipated actual mishap rate.

The mishap rate for the first five years of the operational life of the F-16 is 16.6 mishaps per 100,000 flying hours. This data was calculated from raw

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data presented in an article comparing the mishap rate of the Predator to the F-16. (Nullmeyer, Horz, Montjo and Leonik 7). Using the formula in Section 7.8 to determine the time between Class A mishaps, the result is 0.23 years (or once every 84 days) for the first five years of the F-35. This data is Air-Force wide. It is reasonable to expect the time between Class A mishaps to be more frequent since the pilots will be entry-level aviators.

Section 7.8 must include sufficient data on actual mishaps at F-16 aircraft training facilities and should be presented by each phase of its operational life to inform the public of the actual risks.

2. Carriage of Live Ordnance is a Threat.

The Air Force fails to adequately address explosives safety in section 7.8.1.2. The Air Force informs that safeguards are designed to prevent the accidental, inadvertent, or uncommanded release of ordnance, but does not rule out an accident. Further, the Air Force refers to safety risk analyses that discount the risk of accidental releases. However, the Air Force neglects to include those analyses in the EIS giving the public an opportunity to determine actual threat.

The Air Force should readdress this issue and provide actual data on ordnance accidents, particularly accidental releases from aircraft.

CHILDREN AT RISK.

The EIS grossly neglected to address the negative impact on children. The EIS only informs of the special risks to children and does not address mitigation as earlier stated, there are two public schools in Valparaiso. Children are at risk of diminishing cognitive skills, reading and memory loss from the excessive aircraft noise. According to the FICAN Position on Research into Effects of Aircraft Noise on Classroom Learning, September 2000 (also referenced in sections 7.5.1.2. and 7.5.2.2.) "Research on the effects of aircraft noise on children's learning suggests that aircraft noise can interfere with learning in the following areas: reading, motivation, language and speech acquisition, and memory."

Children learning at a slower rate than their peers pose many problems for society and the local school boards. Special programs will have to be implemented to give these children a fair opportunity to achieve academically the same as their peers. These children may never learn at a rate to give them the opportunity to obtain the necessary education in order to have an acceptable wage earning career. Furthermore, physical

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education and fitness, which Governor Christ has placed great emphasis, will be impossible.

The list of preparers of the EIS does not include a professional in child development. The impacts of children learning at a slower pace have long term and permanent effects. A professional in child development needs to address this issue.

A supplemental EIS should be prepared to sufficiently address the negative impacts to children utilizing professional expertise in child development. Mitigation should address the cost of sound proofing buildings, providing special programs and the cost of closing the schools.

ENDANGERED AND THREATENED SPECIES

The EIS completely fails to address the negative impacts of noise, fuel dumping or spills and mishaps on endangered and threatened species. Noise affects the sleep patterns, mating, nesting, and feeding habits of these species and will result in a "take" of endangered species. Further it may cause disorientation and aggression in some animals. The EIS must address these issues and the failure to do so is a violation of the requirements of the National Environmental Policy Act. Some of the species currently existing in the proximity include Red-Cockaded Woodpeckers, gopher tortoises, eastern indigo snakes, burrowing owls, salamanders, Florida Black Bears, the dusky gopher frog, etc. See, Draft EIS; "Burrowing Owls at Airports" (Forrest S. Clark); Witness: Endangered Species of North America" (David Liittschwager, E. O. Wilson, and Susan Middleton 1994).

INDIRECT IMPACTS

The negative impacts of noise and safety will further exacerbate problems in Valparaiso and Okaloosa County by indirectly reducing the availability of affordable workforce housing and creating an environment of low-income populace that is disproportionate to the rest of the area. In addition, the city will lose revenue and be forced to reduce and/or eliminate services.

1. **Loss of Affordable Housing.** Affordable workforce housing is a critical issue in Okaloosa County. Because of limited land availability and the high cost of construction, it is difficult to find affordable housing for Okaloosa County's workers. Valparaiso is in a desirable location next to Eglin AFB and Niceville. The housing stock in Valparaiso is valued in the affordable range.

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When property values decline due to high noise, the city will become an undesirable place to live. Workers will seek affordable housing in locations further away from their workplaces such as Crestview and DeFuniak Springs. This will have the effect of more traffic and higher gas costs for the worker.

- 2. **Disproportionate Low-Income Population is Created.** When property values decline and the noise levels increase, Valparaiso will no longer be a desirable place to live. As people move away from the area the only persons moving in will be low-income. Properties will be difficult to finance so there will be more owner financing of which the target market is low-income. When Valparaiso becomes a city of predominately low-income there will then be a disproportionate population of disadvantaged persons impacted by the F-35. The F-35 will create a blighted city which will be the victim of environmental injustice.
- 3. **Reduction and/or Elimination of City Services.** As property values decline, the County Property Appraiser will adjust the market value and the resulting revenue to the city will decrease. The City currently provides basic services to its residents in the form of police and fire protection, public safety, library, utilities, cable TV, parks and planning. The cost of providing these basic services will continue to increase. When the city is faced with a reduction in its revenue the city will be forced to reduce and/or eliminate its services.

INSUFFICIENT MITIGATION MEASURES

The mitigation measures for all impacts are insufficient and in some cases completely missing. It is incumbent on the Air Force to provide mitigation measures for each negative impact. The mitigation measures should identify the agency responsible for implementing the mitigation measure and the potential source and availability of funding.

ALTERNATIVE 3

The Air Force is in violation of NEPA in that it did not consider all reasonable alternatives. It is obvious to the reader of the draft EIS, and should have been obvious to the preparers of the draft EIS, that a third alternative should have been considered. When all of the impacts and the associated costs of mitigation are considered, it is

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reasonable to evaluate a third alternative that would remove the noise and safety impacts off the populated areas.

The City of Vaiparaiso is concerned that a third alternative was not considered and believes that a supplemental EIS should be prepared to include a third alternative that modifies the use of existing runways or constructs a new runway that places the F-35 aircraft flight paths over unpopulated areas. There is a currently existing runway which puts the flights over the Gulf of Mexico instead of thousands of homes and residents. The failure to analyze that alternative demonstrates that the draft EIS is not intended to fulfill NEPA requirements, but is mere window-dressing.

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In conclusion, the City of Valparaiso finds the draft EIS lacking in sufficient data and analysis to accurately estimate or determine actual impacts. Many sections of the EIS should be rewritten including appropriate data and analyses and in some cases utilizing appropriate professional expertise. The city finds the following impacts unacceptable:

IMPACTS

1. 100% of the City of Valparaiso is negatively impacted
2. Diminished quality of life – cannot enjoy outdoor spaces
3. Structural integrity of buildings is compromised – buildings become unsafe for occupancy
4. Property values decline
5. VA and FHA will no longer insure mortgages – financing becomes difficult
6. Public safety is threatened
 - A. Drastic increase in Class A mishaps
 - B. Live ordnance is carried over populated areas
7. Children are at risk – slower learning skills/loss of physical fitness education
8. Loss of affordable workforce housing
9. Creation of a disproportionate low-income population
10. Reduction or elimination of city services

The City of Valparaiso proposes the following changes to the EIS so that the public is fully informed of the negative impacts.

CHANGES TO THE EIS

1. Prepare a supplemental EIS to include:
 - A. Alternative 3 – removing noise and safety impacts off populated areas
 - B. Revise negative impact on property values utilizing a professional real estate appraiser
 - C. Revise statistical calculations for Class A mishaps
 - D. Include statistical data on carriage of live ordnance over populated areas (i.e. frequency of accidents)
 - E. Include mitigation measures for each impact identifying the responsible agency and source of funding
 - F. Include a section on the total cost of the impacts to the public and individuals

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- 2. Fully address the issue of children at risk. Utilize professional child development experts and identify special programs to assist these children in addition to other mitigation measures.
- 3. Completely address the impacts upon endangered and threatened species which exist in the proximity.

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Uniform Residential Appraisal Report FR 704-4-2008
Rev. 7/2012 S

This report form is designed to report an appraisal of a one-unit property or a one-unit property with an accessory unit including a unit in a planned unit development (PUD). This report form is not designed to report an appraisal of a multi-family home or a unit in a condominium or cooperative project.

This appraisal report is subject to the following scope of work, intended use, intended user, definition of market value, statement of assumptions, the limiting conditions, and qualifications. Modifications, additions, or deletions to the intended use, intended user, definition of market value, or assumptions and limiting conditions are not permitted. The appraiser may expand the scope of work to include any additional research or analysis necessary based on the complexity of the appraisal assignment. Modifications or deletions to the limitations are also not permitted. However, additional qualifications that do not include material alterations to the appraisal report, such as those required by law or those related to the appraiser's continuing education or membership in an appraisal organization, are permitted.

SCOPE OF WORK: The scope of work for this appraisal is defined by the complexity of the appraisal assignment and the reporting requirements of this appraisal report form, including the following: definition of market value, statement of assumptions and limiting conditions, and qualifications. The appraiser must, at a minimum: (1) perform a complete visual inspection of the interior and exterior of the subject property; (2) inspect the neighborhood; (3) report each of the comparable sales from at least the street; (4) research, verify, and analyze data from reliable public and/or private sources; and (5) report his or her analysis, opinions, and conclusions in the appraisal report.

INTENDED USE: The intended use of this appraisal report is for the lender/client to evaluate the property that is the subject of this appraisal for a mortgage finance transaction.

INTENDED USER: The intended user of this appraisal report is the lender/client.

DEFINITION OF MARKET VALUE: The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the assumption of a sale of a specified real estate interest at a certain time and place. The conditions are: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and each acting in what he or she considers his or her own best interest; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in U.S. dollars or in terms of a readily convertible comparable currency; and (5) the price represents the normal consideration for the property and is not affected by special or creative financing or sales concessions granted by anyone associated with the sale.

Adjustments to the comparables may be made for special or creative financing or sales concessions. No adjustments are necessary for those costs which are normally paid by sellers as a result of tradition or law in a market area; these costs are readily identifiable since the seller pays these costs in virtually all sales transactions. Special or creative financing adjustments can be made to the comparable property by comparisons in financing terms offered by a third party transaction under that is not already involved in the property or transaction. Any adjustment should not be calculated on a dollar-for-dollar basis but on the basis of the financing or concession that the dollar amount of any adjustment should approximate the market's reaction to the financing or concession based on the appraiser's judgment.

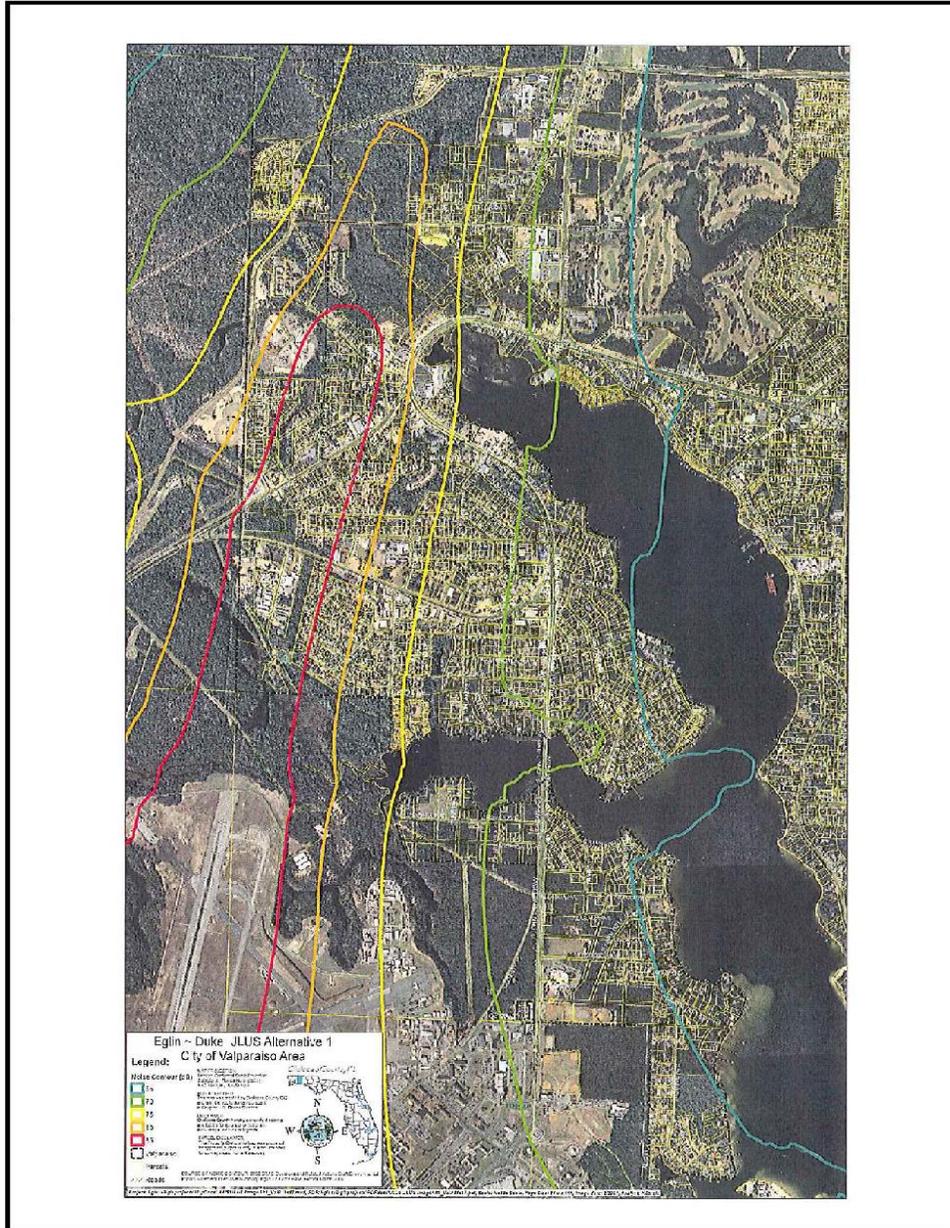
STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS: The appraiser's certification in this report is limited to the following assumptions and limiting conditions:

- The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it, except for information that he or she becomes aware of during the research involved in performing this appraisal. The appraiser assumes that the title is good and marketable and will not render any opinions about the title.
- The appraiser has provided a sketch in this appraisal report to show the approximate dimensions of the improvements. The sketch is intended only to assist the reader in visualizing the property and understanding the appraiser's stated opinion of its size.
- The appraiser has examined the available flood maps that are produced by the Federal Emergency Management Agency or other data sources and has noted in this appraisal report whether any portion of the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantee, express or implied, regarding this determination.
- The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements in advance have been made beforehand, or as otherwise required by law.
- The appraiser has noted in this appraisal report any adverse conditions (such as needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject property or that he or she became aware of during the research involved in performing the appraisal. Unless otherwise stated in this appraisal report, the appraiser has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as mold, etc.) that are limited by needed repairs, deterioration, the presence of hazardous wastes, toxic substances, or other environmental conditions that would make the property less valuable, and has assumed that there are no such conditions and makes no guarantee or warranties, express or implied. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the appraiser is not an expert in the field of environmental hazards, the appraisal report must not be considered as an environmental assessment of the property.
- The appraiser has based his or her appraisal report and valuation conclusion for an appraisal that is subject to satisfactory completion, repairs, or alterations on the assumption that the completion, repairs, or alterations of the subject property will be performed in a professional manner.

FR 704-4-2008 Rev. 7/2012 S Page 4 of 4 Form 704-4-2008 Rev. 7/2012 S
 Form 704-4-2008 Rev. 7/2012 S

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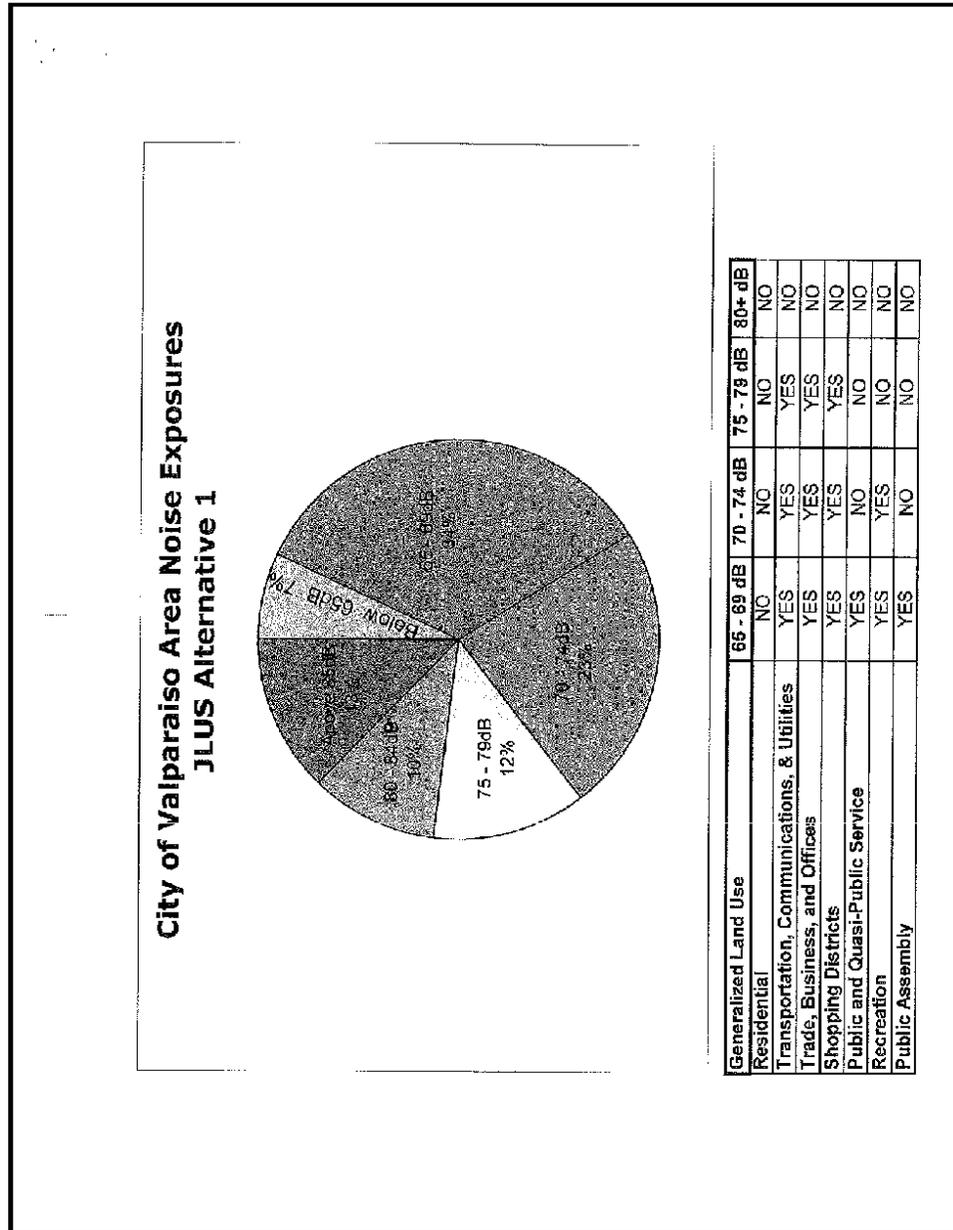
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Eglin AFB Base Realignment and Closure
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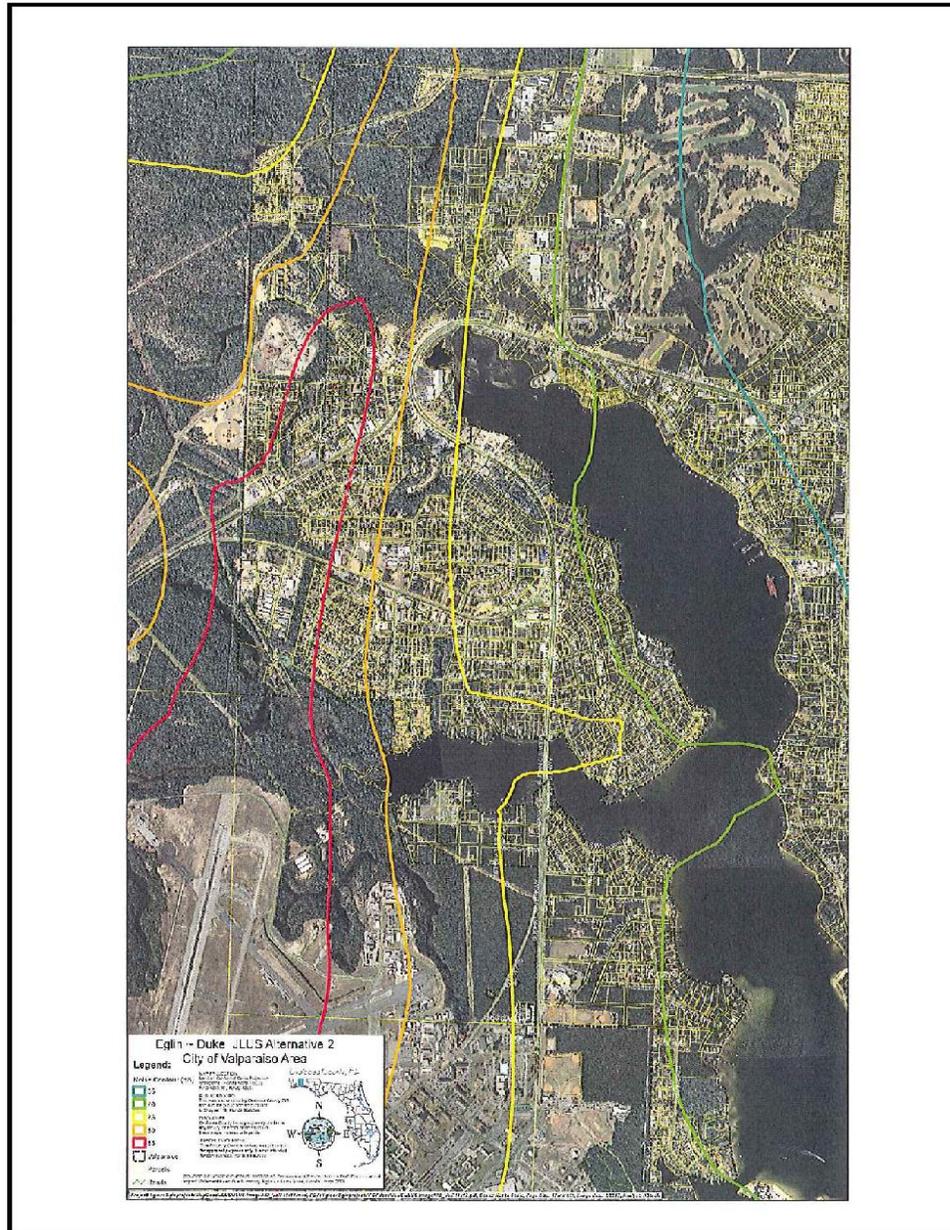
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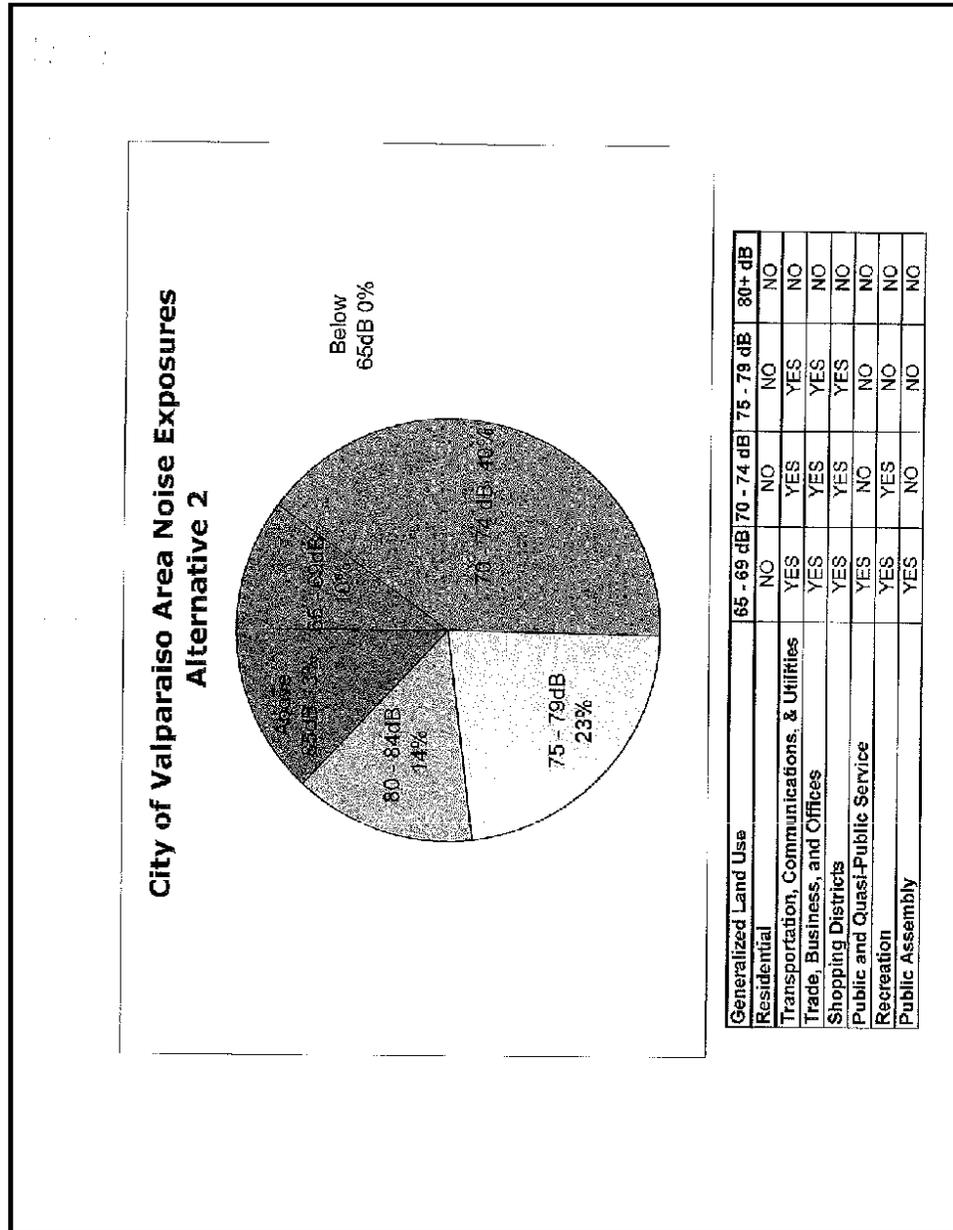
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Generalized Land Use	65 - 69 dB	70 - 74 dB	75 - 79 dB	80+ dB
Residential	NO	NO	NO	NO
Transportation, Communications, & Utilities	YES	YES	YES	NO
Trade, Business, and Offices	YES	YES	YES	NO
Shopping Districts	YES	YES	YES	NO
Public and Quasi-Public Service	YES	NO	NO	NO
Recreation	YES	YES	NO	NO
Public Assembly	YES	NO	NO	NO

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Eglin History

For 70 years spanning many major conflicts, contingencies, and deployments, Eglin has played a prominent role in air power history. In 1931, personnel of the Army Air Corps Tactical School (Maxwell Field, Ala.) were looking for a bombing and gunnery range, saw the potential of the sparsely populated forested areas surrounding Valparaiso and the vast expanse of the adjacent Gulf of Mexico.

Local businessman and airplane buff James B. Plew saw the potential of a military payrol to boost the local area's depression-stricken economy. He leased the City of Valparaiso, the 137 acres on which an airport was established in 1933, and in 1934, Plew offered the U.S. government a donation of 1,460 contiguous acres for the bombing and gunnery base. This leasehold became the headquarters for the Valparaiso Bombing and Gunnery Base activated on June 14, 1935. Under the command of Captain Arnold H. Rich. On August 4, 1937, the base was redesignated Eglin Field in honor of Lieutenant Colonel Frederick I. Eglin, U.S. Air Corps, killed on January 1, 1937, in an aircraft accident.

With the outbreak of war in Europe in 1939 and President Roosevelt's call for an expansion of the Army Air Corps, Gen. Henry H. "Hap" Arnold ordered the establishment of a proving ground for aircraft armament. Eglin was selected for the testing mission, and on June 27, 1940, the U.S. Forestry Service ceded to the War Department the Choctewhatchee National Forest, consisting of some 384,000 acres. In 1941, the Air Corps Proving Ground was activated, and Eglin became the



Air Proving Ground Command and the Air Force Armament Center to form the Air Proving Ground Center. The Center built the highly instrumented Eglin Gulf Test Range and, for the next few years, served as a major missile test center for weapons such as the BCMARC, Matador, GAM-72 "Quail," and GAM-77 "Hound Dog."

As the Southeast Asia conflict increased emphasis on conventional weapons, the responsibilities at Eglin grew. On August 1, 1966, the Air Proving Ground Center was redesignated the Armament Development and Test Center to centralize responsibility for research, development, test and evaluation, and initial acquisition of non-nuclear munitions for the Air Force. On October 1, 1979, the Center was given division status. The Armament Division, redesignated Munitions Systems Division on March 15 1983, placed into production the precision-guided

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site for Army Air Forces fighter pilot gunnery training, as well as a major aircraft-testing center (equipment, and tactics). In March 1942, the base served as one of the sites for Lieutenant Colonel Jimmy Doolittle to prepare his B-25 crews for their raid against Tokyo. In addition to testing all new aircraft and their serial modifications, the Proving Ground Command, established at Eglin in April 1942, found the isolation and immensity of the ranges especially well suited for special tasks. For example, in 1944, personnel developed the tactics and techniques to destroy German missile installations being built to support V-1 buzz-bomb attacks on England. Two testing sites, JB-2 and CROSSBOW, were included on the National Register of Historic Places.



By the end of the war, Eglin had made a recognizable contribution to the effectiveness of the American air operations in Europe and the Pacific and continued to maintain a role in the research, development, and testing of air armament. Eglin also became a pioneer in missile development when, in early 1946, the First Experimental Guided Missiles Group was activated to develop the techniques for missile launching and handling; establish training programs; and monitor the development of a drone or pilotless aircraft capability to support the Atomic Energy Commission tests, Operation CROSSROADS, at Eniwatok. On January 13, 1947, the Guided Missiles Group received nationwide publicity by conducting a successful drone flight

munitions for the laser, television, and infrared-guided bombs; two anti-armor weapon systems; and an improved hard target weapon used in Operation DESERT STORM during the Persian Gulf War. The division was also responsible for developing the Advanced Medium Range Air-to-Air Missile, an Air Force-led joint project with the U.S. Navy.

In addition to its development and testing mission, Eglin also served as the training site for the Son Tay Raiders in 1970, the group that made the daring attempt to rescue American POWs from a North Vietnamese prison camp. In 1975, the installation served as one of four main U.S. Vietnamese Refugee Processing Centers, where base personnel housed and processed more than 10,000 Southeast Asian refugees at the Auxiliary Field Two "Tent City." Eglin again became an Air Force refugee resettlement center processing over 10,000 Cubans who fled to the U.S. between April and May of 1980.

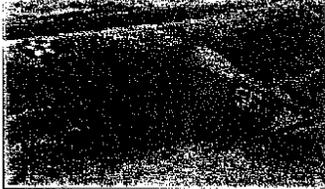
On July 11, 1990, the Munitions Systems Division was redesignated the Air Force Development Test Center. During the 1990s, the center supported test and evaluation for the development of non-nuclear Air Force armament including next generation precision-guided weapons; operational training for armament systems; and test and evaluation of command, control, communications, computers, and intelligence (C4I) aerospace navigation and guidance systems.

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from Eglin to Washington, D.C., in a simulated bombing mission.

Both as a reaction to the Soviet atomic explosion in 1949 and in recognition that research and development had lagged in the years of lower priority to operational concerns, the Air Force, in early 1950, established the Air Research and Development Command (later Air Force Systems Command). The following year, the Air Research and Development Command established the Air Force Armament Center at Eglin, which, for the first time, brought development and testing together. After the start of the Korean War in 1950, test teams moved to the combat theater for testing in actual combat. Among other accomplishments, this included improved air-to-air tactics and techniques for close air support. On December 1, 1957, the Air Force combined the (propaganda)



As part of the Air Force's strategic plan to guide the service into the 21st Century, on October 1, 1996, the Air Force Development Test Center became the Air Force Materiel Command's center for air armament. As one of AFMC's product centers, AFDTC was renamed the Air Armament Center. The center is responsible for development, acquisition, testing, deployment, and sustainment of all air-delivered weapons. The AAC applies advanced technology, engineering, and programming efficiencies across the entire product life cycle to provide superior combat capability. The center plans, directs, and conducts test and evaluation of U.S. and allied air armament, navigation/guidance systems, and command and control systems.

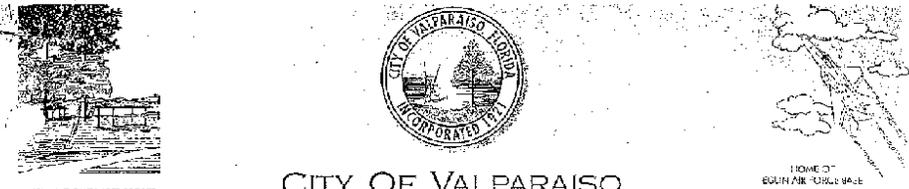
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FRESH AND SALTWATER SPORTS ON FORTY-THREE AVENUE

CITY OF VALPARAISO, FLORIDA
INCORPORATED 1911

HOME OF
EGLIN AIR FORCE BASE

CITY OF VALPARAISO
165 VALPARAISO PARKWAY • (850) 729-5402
VALPARAISO, FLORIDA 32580

April 16, 2008

Maj. Gen. David W. Eidsaune
AAC/CC
101 West D Ave. Suite 120
Eglin A.F.B., Florida, 32542-5495

Dear General Eidsaune:

I attended and gave public comment at the EIS draft public hearing on April 15, 2008. I feel I was treated shabbily by the moderator. Eleven calendar days ago we were provided one copy of the BRAC DEIS, a 3 inch thick loose leaf bound highly technical document accompanied by an 82 page Executive Summary. We were expected to read/study and digest this information and be prepared to comment on our areas of concern in this short time frame. At the hearing each speaker was only allotted 3 minutes (not previously announced). I was asked to stop speaking after my allotment of 3 minutes with about still 1 to 1½ minutes of material to present. A three minute limit on a subject as technical and vital to our well being is ludicrous.

In addition, the moderator discouraged duplicate comments, thus only a very small percentage of those present spoke. This procedure perhaps saved hearing time but did not permit the Air Force to obtain the true feelings of those interested parties who made time to attend.

In my 40 plus years as Mayor I have held numerous public hearings. If I conducted my hearings in this manner I would have been "tarred and feathered". This public hearing procedure was counterproductive to Eglin being a good neighbor and working with surrounding communities.

"Home of the World's Largest Air Force Installation, Eglin Air Force Base, Florida"

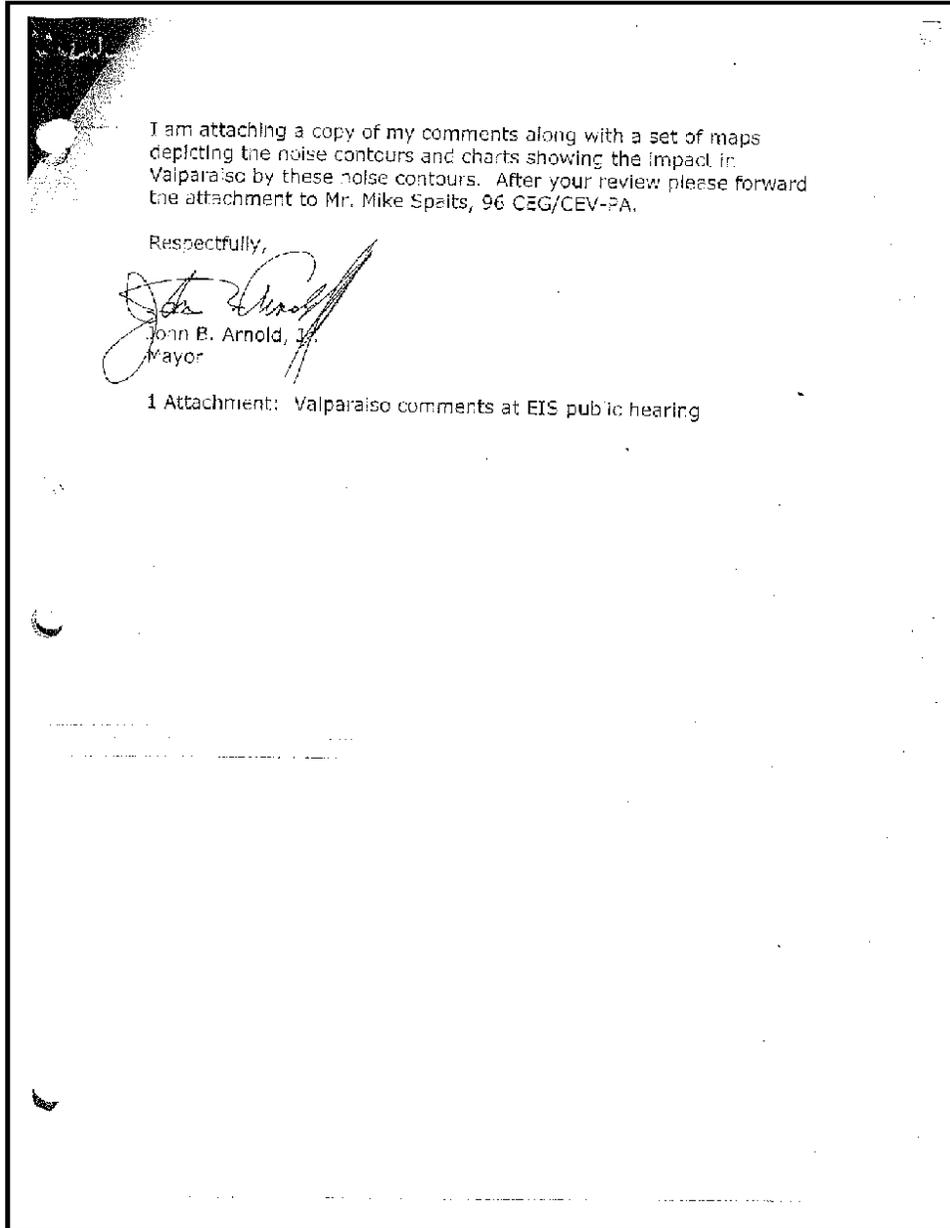
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*Written Comments Received During Public Scoping Process*COMMENTS MADE AT THE APRIL 15TH PUBLIC HEARINGBY: MAYOR JOHN B. ARNOLD, JR.

THANK YOU FOR PERMITTING ME TO COMMENT ON THE BRAC DRAFT EIS. WE FEEL THAT ALL OF THE 13 AFFECTED RESOURCES ELEMENTS DEPICTED IN THE STUDY CAN BE FAIRLY AND EASILY MITIGATED WITH STANDARD CONSTRUCTION EFFORTS AND EXISTING TECHNOLOGY EXCEPT ONE. THAT ONE IS THE EXCESSIVE HIGH NOISE LEVELS PROJECTED OVER VALPARAISO AS A RESULT OF THE JOINT STRIKE FIGHTER FORCE TRAINING AT EGLIN. TWO TRAINING OPTIONS ARE PROPOSED ALTERNATIVE 1 HAS 51% OF F-35 FLIGHTS ORIGINATING AT EGLIN. WITH THAT ALTERNATIVE ALL OF VALPARAISO WILL EXPERIENCE NOISE ABOVE 65 DB. IT BREAKS DOWN AS FOLLOWS 40% OF CITY WILL BE ABOVE 70DB, 25% ABOVE 75DB, 10% ABOVE 80DB, 13% ABOVE 85DB AND ONLY 10% ABOVE 65DB. THE FIGURES WERE EXTRAPOLATED FROM CHARTS THE AIR FORCE PROVIDED THE JLUS COMMITTEE. (MAPS AND PIE CHARTS DEPICTING THIS OPTION AND OPTION 2 WERE DISTRIBUTED)

WITH OPTION 2, ONLY 35% OF F-35S TAKE OFF AT EGLIN, THE NOISE LEVEL NUMBERS ARE NOT QUITE AS SEVERE BUT STILL

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UNACCEPTABLE 34% OF CITY WILL EXPERIENCE NOISE IN EXCESS OF 65DB, 40% OVER 70DB, 23% OVER 75DB, 14% OVER 80DB, AND 13% OVER 85DB. ONLY 7% OF THE CITY AREA WILL EXPERIENCE NOISE LEVELS FROM 60 TO 65DB.

USEPA AND THE AIR FORCE HAVE BOTH STATED THAT LEVELS ABOVE 65DB ARE NOT SUITED FOR RESIDENTIAL PURPOSES. WITH THE ABOVE NUMBERS QUOTED RESIDENTIAL LIVING WITH EITHER ALTERNATIVE OPTION WOULD BE INTOLERABLE, BUSINESS WOULD EXPERIENCE TRANSACTION DIFFICULTIES AND THE TWO PUBLIC SCHOOLS COULD NOT FUNCTION IN THE NOISE. VALPARAISO WOULD BE DEVISTATED; WE WOULD BECOME A GHOST TOWN. MOST OF THE HOMES WOULD GO ON THE MARKET AS NO ONE WOULD CHOOSE TO LIVE IN THIS VERY HIGH AND UNACCEPTABLE NOISE ENVIRONMENT. IN VALPARAISO WE HAVE 1800 HOMES, 120 BUSINESSES, 10 CHURCHES AND 2 PUBLIC SCHOOLS. VALPARAISO HAS OVER 6,500 RESIDENTS, AND WE FEEL IT IS UNCONSCIONABLE FOR EGLIN AFB AND DOD TO WIPE OUT AN ENTIRE CITY.

IN EARLY DECEMBER, 2007 THE CITY SUBMITTED 54 PAGES OF WRITTEN QUESTIONS AND CONCERNS FOR THE PRELIMINARY EIS AT THE REQUEST OF EGLIN AFB. AFTER REVIEWING THE DRAFT EIS DOCUMENT PROVIDED 11 DAYS AGO IT IS APPARENT THAT MANY OF THOSE QUESTIONS WERE NOT ADDRESSED

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PROPERLY. WE WILL AGAIN UPDATE OUR CONCERNS IN WRITING AND WILL SUBMIT THEM TO YOU BY THE MAY 11TH DEADLINE.

SINCE LEARNING ABOUT THE BRAC DECISION TO LOCATE THE JSF AT EGLIN AFB, THE CITY OF VALPARAISO HAS REPEATEDLY ASKED FOR NOISE CONTOURS AND BED DOWN INFORMATION ONLY TO BE TURNED DOWN. WE ARE PROUD TO BE THE HOME OF EGLIN AFB AND WILL BE JUST AS PROUD TO HAVE THE MONIKER "FIGHTER TOWN USA" WITH THE F-35 HERE. WE UNDERSTAND THE ECONOMIC BENEFIT TO OUR REGION THAT THIS NEW MISSION WILL GENERATE AND WE FULLY SUPPORT THE ECONOMIC PROSPERITY. HOWEVER, UNLESS F-35 NOISE IS SIGNIFICANTLY MITIGATED THIS GROWTH WILL COME AT THE EXPENSE OF THE CITY OF VALPARAISO.

THE CITY HAS IN THE PAST OFFERED SUGGESTIONS TO MINIMIZE THE NOISE IMPACT ON VALPARAISO AND THEY HAVE FELL ON DEAF EARS. WE WANT TO CONTINUE TO BE GOOD NEIGHBORS AND COOPERATE WITH EGLIN TO MAKE THIS NEW MISSION A SUCCESS; BUT WITHOUT DESTROYING OUR CITY. IT IS OUR DESIRE TO SIT DOWN FACE TO FACE WITH THE DECISION MAKERS IN THE DEPARTMENT OF DEFENSE TO FIND ACCEPTABLE SOLUTIONS TO SIGNIFICANTLY REDUCE AIRCRAFT NOISE OVER VALPARAISO.

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EXHIBIT 4

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CITY OF VALPARAISO
 465 VALPARAISO PARKWAY • (850) 729-5402
 VALPARAISO, FLORIDA 32580

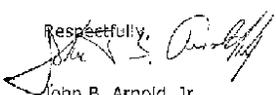
DATE: October 29, 2008

FROM: Mayor John B. Arnold, Jr.
 465 Valparaiso Parkway
 Valparaiso, FL 32580

TO: Mr. Michael Spaits
 96CEG/CEVPA
 Eglin Air Force Base, FL 32542-5000

SUBJECT: CITY OF VALPARAISO COMMENTS ON FINAL ENVIRONMENTAL IMPACT STATEMENT, OCTOBER 2008, EGLIN BRAC PROGRAM

After reviewing the Final Environmental Impact Statement for the Eglin BRAC Program 2005 of October 2008, I find very little to no consideration was given to the City of Valparaiso's comments to the draft report of March 2008. Thus I am forwarding another copy of our May 2008 response to the draft. The draft's severe negative impacts to our city are still valid today as it appears no attempts to mitigate noise levels or safety concerns for our city were included in the final document.

Respectfully,

 John B. Arnold, Jr.
 Mayor

Attachment: Letter Dated May 9, 2008

Cc: Representative Jeff Miller - Minus attachments

"Home of the World's Largest Air Force Installation, Eglin Air Force Base, Florida"

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**EGLIN BRAC SEIS
NEWSLETTERS**

**Science Applications
International Corporation**
Attn: Eglin BRAC SEIS
1140 Eglin Parkway
Shalimar, FL 32579

Eglin BRAC SEIS Information Card
(To receive future project information)

NAME: *(Please print all)* _____

EMAIL: _____

OFFICE/ORGANIZATION (IF APPLICABLE): _____

ADDRESS: *(Street/P.O. Box)* _____

(City/State/Zip) _____

In order to be good stewards to the environment, we will be emailing future issues of this monthly project update newsletter. The newsletter will also be available on the Eglin Air Force Base website at www.eglin.af.mil/brac.asp

Check if you would like to continue to receive information on this project and receive the newsletter electronically (be sure to provide email address above).

Check if you are unable to receive information electronically and require a paper copy be mailed to you.

Check if you would like to be taken off the mailing and distribution lists for this project and no longer wish to receive updated information and correspondence.

Eglin BRAC Program

Supplemental Environmental Impact
Statement Newsletter

Project Introduction and Scoping Information

Vol. 1, August 2009

The SEIS has five primary purposes:

Purpose 1: To complete the establishment of all necessary support facilities to conduct pilot and maintainer training by analyzing the establishment of reasonable alternative sites outside the Eglin Main Base addressed in the 2008 Eglin BRAC Final EIS, but still on the Eglin AFB reservation.

Purpose 2: To analyze the alternatives addressing proposed distribution of F-35 flight operations, on and off the cantonment area, while maintaining efficient pilot training, de-conflict flying operations with other military and civilian operations, alleviate

(to the extent practicable) noise on sensitive receptors, and other pertinent issues.

Purpose 3: To examine impacts and mitigations associated with bedding down up to two additional Air Force squadrons (an additional 48 Air Force F-35 aircraft).

Purpose 4: To examine impacts and potential mitigation associated with construction and flight operation activities.

Purpose 5: To examine additional mitigations for flying the allowed 99 F-35 aircraft.

Project Introduction:

The Air Force's Record of Decision (ROD) for the Joint Strike Fighter (JSF) Initial Joint Training Site Final Environmental Impact Statement (FEIS) was signed on February 5, 2009. The ROD implemented only a portion of the 2008 Eglin BRAC EIS's Alternative 1, which includes the beddown of 59 F-35s, associated cantonment construction and limited flight training operations, until a Supplemental Environmental Impact Statement (SEIS) has been completed and the Air Force has decided how best to proceed. The initial basing of the JSF and beddown of 59 F-35s with associated limited training operations will meet the minimum training capability that the Base Realignment and Closure Commission (BRAC) of 2005 requires by September 15, 2011.

The U.S. Air Force is preparing a SEIS to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35s authorized to be delivered to Eglin Air Force Base under the initial ROD as well as analyze the proposed beddown and operational alternatives for the additional 48 Air Force F-35s not authorized for delivery under the initial ROD. The range of alternatives for the SEIS will not be limited by BRAC's goals and objectives and may consider alternatives that adjust or displace existing missions and/or construct additional runways within Eglin AFB property.

The Eglin BRAC SEIS is in the scoping stage. Scoping is the process used to determine the appropriate contents of an SEIS. Scoping begins before any analysis of impacts is done, and it continues until the SEIS is finished. Public participation is an integral part of scoping.

The purpose of soliciting public input is to identify as many relevant issues, alternatives, and improvements as possible so they can be incorporated into the SEIS.

What is Scoping:

The scoping process is the best time to identify issues, determine points of contact, establish project schedules, and provide recommendations to the agency. The overall goal is to define the scope of issues to be addressed in depth in the analyses that will be included in the SEIS. All four scoping meetings will have the following agenda:

5:30 to 6:00 p.m.	Open house
6:00 to 6:45 p.m.	Air Force presentation
6:45 to 7:30 p.m.	Public comments

Dates & Times	Meeting Locations
Monday, August 24, 2009 5:30 to 7:30 p.m.	Crestview Community Center 1446 Commerce Center, Crestview, FL 32539
Tuesday, August 25, 2009 5:30 to 7:30 p.m.	Days Inn and Suites Conference Center 8700 Navarre Parkway, Navarre, FL 32566
Wednesday, August 26, 2009 5:30 to 7:30 p.m.	Northwest Florida State College, Niceville Campus 100 College Blvd. E, Niceville, FL 32578
Thursday, August 27, 2009 5:30 to 7:30 p.m.	First Baptist Church of Valparaiso 444 Valparaiso Parkway, Valparaiso, FL 32580

PLACE STAMP HERE

Science Applications International Corporation
ATTN: Eglin BRAC SEIS
1140 Eglin Parkway
Shalimar, FL 32579

Eglin BRAC Program

Supplemental Environmental Impact Statement Newsletter

Vol. 2, September 2009

What is the public's role in NEPA?

The National Environmental Policy Act (NEPA) requires federal agencies, such as the Air Force, to identify and consider the potential environmental consequences from proposed actions and alternatives prior to making a decision.

One of the primary goals of NEPA is to provide government agencies the opportunity to learn more about the proposal and ensure the public has a fair and equal opportunity to consider and comment on the proposal. Community-

specific input and comments help shape the environmental analysis and allow decision makers to consider the public input.

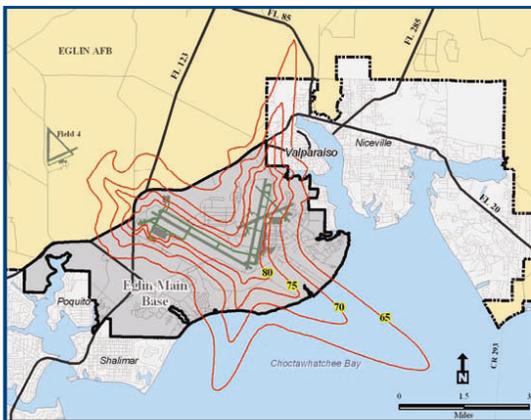
The Air Force is committed to involving the public. The next newsletter will provide a recap from the scoping meetings held in August 2009.

The formal public comment period for the Eglin BRAC SEIS ended September 17, 2009. Although this date has passed, your comments will be considered throughout the environmental analysis process. If your comments are submitted during the

Why is Eglin preparing a SEIS?

The SEIS is being prepared because the Air Force determined that the purposes of NEPA would be furthered by doing so:

- Where the maximum supportable number of F-35 aircraft may ultimately beddown on the Eglin reservation, how they might be operated, and the degree to which other mitigation measures are possible are all subjects to be addressed in the SEIS
- The SEIS will analyze operational alternatives and mitigations for the 59 aircraft authorized to be delivered, as well as the additional 48 Air Force F-35 aircraft not authorized for delivery, to Eglin under the February 5, 2009 ROD; and it will expressly consider either new parallel runways or an additional runway alternative within the Eglin Reservation as previously suggested by several commenters



2006 AICUZ Noise Contours: This graphic represents the 2006 Eglin Air Force Base Air Installation Compatibility Use Zone (AICUZ) report. The contours represent Day-Night Average Sound Level (DNL).

specified timeframes, they will be considered in the analysis of either the Draft SEIS, or the Final SEIS.

The next formal opportunity for public comment as part of the Eglin BRAC SEIS will be after the release of the Draft SEIS, which is expected in the spring of 2010. This next official comment period will last approximately 45-days.

How will the noise be analyzed in the SEIS?

Noise will be presented as an individual resource area in the SEIS; however, because noise affects many

resources it will also be presented in other resource areas such as land use, cultural resources, biological resources, and environmental justice. When a noise analysis is conducted as part of the environmental impact analysis process, the analyst determine how the change in noise levels affects noise receptors such as humans, animals, and/or structures in the vicinity of the airfield and beneath military airspace.

continued on page 2

continued from page 1

What is the focus of the Air Force noise analysis?

Air Force noise analyses evaluate both the cumulative and individual effects of noise on specific resources. DNL is the most common metric used to evaluate noise effects on humans. DNL use was recommended by the Environmental Protection Agency in 1974. DNL was adopted by the Federal Interagency Committee on Urban Noise (FICUN) in 1980 as the most appropriate metric for predicting cumulative human effects. DNL is used by several federal agencies (Department of Defense, Federal Aviation Administration, Department of Transportation, etc.) for predicting human annoyance and other potential noise effects to humans.

DNL is the energy average of all noise events that occur during a 24-hour period—it is not the sound level heard at any given time. DNL weighs night noise (11 p.m. to 7 a.m.) with a penalty value. DNL allows the analyst to take into account the entire exposed population rather than a few individuals.

The percentage of the population annoyed is based on community surveys of noise annoyance; most commonly referred to as the Schultz Curve (Schultz 1978 and 1994). The curve was updated in 1994 (Finegold et al.) showing only minor changes from the original curve.

Why and when does the Air Force evaluate noise?

The Air Force evaluates aircraft noise to determine how their flight operations affect land uses, humans, animals, and structures. The results help Air Force leaders inform the public of potential noise impacts and assist in the decisionmaking process for proposed operational changes.

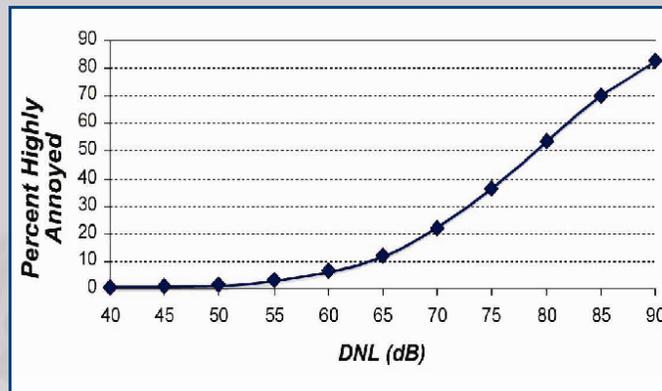
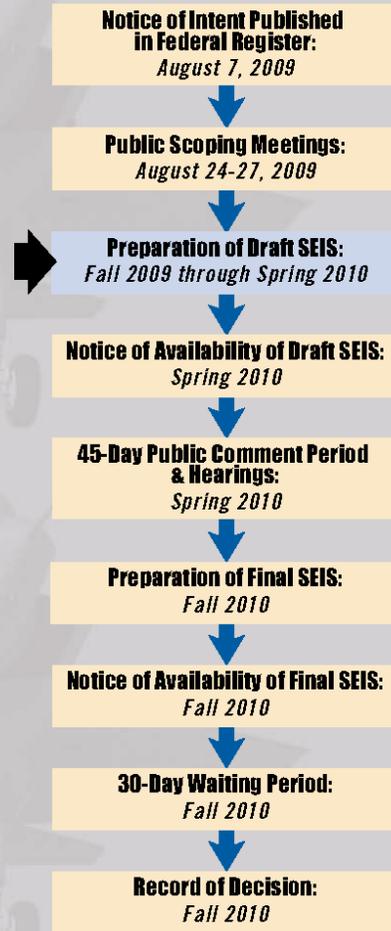
What does an assessment of military aircraft noise include?

The following parameters are used as input to computerize noise models that produce results in various noise metrics:

- Characterizing the existing noise environment
- Identifying the types of aircraft flying in the area
- How often they fly
- Altitude and airspeed

Please direct any written comments or requests for information to:

Eglin Public Affairs, ATTN: Mike Spaits
 101 West D Ave, Suite 110
 Eglin AFB, Florida 32542-5498
 E-mail: mike.spaits@eglin.af.mil
 Phone: 850-882-3931, Fax: 850-882-4894



This graphic represents the percentage of population annoyed versus Day-Night Average Sound Level (DNL).



Eglin BRAC Program



Supplemental Environmental Impact Statement Newsletter

Vol. 3, November 2009

What is the difference between the various noise analyses provided to the community ... the AICUZ, JLUS and SEIS?

The Air Force has received several public comments regarding the difference and relationship between the Air Installation Compatible Use Zone (AICUZ) Study, the Joint Land Use Study (JLUS), and the Eglin BRAC Supplemental Environmental Impact Statement (SEIS). This newsletter provides a brief overview of each of these documents and how they are related.

Air Installation Compatible Use Zone (AICUZ) Study

The purpose of the AICUZ Study is to promote compatible land development

in areas subject to aircraft noise and accident potential. Air Force AICUZ guidelines reflect land use recommendations for the Clear Zones, Accident Potential Zones I and II, and four noise zones exposed to noise levels at or above 65 decibels Day-Night Average A-Weighted Sound Level. These guidelines were established on the basis of studies prepared and sponsored by several federal agencies. The 2006 AICUZ Study prepared by Eglin AFB aids in the land use planning process around the base. A copy of

this study can be found at: www.eglin.af.mil/brac.asp

F-35 operational information was not available at the time the 2006 AICUZ Study was prepared. The next AICUZ Study will be prepared after the JSF has been fully operational at Eglin AFB for one year.

Joint Land Use Study (JLUS)

The JLUS encourages cooperative land use planning between military installations and adjacent communities to ensure that future community growth

and development are compatible with the training and operational missions of the installation. The JLUS is a study conducted by the community and is led by a local agency (Okaloosa County) and not by the Air Force.

While the AICUZ Study determines land use development guidelines based solely on aircraft noise and accident potential, the JLUS has a more inclusive scope that also considers:

- development near the Eglin AFB boundary
- impulse intensity and frequency
- controlled firing areas
- cruise missile corridors
- outdoor lighting
- radio frequency interference
- helicopter training routes
- low level approach areas
- terminal instrument procedures

The JLUS identifies the existing environment in the study area, any current conflicts between land uses and base operations, and potential future impacts. Additionally, it presents strategies to minimize current problems, encourage

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SCOPING UPDATE

The public scoping meetings for the Eglin BRAC Supplemental Environmental Impact Statement (SEIS) were held from August 24 through 27, 2009. In total, 213 members of the public, elected officials and stake holders attended the scoping meetings and took part in the public participation process for this project.

The meetings were held in the following locations:

Crestview, FL	14 attendees
Navarre, FL	32 attendees
Niceville, FL	48 attendees
Valparaiso, FL	119 attendees

Throughout the public scoping comment period, which ran from August 6 through September 17, 2009, the Air Force welcomed public comments and questions. These comments will be considered when developing the

Draft SEIS. Although the comment period has passed, comments may be submitted throughout the development of the SEIS. The next formal commenting period will be after the release of the Draft SEIS, which is expected to be in the spring of 2010.

Overall, the Air Force received a total of 69 sets of public comments on the project. There were 12 verbal comments and 57 written comments submitted. The scoping comments received focused on: noise, proposed action and alternatives, airspace, land use, transportation, air quality, health and safety, socioeconomics and environmental justice, utilities, solid waste, hazardous materials and waste, physical resources (to include water and soil), biological resources, cultural resources, and cumulative impacts.

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compatible future development and prevent incompatible future development.

For initial planning purposes, the 2009 JLUS utilized the maximum noise contours presented in the Eglin BRAC Final EIS for each primary airfield: Alternative 1 for Choctaw Field and Alternative 2 for Eglin Main Base and Duke Field. The JLUS will be supplemented, if necessary, with more precise noise contour lines after the SEIS is finalized.

Eglin BRAC Supplemental Environmental Impact Statement (SEIS)

The SEIS will utilize current aircraft operations and projected F-35 operations to develop future projected noise levels. The SEIS will identify the potential impacts to the surrounding communities, including current and future land uses, and identify any differences from the current 2006 AICUZ Study published Clear Zones, Accident Potential Zones, and noise levels. Once the Final SEIS is

published it will provide the basis for any future studies, including potential updates to the AICUZ Study and / or JLUS.

What the Air Force is Doing Now

The Air Force is continuing to refine alternatives based on scoping comments and subject matter experts' input. Additionally, biological and cultural surveys are being conducted in areas where new construction may occur. Transportation and noise studies are also in progress.

Please direct any written comments or requests for information to:
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Eglin BRAC Program

Supplemental Environmental Impact Statement Newsletter

Vol. 4, December 2009



Air Force Aircraft Noise Modeling: NOISEMAP and the Day-Night Average A-weighted Sound Level Metric

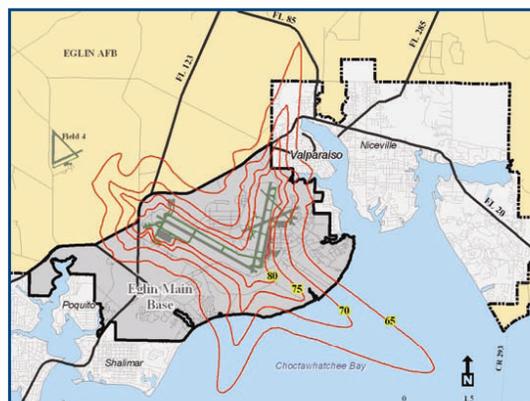
The Department of Defense is responsible for disclosing noise impacts resulting from aircraft activity at its facilities. As such, the DoD has developed methodologies that take into account the complexities of modeling aircraft operations and calculating noise levels that can be used to estimate noise impacts. The standard Air Force noise analysis methodology uses the NOISEMAP computer program and presents noise exposure using the Day-Night Average A-weighted Sound Level (DNL) noise metric.

The NOISEMAP Model

NOISEMAP estimates noise levels on and around DoD airfields taking into account when, where, and how aircraft operate. NOISEMAP calculates noise levels in the community and on the installation by using a data-

base of actual recorded noise levels for specific aircraft, adjusted to account for local conditions. Detailed information about the airfield facility (runways), the type of aircraft that operate, where aircraft fly (flight tracks), and how they fly (engine power settings, airspeeds, altitudes) must be collected through extensive interviews with pilots, maintainers, air traffic control staff, and other installation personnel. To estimate the sound of an aircraft overflight or engine maintenance run-up event at one location on the ground, the model parameters are adjusted based on the aircraft configuration, distance from the "listener," and several other factors.

To create a "map" of the resulting aircraft noise, NOISEMAP measures sound



2006 AICUZ Noise Contours: This graphic represents the 2006 Eglin Air Force Base Air Installation Compatibility Use Zone (AICUZ) report. The contours represent Day-Night Average Sound Level (DNL).

levels at thousands of locations. At each of these grid points, NOISEMAP calculates the noise level of each overflight or engine maintenance run-up profile. The noise levels are "integrated," meaning that a single number is used to represent total noise from the event at that location.

For each of the points in the grid, all of the sound levels associated with each overflight or maintenance run-up event are added to yield the cumulative total sound level at that location. Once the grid of noise level has been created, grid points of equal noise exposure are connected to form noise contours. NOISEMAP can output several measures of sound levels (known as "metrics"), but the most frequently used noise metric is DNL.

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WHAT THE AIR FORCE IS DOING NOW

The Air Force has completed transportation studies as well as biological surveys in areas where new construction may occur. Cultural surveys in those areas are still in progress and noise studies are still ongoing. Some analyses have begun based on completed studies and available information. Additionally, the Air Force is drafting a Biological Assessment for consultation with the U.S. Fish and Wildlife Service.

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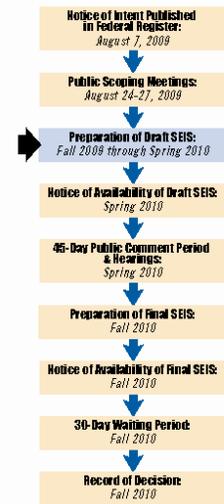
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**The Day-Night Average A-Weighted
Sound Level Metric**

DNL is a time-averaged metric that takes into account all of the sound energy at a particular location over the course of a 24-hour period. DNL does not represent the sound level heard at any particular time, but rather, it represents a cumulative sound exposure over a 24-hour period. Noise tends to be more intrusive at night because ambient sound levels are low and because people tend to be sleeping, watching TV, or engaged in other activities that benefit from a quiet environment. Because of this, the DNL metric applies a 10-dB penalty to events that occur after 10:00 PM and before 7:00 AM (acoustic night). This weighting treats one acoustic night noise event as equivalent to 10 day acoustic events of the same magnitude. The sound levels are presented as "A-weighted," meaning that they have been adjusted to account

for the human ear's differing ability to hear different sound frequencies.

DNL is the community sound level metric recommended by the U.S. Environmental Protection Agency and has been adopted by most federal agencies, including the DoD, the Federal Aviation Administration, Housing and Urban Development, and Veteran's Affairs. DNL is the metric used in NEPA analyses, such as Environmental Impact Statements. DNL is also used by DoD and the Air Force as part of their Air Installation Compatible Use Zones (AICUZ) Program to make land use recommendations. Land use recommendations are made for areas exposed to 65-69, 70-74, 75-79, and greater than 80 dB DNL, becoming progressively more restrictive as noise levels increase. AICUZ land use recommendations reflect the consensus of several federal agencies.



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Eglin BRAC Program



Supplemental Environmental Impact Statement Newsletter

Vol. 5, January-February 2010

Meet the F-35 Lightning II

No fighter in the history of military aviation comes close to the Lockheed Martin F-35 Lightning II joint strike fighter; a truly transformational weapon system that provides quantum leaps in survivability and lethality.



The F-35 Lightning II:

- Provides the United States and allied governments with an affordable, stealthy 5th generation fighter for the 21st century
- Brings stealth capability that is integrated throughout the aircraft with embedded antennas, aligned edges and special coatings and materials
- Meets multiple service requirements with a single-engine supersonic multi-role fighter
- Conducts air-to-air and air-to-ground combat missions simultaneously

The single-engine F-35 Lightning II will be manufactured in three variants:

- Conventional takeoff and landing (CTOL) for the U.S. Air Force
- Carrier variant (CV) for the U.S. Navy
- Short takeoff/vertical landing (STOVL) for the U.S. Marine Corps

The F-35 Joint Strike Fighter will be:

- Four times more effective than legacy fighters in air-to-air engagements
- Eight times more effective than legacy fighters in missions against fixed and mobile targets
- Three times more effective than legacy fighters in non-traditional Intelligence Surveillance Reconnaissance (ISR) and Suppression of Enemy Air Defenses and Destruction of Enemy Air Defenses (SEAD/DEAD) missions

(Source: Lockheed-Martin)

Integral to the aircraft's low-observable equation is the large internal-weapons bay. When stealth is not required, the F-35 also can
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THE F-35 JOINT STRIKE FIGHTER KEY COMPONENTS

- Affordable** All variants of the F-35 will be procured within their target cost range. Operation and support costs will be dramatically reduced.
- Lethal** Air-to-ground precision strikes in all weather... air-to-air combat engagements — every F-35 variant will be highly effective in both arenas.
- Survivable** Stealthy, high-performance, supersonic strike fighters — The F-35 successfully integrates the technologies that will make every mission more survivable.
- Supportable** Reliability and maintainability — The F-35 will be setting new standards for both, enabling lower support costs and easier upgrades than legacy aircraft.

The Air Force's F-35A version of the craft is a conventional takeoff and landing airplane to replace the F-16 Falcon and A-10 Thunderbolt II. It will partner with the F-22 Raptor. The Marine Corps, Royal Navy and Royal Air Force need and require a short takeoff and vertical landing aircraft, dubbed the F-35B. The Marines require new aircraft to replace their AV-8B Harriers and F/A-18 Hornets. The Navy's F-35C version of the plane is a carrier-based strike fighter to complement the F/A-18E/F Super Hornet. It will replace earlier versions of the F/A-18 as well as the A-6 Intruder, which has already left the inventory.

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carry wingtip air-to-air missiles and up to 15,000 pounds of external ordnance mounted on underwing pylons. A pneumatically powered ordnance-release system replaces the traditional cartridge-powered equipment. This new design greatly reduces maintenance requirements. The internal 25 mm cannon will enable pilots to engage targets from higher altitudes and longer range.

An internally mounted electro-optical targeting system is installed in the nose of the F-35, enhancing both air-to-ground and air-to-air capabilities. The

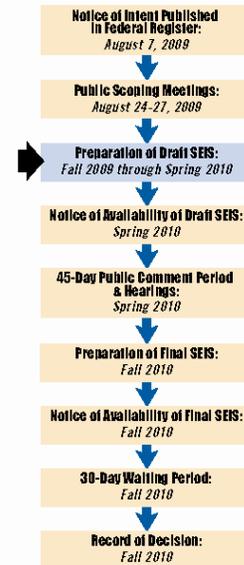
WHAT THE AIR FORCE IS DOING NOW

The Air Force noise modeling and associated analyses are ongoing. The Air Force is also continuing to develop the Biological Assessment for consultation with the U.S. Fish and Wildlife Service and preparing for cultural resources consultation with the State Historic Preservation Office.

electro-optical targeting system will provide long-range, high-resolution targeting-infrared imagery; laser-target designation; and battle-damage-assessment capability. This system will provide pinpoint weapons-delivery accuracy for close air support and deep-strike missions.

The F-35 team is crafting an exceptionally lethal, survivable, and supportable next-generation strike aircraft. Compared with the aircraft it will replace, the F-35 will provide significant improvements in range, payload, lethality, survivability, and mission effectiveness. Uniting stealth with advanced mission systems and high maneuverability, the F-35 will bring revolutionary twenty-first-century capabilities to the battle space.

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