

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 26

1 difference is that we typically refer to sound when  
2 something -- when discussing music, or pleasant.  
3 Noise is used when we discuss something unpleasant,  
4 unwanted, or undesired. When aircraft fly overhead  
5 at lower altitudes, some people consider it  
6 annoying and refer to what they hear as noise.  
7 This noise can interrupt an activity, whether it's  
8 disturbing the peace, interfering with  
9 communication or interrupting one's sleep.

10 Sound is expressed in terms of decibels, or  
11 DBs. Decibels are a mathematical expression of the  
12 amount of sound produced. The effect of sound on  
13 humans is described by an A-weighted decibels.  
14 A-weighted adjusts for the way that humans hear --  
15 the human's ear responds to the sound.

16 Following the Environmental Protection Agency  
17 guidance, both the Department of Defense and the  
18 Federal Aviation Administration expressed noise  
19 levels around airports using a day night level, or  
20 DNL. DNL is the most appropriate metric for  
21 predicting cumulative human effects of noise. It  
22 is used by all federal agencies for predicting  
23 human annoyance. Day night level averages the sum  
24 of all the aircraft noise produced throughout a  
25 24-hour period. Day night level is the measure of

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 27

1 the total aircraft noise environment expressed as  
2 decibels DNL. This measurement is not the sound  
3 level heard at any given time.

4 In addition for DNL calculations for those  
5 noise events that occur after 10:00 p.m. and before  
6 10:00 a.m. a 10-decibel or upward adjustment or  
7 penalty is added to those events in the  
8 calculations. This nighttime adjustment accounts  
9 for the added intrusiveness of noise when community  
10 noise levels are quieter and people are sleeping.  
11 As a simple example, the characteristics of DNL  
12 metrics, consider a 24-hour period. In this period  
13 one aircraft produces 100 decibels of noise for 30  
14 seconds. The remaining 23 hours 59 and 1/2 minutes  
15 the noise level is low. The DNL calculations for  
16 this 24-hour period would be 65 1/2 decibels.  
17 Another example would be if the four of us on stage  
18 were to have a conversation for 24 hours straight,  
19 the total noise energy is also 65 decibels.

20 The Department of Defense uses the noise map  
21 computer software model as its primary tool for  
22 evaluating noise around the vicinity of the  
23 military installations. A noise map predicts the  
24 noise exposure based on aircraft lights and  
25 maintenance activities occurring during an average

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-111

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-299

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 28

1 busy day.

2 Noise exposure is calculated in the display as  
3 day night level exposure contours in a 5-decibel  
4 increment. The current Eglin Air Force Base noise  
5 baseline is shown with the outer band at 65  
6 decibels. Before we show you the current noise  
7 study contours, let me compare F-35 operations to  
8 current F-15 operations at Eglin.

9 BRAC is bringing five squadrons for a total of  
10 107 primary assigned F-35 aircraft to Eglin Air  
11 Force Base. Currently the 33rd Fighter Wing has 54  
12 F-15C Eagles. If you double the number of aircraft  
13 operations with the same number of sorties per  
14 aircraft, this equates to 3 decibel increase in  
15 noise levels. At the JSF integrated training  
16 center, it is expected the F-35 will fly three to  
17 four times the number of operations over the  
18 existing 33rd Fighter Wing. Because of the  
19 increase in the number of flying operations flown,  
20 plus the changes in the type of the flying, and the  
21 higher noise levels generated by the F-35 aircraft,  
22 the areas affected by the noise will grow.

23 The following slides will illustrate the  
24 preliminary noise results in the four scenarios  
25 analyzed. The results for each airfield in the

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 29

1 2015 timeframe are shown when the F-35 training is  
2 at peak pilot production.

3 This slide shows the current baseline noise  
4 contours at Eglin Main, Duke Field, and Chocktaw  
5 outlying field. The outer red line represents the  
6 65 decibel day night level noise exposure contour.  
7 This slide represents the Eglin heavy scenario.  
8 Each of the scenarios we will describe has  
9 approximately 400,000 total operations on the Eglin  
10 Main complex. This will cross all three fields.

11 The scenarios change the location for the  
12 primary training for instrumental-approach  
13 training, touch-and-go landings, low-approaches,  
14 practices practice simulated flame-out approaches,  
15 plus the Marine Corps short takeoff and vertical  
16 landing practice. In this scenario, the majority  
17 of the F-35 activity occurs at Eglin Main airfield.

18 In all the scenarios, the Chocktaw Field is  
19 the location for the F-35s Navy field carrier  
20 landing practice. This is due to existing carrier  
21 landing infrastructure at Chocktaw.

22 Let me explain the color coding on the  
23 scenarios. The lighter shade of green is  
24 indicative of 65 DNL decibels while each  
25 incrementally darker shade is associated with an

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-113

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-301

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 30

1 increase of 5 decibels of noise. For  
2 clarification, let me point out that the outer band  
3 of the red lines indicate what the 65 DB level from  
4 the baseline contours. And the outer band of the  
5 green lines indicate 65 decibel levels from the  
6 potential JSF contours.

7 The shaded contours include noise inputs from  
8 all aircraft operations at each of the airfields,  
9 not just the F-35, and includes commercial airliner  
10 traffic here at Okaloosa Regional Airport.

11 With the red lines and the green shades we now  
12 can compare current operations to expected  
13 operations in 2015. In the Duke heavy scenario,  
14 the majority of the Eglin practice overhead and  
15 visual approaches plus the simulated flameout  
16 approaches are shifted to Duke Field. In Choctaw  
17 field, the scenario is primarily Navy F-35C  
18 practice approach and landings (inaudible).

19 Again, the green shaded contours represent the  
20 2015 timeframe, and the red lines indicate today's  
21 operating environment for each field.

22 The Choctaw heavy scenario again shifted the  
23 majority of the operations to Choctaw field that  
24 included practice approaches, the simulated  
25 flameout approaches plus the previous Navy activity

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 31

1 we've already been talking. In this case, we also  
2 moved nearly all the Eglin Air Force Base practice  
3 instrument approaches to Duke Field. This allows  
4 us to study the impact of instrument approaches at  
5 Eglin Air Force Base.

6 Lastly, the blended mix scenario balances the  
7 training activity across the three airfields. As a  
8 result, the changes to the Eglin runway 1-2  
9 departure receivers noise contours are reduced in  
10 this scenario as compared to the other three  
11 scenarios.

12 Again, the four scenarios presented resulted  
13 in three reasonable alternatives, the Eglin heavy  
14 alternative, the Duke heavy alternative, and the  
15 blended mix alternative. The blended mix  
16 alternative will be the preferred alternative for  
17 F-35 flight operations.

18 I will now turn it back to Mr. Randall  
19 Rowland.

20 RANDALL ROWLAND: Thank you, Col. Ross.

21 After the proposed action and alternatives are  
22 identified the BRAC 2005 program EIS will examine  
23 the potential impacts to the human environment that  
24 could be affected by those proposals. The  
25 resources that will be evaluated include air

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-115

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-303

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 32

1 quality, cultural resources, hazardous materials,  
 2 land use, and recreation, including military and  
 3 community land use information. Natural resources  
 4 including stormwater and erosion, water quality and  
 5 threatened and endangered species, noise, safety,  
 6 solid waste, socioeconomics including environmental  
 7 justice and schools or public services and economic  
 8 activity, transportation and utilities, including  
 9 potable water, wastewater, electricity and natural  
 10 gas.

11 This slide shows where revised Eglin BRAC 2005  
 12 EIS schedule. Can see that the Air Force published  
 13 a notice of intent to prepare the EIS in the  
 14 Federal register on August 1st, 2006. The Air  
 15 Force then published a supplemental notice of  
 16 intent in the Federal register on October 15th,  
 17 2007.

18 The Air Force held a scoping meeting on  
 19 November 6th in Navarre and again tonight. And  
 20 please note that the scoping is an ongoing process,  
 21 and we will gather information about the affected  
 22 environment, refine the proposed action and  
 23 alternatives and then analyze the potential impacts  
 24 of the various resource categories I mentioned  
 25 earlier.

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 33

1           When we complete the analysis, we will publish  
2           a result of the Draft EIS in early May of 2008 and  
3           send it out for a 45-day public review and comment.  
4           During this period we will hold two public  
5           hearings, most likely in May, and review our  
6           findings that we received on the issues. Finally,  
7           we will respond to the input, modify the EIS if  
8           needed, and publish a final document next year in  
9           October 2008.

10           Thirty days after the final EIS is released to  
11           the public, the Air Force expects to sign a Record  
12           of Decision, or ROD. ROD will state whether the  
13           proposed action will be implemented and which  
14           siting alternative has been selected. The Air  
15           Force expects preparation of this EIS and the  
16           signing of the Record of Decision to be completed  
17           in November 2008.

18           I would now like to return the presentation to  
19           Mr. Mike Spaits to discuss the public input  
20           procedure.

21           MR. SPAITS: Okay, thank you very much.

22           Before we take a short break, I'd like to make  
23           a few administrative announcements. In order to  
24           prepare an accurate and thorough EIS we invite the  
25           public, government officials, and interested

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-117

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-305

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 34

1 government agencies to provide written or verbal  
2 input on the scope of issues. We need your help in  
3 ensuring that the full scope of issues identified  
4 and that any significant environmental concerns  
5 related to this proposal are identified and  
6 appropriately addressed.

7 In summary, we're conducting the scoping  
8 process for the Air Force decision maker, Ms.  
9 Kathleen Ferguson, Deputy Assistant Secretary of  
10 the Air Force for Installations, to consider the  
11 environmental consequences associated with the  
12 proposed project while refining alternatives. We  
13 are here tonight to listen to and document your  
14 input and concerns regarding environmental issues  
15 associated with the Eglin BRAC 2005 decision so we  
16 can take them and analyze them in the EIS.

17 If you wish to speak tonight and have not  
18 already signed up, please do so on the speaker  
19 sheets that are available at the -- in the foyer  
20 registration area. We will first invite elected  
21 officials to speak first and then I will call all  
22 other speakers in the order signed in.

23 If you do choose to speak this evening, please  
24 use the microphone made available so that we can  
25 hear you clearly and make an accurate record of

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 35

1 your concerns. Please limit your comments to five  
2 minutes so that everyone has an opportunity to  
3 speak. When you have 30 seconds remaining, a  
4 yellow card will be raised, and when you've reach  
5 five minutes, a red card will be raised to alert  
6 you to -- ask you to conclude your comments.

7 Written comment sheets are available at the  
8 registration table for your use. You can turn  
9 these sheets in at the end of the evening or mail,  
10 fax, or e-mail them to us at your convenience. If  
11 you do mail your comments, send them to the address  
12 printed on the comment sheets. The address will  
13 also be shown on the screen during the comment  
14 period.

15 We welcome public input on the scope of issues  
16 in writing at any time during the environmental  
17 impact analysis process. However, to receive  
18 timely consideration for the Draft EIS, we  
19 encourage you to provide comments no later than  
20 December 7th, 2007.

21 Okay, when you signed in, you had an  
22 opportunity to check a box to request a copy of the  
23 draft EIS. If you did not request the document --  
24 a copy of the document when you signed in but would  
25 like to have one and decided you'd like to have one

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-119

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-307

Public Scoping Summary Report – 2007 Update

Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 36

1 now, please go back to the sign-in desk and check  
2 the appropriate box. We'll make sure that we get  
3 you a either written or a CD of the document.

4 Again, we're making an official record of this  
5 meeting to be added to the EIS administrative  
6 record. This is to ensure that all of your  
7 comments are considered in preparing the EIS.  
8 Written comments will also become part of the  
9 administrative record and will receive full and  
10 equal consideration.

11 Tonight is not the end of your opportunity to  
12 participate in the environmental review process.  
13 The preparation of an EIS is an ongoing process and  
14 as such, you can provide comments any time  
15 throughout the development. Please keep in mind we  
16 are seeking your input tonight, and we value all  
17 your comments and concerns. We are early in the  
18 EIS process and any questions you pose tonight will  
19 be handled as comments and analyzed properly in the  
20 draft EIS.

21 Let's take about a 15-minute break, and if you  
22 have not had an opportunity to take a look at the  
23 display boards down here, please do so. And we  
24 also have a table top simulator of the F-35 that  
25 you can actually sit down and see what it's like to

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 37

1 fly the machine. And I'll call everybody back in  
2 about 10 minutes or so.

3 (A recess was taken.)

4 MIKE SPAITS: Okay, if we could resume the  
5 meeting, I'd like to start the public-input  
6 session, please. We would appreciate it, once I  
7 call you up, if you would clearly state your name  
8 and what organization you're representing. And if  
9 you are representing a specific group, please  
10 identify the group by name. We've placed a box on  
11 the public comment table in the back of the room to  
12 accept written comments.

13 Please summarize your written comments in your  
14 oral presentation as your written comments will  
15 also become a part of the official record.

16 To ensure that all of your inputs are  
17 carefully examined in the Draft Environmental  
18 Impact Statement and that we successfully address  
19 all the issues, all of your comments will be  
20 recorded by a court reporter. Again, any questions  
21 you pose tonight will be treated as comments and  
22 addressed in the draft EIS for analysis. So  
23 without further ado I'd like to call Mr. Robert  
24 Billingsley, Valparaiso City Commissioner.

25 ROBERT BILLINGSLEY: Yes, sir. Thank you.

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-121

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-309

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 38

1 Valparaiso has gotten the March 2006 acres study,  
 2 so we have looked at what y'all are showing as a  
 3 base line, but the challenge with that is the same  
 4 challenge that we have with this is the maps are  
 5 too small. We have had to hire our engineer to  
 6 take those maps and make them to where somebody can  
 7 find their house, and we would just encourage, and  
 8 we will be submitting a written comment before the  
 9 7th of December, we would encourage you to release  
 10 these maps now at a larger scale. Thank you.

11 MIKE SPAITS: Thank you, sir. Our next  
 12 speaker will be Miss Kathleen Reed, representing  
 13 the Association for Bayou Conversation.

14 KATHLEEN REED: Hi, my name is Kathleen Reed.  
 15 I'm at least a seventh generation Floridian. My  
 16 dad was an air force lieutenant colonel. I was  
 17 born on an air force base in the air force hospital  
 18 and raised in an air-force family, and I love jet  
 19 noise as long as it's not damaging my ears, so  
 20 crank up.

21 I'm here to talk about water quality. And I  
 22 represent myself. I'm not elected by the ABC to  
 23 represent them, but I'm a volunteer. I do a lot of  
 24 water testing, and I observe what goes on in our  
 25 bayou. I've had a relationship with this bayou for

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 39

1 over 40 years, okay, so I've seen some changes.

2 I took this picture in October of 2005, and  
3 it's dead fish, a fish kill from 2005 in Garnier's  
4 Bayou which is on the shores of Choctawhatchee Bay.  
5 And it's also adjacent to Eglin's spray field, the  
6 sewage treatment plant spray field. I could  
7 replicate this image this past October 28th. I  
8 could have reproduced nearly the same image. We've  
9 got a fish kill again.

10 The water quality in the bayou has been  
11 declining. I know that people are taking steps to  
12 increase water quality and to make sure that those  
13 spray fields are not polluting our water, but we  
14 still have some work to do. There's a review  
15 coming from the DEP next summer that they will be  
16 testing the water that's coming from the creek,  
17 coming down the creek that runs alongside Eglin's  
18 spray field, and I'm hoping that they will get a  
19 better review than what they got the last two  
20 times. That's what I'm hoping will happen. But  
21 water quality really needs to be paid attention to.

22 We're basically living on sand dunes here. We  
23 don't have the kind of soil that absorbs nutrients  
24 real well, and we really have to pay attention to  
25 it because this area is sensitive in that way and

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-123

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-311

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 40

1 that's basically what I'm here for is just to try  
2 to encourage that as these plans go forward.

3 I welcome the new people. I welcome the new  
4 airplanes and all the projects. I think it's  
5 wonderful for our area, but please keep water  
6 quality in mind. We cannot afford to ignore this  
7 issue. Thank you.

8 MIKE SPAITS: Thank you for your comments.  
9 Mr. Basil Bether (phonetic)? Basil Bether?

10 BASIL BETHEN: Bethen.

11 MIKE SPAITS: Bethen. I'm sorry, Basil  
12 Bethen.

13 BASIL BETHEN: When you have a name like that,  
14 well you're happy to be called anything. But it's  
15 torn up all the time.

16 I'm Basil Bethen, Jr., with Realty House  
17 Commercial Properties. We lease a lot of office  
18 space and commercial buildings in Fort Walton Beach  
19 and around Eglin, Crestview, et cetera, and we're  
20 very concerned about what the impact will be and  
21 hope to be able to meet the needs off base for  
22 office space in commercial buildings, and I wonder  
23 if you have any idea what the need's going to be  
24 there.

25 MIKE SPAITS: Well that's an excellent

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-124

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 41

1 question, and we will -- we'll take it into  
2 consideration in the analysis. We're still early  
3 in the EIS process right now so certainly that's  
4 something that will come to fruition a little later  
5 in the Draft EIS, probably (inaudible) that we'll  
6 be able to give you an appropriate answer.

7 BASIL BETHEN: (Inaudible).

8 MIKE SPAITS: All right. Thank you, sir.  
9 Mr. Gary Colson (phonetic)? Gary Colson?

10 GARY COLSCH: I'm Gary Colsch. It's only one  
11 syllable. Lots of (inaudible) but one syllable.

12 I live at 33 Poplar Avenue in Poquito Bayou,  
13 civilian part of it. I attended the 2006 August  
14 scoping meeting also, and along with  
15 Mr. Billingsley's comment about the size of the map  
16 it took me a while to figure this out, but I think  
17 before you do anything else, pay a little attention  
18 to details. And I'm specifically looking at the  
19 borderline of Bob Hope Village, and it's depicted  
20 on your map, and the Army colonel also on his map,  
21 still depicts it the same way. Hawthorne Place is  
22 on Eglin land as depicted on the map. I don't  
23 believe it is.

24 I would suggest you go over all your maps and  
25 get the latest ones to work at before you start

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-125

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-313

Public Scoping Summary Report – 2007 Update

Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 42

1 making any moves anywhere.

2 MIKE SPAITS: Thank you, sir. Absolutely.

3 Miss Lynn Stefanik?

4 LYNN STEFANIK: Hi, Lynn Stefanik, and you got  
5 my name right. Most people don't.

6 I've got a few (inaudible).

7 (Reporter asks participant to speak up.)

8 I'm concerned --

9 MIKE SPAITS: Can you speak up a little bit,  
10 please?

11 LYNN STEFANIK: Okay. I'm concerned about the  
12 engine-testing noise. Is that going to be figured  
13 into the noise impact? Is that going to go on 23  
14 hours? What's -- how does that work?

15 MIKE SPAITS: Is that something you have the  
16 data on, sir?

17 COL. ROSS: The Joint Strike Fighter is being  
18 designed to not require what would normally be  
19 considered an engine room that we would do 24-7 as  
20 required. If we have to pull the engine out and  
21 replace it, or we need maintenance, it's designed  
22 for only a mill -- a minimum power saving  
23 (inaudible) power saving, and we're not going to be  
24 required to use hush houses for that. We are going  
25 to study the need for, as the development of the

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 43

1 aircraft continues, if we need a hush house or not.  
2 At this time, it's under contract with  
3 Lockheed-Martin. There's no hush houses for engine  
4 maintenance runs.

5 LYNN STEFANIK: Because it's not as loud?

6 COL. ROSS: It's because the ability to do  
7 onboard, built-in tests and capabilities of  
8 monitoring the health and welfare of all the  
9 components on an engine do not require us to go  
10 back and do a traditional lock the aircraft down,  
11 put it in the hush house and do a full-power  
12 optimum afterburner engine runs that we  
13 traditionally would do on the older fighters.

14 LYNN STEFANIK: Okay. So for the most part,  
15 then, testing the engine is not going to be  
16 anything I should be concerned about as far as  
17 noise?

18 MIKE SPAITS: I don't know that at this point  
19 in the process we can say definitively. I mean  
20 right now we're still in the early analysis of  
21 the -- how the aircraft is going to be flown here.  
22 And certainly that's something that I do want you  
23 to, if you would submit that to us, we've got it on  
24 the administrative record, but we definitely want  
25 to look at that and analyze that through our EIS

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-127

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-315

Public Scoping Summary Report – 2007 Update

Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 44

1 process.

2 COL. ROSS: Mike, let me just add. That is an  
3 area of concern for me because we're going to have  
4 random military members going through maintenance  
5 training that will be next to the flight-line areas  
6 in the active training-center area. And they will  
7 be the closest people that will be in a dorm room.  
8 And if we're going to be doing engine maintenance  
9 runs at night, my students need sleep just like the  
10 community does. So that's an item that I am  
11 tracking very closely with the (inaudible) task  
12 work team to ensure that the contractors give up  
13 the rest of the (inaudible).

14 LYNN STEFANIK: Okay. Because, you know, that  
15 can be very loud at night, I mean, so...

16 It seems to me like from what I'm hearing  
17 about the outlying bases, what you're hoping to do,  
18 or semi planning to do, is fly a lot of missions,  
19 touch and goes, or takeoff and landings, or  
20 whatever you all call them, at Cocketaw and Duke.  
21 Will you be doing them also at Eglin?

22 COL. ROSS: Yes, ma'am. You know, we still  
23 have to take off every day and land back at Eglin,  
24 and we will be doing some traffic pattern work  
25 here, and some instrument approaches both on

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 45

1 runways one-two and one-nine.

2 LYNN STEFANIK: At night or at -- no, there  
3 won't be. There's only going to be one hour when  
4 you're not flying, am I right? There's 23 hours in  
5 day is what I've been reading?

6 COL. ROSS: No, ma'am. Our schedule, it will  
7 be flying hours from 7:00 a.m. in the morning to  
8 2300, 11:00 p.m. at night.

9 LYNN STEFANIK: So you're not planning on  
10 flying through the night. Okay, I was mistaken on  
11 that. Well that's good news.

12 The other thing was the sound diagram that you  
13 made that you had up there. It's not in here, and,  
14 I mean, I would like to have a copy of that to look  
15 at.

16 MIKE SPAITS: I can get you a copy of that,  
17 ma'am.

18 LYNN STEFANIK: Okay.

19 MIKE SPAITS: I've got your information here,  
20 but if you'll stick around afterwards, I'll get a  
21 way to get it to you.

22 LYNN STEFANIK: Okay. Thank you.

23 JENNIFER GEESLIN: Ma'am, would you spell your  
24 name for the record?

25 LYNN STEFANIK: Yes, S-T-E-F-A-N-I-K.

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-129

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-317

Public Scoping Summary Report – 2007 Update

Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 46

1 MIKE SPAITS: Thank you.  
2 The last speaker signed up for this evening is  
3 Al Jordan.  
4 AL JORDAN: My name is Al Jordan. I'm a  
5 resident of Niceville, 4146 Beach Drive. The issue  
6 or concern that I have deals with transportation.  
7 I notice that on the map and during the  
8 presentation that the preferred alternative for the  
9 cantonment area for the Special Forces Group is  
10 located in the north end of the county, in the  
11 north end of the county. And you discussed some of  
12 the training vehicles that you used, heavy  
13 equipment, Humvees, and large troupe-type vehicles,  
14 and, you know, group two training is out on the  
15 eastern portion of the range. Highway 20 is very  
16 congested. I know as a resident, and I was  
17 speaking to other residences, in Niceville we have  
18 to deal with a lot of traffic (inaudible).  
19 (Reporter asks participant to speak up.)  
20 Do you envision a --  
21 MIKE SPAITS: Excuse me, could you speak a  
22 little louder, please?  
23 AL JORDAN: Do you envision those vehicles,  
24 your operational vehicles, using Highway 20 or do  
25 you see any other use plan?

GULF BAY REPORTING

## Public Scoping Summary Report – 2007 Update

## Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 47

1 COL. KOENIG: Now, I'm from Fort Bragg, North  
2 Carolina. Highway 20 is this road right out here  
3 in front of the high school; is that right?

4 AL JORDAN: Yes.

5 COL. KOENIG: We do not envision a lot of  
6 troop movement going down through the city of  
7 Niceville. Our preference would be to go across  
8 country on dirt trails, clay cat trails from a  
9 cantonment area to the range themselves. We do see  
10 it's an issue crossing Highway 85, and we are  
11 looking into different ways that we can safely  
12 cross that, either to include a stoplight or an  
13 overpass, either one of those. But we'd prefer not  
14 to drive through the city limits of Niceville.

15 AL JORDAN: Okay. Thank you, that's my  
16 comment.

17 MIKE SPAITS: Thank you, Mr Jordan.

18 Okay, currently that's all of the speakers  
19 that have signed up. Is there anyone else who did  
20 not sign that would like an opportunity to speak  
21 this evening?

22 Okay, with that, I appreciate your time and  
23 interest in the proposed changes at Eglin Air Force  
24 Base. Should you later decide to make additional  
25 comments, you may write to the address shown on the

GULF BAY REPORTING

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

G-131

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-319

Public Scoping Summary Report – 2007 Update

Scoping Meetings Transcripts and Oral Comments

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 48

1 comment sheet. Again, if you'd like your own copy  
2 of the Draft EIS, please let us know on the sign-in  
3 sheet or send us a letter or postcard for your own  
4 copy.

5 Thank you for your participation in this  
6 process. This meeting is adjourned.  
7 (Meeting adjourned at 8:30, p.m.)

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GULF BAY REPORTING

Eglin BRAC Scoping Meeting, Niceville, Florida, 11/7/07  
11/7/2007

Page 49

STATE OF FLORIDA  
COUNTY OF BAY

REPORTER'S CERTIFICATE

I HEREBY CERTIFY that the foregoing is a true and accurate transcript of the public scoping meeting for the Eglin BRAC 2005 program held November 07, 2007, at Niceville High School, Niceville, Florida.

I FURTHER CERTIFY that I was authorized to and did report the foregoing proceeding and that the transcript is a true and complete record of my stenographic notes.

DATED this the 18th day of November 2007.

\_\_\_\_\_  
Gertrude B. Downs, FPR

GULF BAY REPORTING

Public Scoping Summary Report – 2007 Update

*Scoping Meetings Transcripts and Oral Comments*

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March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL.

G-134

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**APPENDIX H**  
**WRITTEN COMMENTS RECEIVED DURING PUBLIC**  
**SCOPING PROCESS**

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March 2008      Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions      H-1  
Eglin AFB, FL.

---

October 2008      2005 BRAC Decisions and Related Actions      A-323  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

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Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

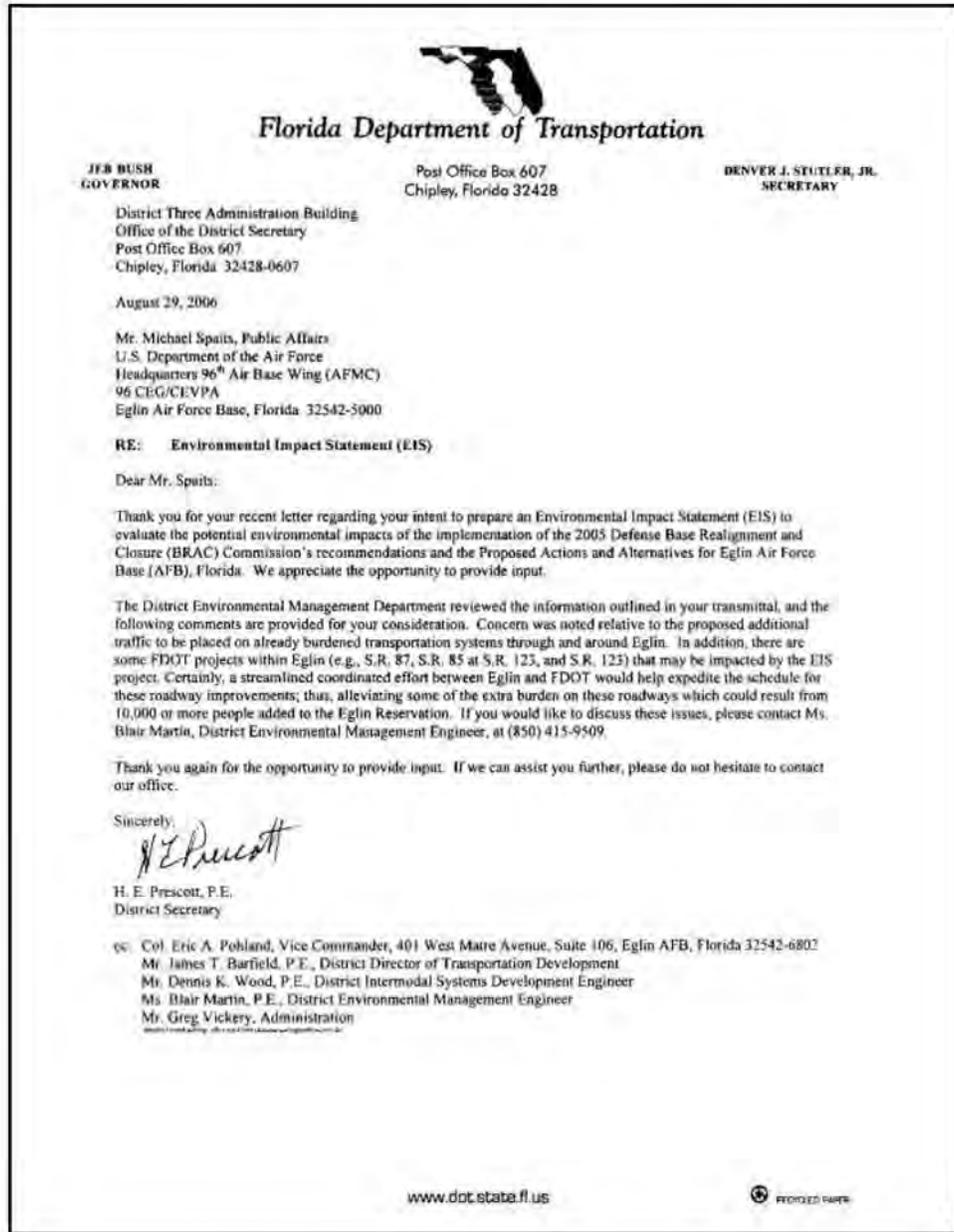
**H-1.**

**INITIAL SCOPING MEETING WRITTEN COMMENTS (JUNE 2006  
THROUGH AUGUST 2007)**

---

March 2008      Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions      H-3  
Eglin AFB, FL.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

	<b>WEST FLORIDA REGIONAL PLANNING COUNCIL</b> Post Office Box 9759 • Pensacola, Florida 32513-9759 • 3435 North 12 <sup>th</sup> Avenue (32503) Phone (850) 595-8910 • S/C 695-8910 • (800) 226-8914 • Fax (850) 595-8967 Web Site: <a href="http://www.wfrpc.dst.fl.us">www.wfrpc.dst.fl.us</a>					
	Terry A. Joseph Executive Director	Sydney J. "Joel" Pate Chairman	Bill Roberts Vice-Chairman			
<p><b>MEMORANDUM</b></p> <p>DATE: Tuesday, August 15, 2006</p> <p>TO: Mr. Michael Spaits, Public Affairs; 96 CEG/CEVPA, Eglin AFB</p> <p>FROM: John Gallagher, Comprehensive Planning Director                  850-595-8910 Extension 206 <a href="mailto:gallagherj@wfrpc.dst.fl.us">gallagherj@wfrpc.dst.fl.us</a></p> <p>RE: WFRPC: MJ764-08-02-06 Grant Application Project Description:</p> <div style="border: 1px solid black; padding: 2px; width: fit-content;">                     Intent to Prepare Environmental Impact Statement, BRAC 2005, Eglin AFB air space                 </div> <p>The Florida State Clearinghouse referred your grant application to the WFRPC Regional Clearinghouse for review. Section 4 of Gubernatorial Executive Order 95-359 provides that all federal applications which originate from non-state agencies, such as local governments and not-for-profit organizations, and which will have no significant effect on Florida's environment, are exempted from the intergovernmental coordination and review process overseen by the State Clearinghouse. Your application was referred to the WFRPC for review because the State Clearinghouse determined it meets exempted review requirements.</p> <p>As required by the Executive Order, the staff of the West Florida Regional Planning Council has reviewed the above referenced proposed project under the Intergovernmental Coordination &amp; Review Process (IC&amp;RP) for consistency with the West Florida Strategic Regional Policy Plan (WFSRPP). <b>Based upon review of the information submitted, the Planning Council staff finds the proposal generally consistent with the WFSRPP, adopted July 15, 1996.</b> A finding of consistency with the West Florida Strategic Regional Policy Plan does not necessarily impact eligibility or obligate funding of your project. For information about the WFSRPP, please see the WFRPC's web page <a href="http://www.wfrpc.dst.fl.us">www.wfrpc.dst.fl.us</a>.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 20px; text-align: center;"><input checked="" type="checkbox"/></td> <td>Staff had no additional comments.</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td>Please find attached staff comments.</td> </tr> </table> <p>If you have any questions concerning this communication, please refer to the WFRPC # listed above.</p> <p style="text-align: center; font-size: small;">"...Serving Escambia, Santa Rosa, Okaloosa, Walton, Bay, Holmes &amp; Washington Counties and their municipalities..."</p>			<input checked="" type="checkbox"/>	Staff had no additional comments.	<input type="checkbox"/>	Please find attached staff comments.
<input checked="" type="checkbox"/>	Staff had no additional comments.					
<input type="checkbox"/>	Please find attached staff comments.					

March 2008

Environmental Impact Statement for the Implementation of the  
 Base Realignment and Closure (BRAC) 2005 Decisions  
 Eglin AFB, FL

H-5

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



**Miccosukee Tribe of Indians  
of Florida**

**Business Council Members**  
Billy Cypress, Chairman

Jasper Nelson, Ass't. Chairman  
Max Billie, Treasurer

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

August 7, 2006

Mr. Michael Spaits  
Public Affairs  
96 CEG/CEVPA  
Eglin AFB, FL 32542-5000

RE: Draft EIS to implement 2005 Defense Base Realignment and Closure Commission's recommendations and Proposed Actions and Alternatives for Eglin AFB

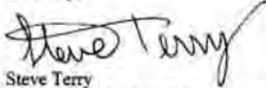
Dear Mr. Spaits:

The Miccosukee Tribe of Indians of Florida received the letter dated July 28, 2006, from COL. Eric Pohland, Vice Commander, Eglin AFB, concerning the above. Our comments on the proposed draft EIS are as follows:

The Miccosukee Tribe interests lie in the treatment of cultural resources. If there are any cultural resources located within the project area, they should be treated with due respect and avoided, if at all possible. We do not know of any cultural resources located at the locations stated in the letter and accompanying map. However, we are pleased to see that cultural resources are part of the environmental effects that will be evaluated. Again, we will state that preservation in place of cultural resources is the Tribe's position. If this cannot be done, for whatever reason, then the Tribe requests that you consult with us on a case-by-case basis.

Thank you for consulting with the Miccosukee Tribe. Please contact me at (305) 223-8380, Ext. 2243, or via e-mail at [SteveT@miccosukeetribe.com](mailto:SteveT@miccosukeetribe.com) if you require additional information.

Sincerely,



Steve Terry  
NAGPRA & Section 106 Representative

P.O. Box 440021, Tamiami Station, Miami, Florida 33144, (305) 223-8380, fax (305) 559-6653  
Constitution Approved by the Secretary of the Interior, January 11, 1962

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

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

From: [REDACTED]  
 Sent: Thursday, August 31, 2006 11:14 AM  
 To: spaitsm@eglin.af.mil  
 Cc: [REDACTED]  
 Subject: BRAC2005 EIS Comments

Mr Spaits, here are my follow up comments following the EIS briefing. Like I said at the briefing, my main concern is the inadequate highway system around Eglin AFB in support of the base mission, its people, and the local residents in the Tri County area. As much as it has been a continuous shortcoming from the beginning of Eglin AFB, it is even more apparent that SR 85 and SR 285 need to be made into US designated Highways, expanded to have more lanes, with wider right of ways with options for future growth. I recommend that SR 285 become US 331A, four lanes from College Blvd through Eglin AFB past I-10 and north to a common intersection with present US331 some place north of Defuniak Springs and south of Paxton. SR 85 should become US331B and be 6 laned from just north of Shalimar at the SR 189 interchange (West Gate) light and incorporate the north shortcut to Crestview (SR 123) and stay 6 lane until on the north side of Crestview where it could down size to four lanes with median until it joins current US331 in Floral, AL. Current SR85 to Niceville from teh SR123 intersection would become a further western section of SR20 and the SR 85 portion north from Niceville would be the new SR123.

In a future date to be decided this new n/s route (US331B) could become a new I-165 intersate route to Montgomery and be the designated Hurricane evacuation route for Military personnel and equipment (it would also help AL National Guard movement to and from their training area inside Eglin range).

To expect State of Florida to pay for SR 85 and SR 285 when the use of those roads are shared by civilian and federal personnel is placing all of the upkeep and planing on a state agency which has no mandate to consider federal needs. How the State DoT could incorporate DoD needs and stay within their charter may be placing them into a compromising position that could place them open to lawsuits by counties in the main part of the state wanting a better allocation of limited state resources for their area roads, especially as rural southern counties are experencing unprecedented growth due to the 2005 four Hurricanes (Henry and Glades Counties are building homes like they have been invaded - they only have 3 n/s roads that will need expansion to handle the Hurricane evacuation loads required for that growth). By Federalizing SR 85 and SR 285 into spurs of US331 or making at least SR 85 into I-165 the federal DoT funds will allow the Federal requirements for military and other federal agency needs to be incorporated and budgeted without being restricted to a state DoT timetable.

I wish you luck in solving all the myriad needs that BRAC 2005 laid on your doorstep, but remember this: "By the end of this decade, we will put a man on the moon and safely return him to earth." We all thought JFK was crazy, but we did it! There may be a lot of angry homeowners (Pacuito Bayou for example) but BRAC is law and the beddown will happen, its the WHERE and HOW that is in work now. The WHO, WHAT, WHY, and WHEN was stated by BRAC. All the hard work is in those two remaining verbs. If I can help, feel free to call on me.

Respectfully, [REDACTED] (former Superintendent of Space Operations, 50 SWg/AFSPACECOM and functional careerfield manager for the 1C6X0) who survived the move of our school house from Lowry AFB to Vandenberg AFB following BRAC closure of Lowry TTC and AFB, it was not a fun job, and I only had the nightmare of manpower and manning of 8 instructor billets, but it drove so many changes...Best of Luck, keep pain killer handy

March 2008

Environmental Impact Statement for the Implementation of the  
 Base Realignment and Closure (BRAC) 2005 Decisions  
 Eglin AFB, FL

H-7



Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**From:** [REDACTED]  
**Sent:** Thursday, August 31, 2006 3:10 PM  
**To:** spaitsm@eglin.af.mil  
**Subject:** Comments for the Eglin Base Realignment and Closure 2005 EIS  
**Importance:** High

RE: Comments related to Scoping Meetings held 8/22/06 and 8/24/06 regarding BRAC and related actions.

Mr. Spaits:

The new generation of Eglin leadership appears to disregard what our past generation of leadership has held as their dual responsibility. At the conclusion of WWII, the properties of the Choctawhatchee National Forest and those properties acquired as the result of the Forest Reserve Act were managed to ensure that future generations would have natural resources, knowing that military operations here was temporary.

Because these lands were taken from private owners and businesses by Congress and the President, in order to save our natural resources for the benefit of all future Americans; we have an ethical and legal responsibility to do just that. This generation is here for only a moment in time. And, when we have alternatives, we must choose them.

Eglin has alternative locations for development projects and housing that are not a part of these special legislated lands. There are 1000's of acres on Eglin that are not a part of these special properties.

Let me know if I can clarify or help.

[REDACTED]

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

August 29, 2006

TO WHOM IT MAY CONCERN on the move of 7th Special Forces Group to the Eglin Air Force Base area

My name is [REDACTED] and I am retired military. I did not attend or know about the meeting at Crestview High School. I would probably say that many people in Crestview did not know about the meeting. I expect that the City Council sugar-coated things for you, but things are not all well in Crestview.

Our troops deserve and need a city to live in that is safe and secure for their families so they can concentrate on their mission especially if they are deployed. Crestview has serious traffic problems, police problems, school issues and general public works problems. I will cite a few examples and provide a DVD of a recent Council meeting where I was in opposition to increase density because the city is not keeping up. (See 10 minutes to 30 minutes into the DVD.) Moreover, I suggest someone investigate newspaper articles and talk to regular citizens. I would also suggest talking to Bob Allen who writes for the Crestview News Bulletin and Cathy Thigpin from the Okaloosa School Board.

The Crestview Police Department is under funded and understaffed. Our Police Chief recently turned in his resignation because the City Council will not increase the budget. Additionally, we have a revolving door on police officers because they are underpaid. While I was stationed in Greenland, a fellow airman's residence was robbed and vandalized while his wife was out. He was very distressed and had to go home and move his wife. Deployed troops need a safe environment for their families.

We have been put on water restrictions the past two years in the spring through part of the summer. Behind a property I own, the storm sewer washed out a hole the size of a house. This was a hazard for kids and I have pictures if you would like to view them. I worked with Sam Hayes and Junior Cox for two years to get the hole filled. Finally it was taken care of in 2005, but I hear rumors that it was because of a state agency getting on the city about the wetlands in that area. Moreover, the city has a history of sewage spills and fines by the EPA.

Forget having a half hour military recall. We have one north-south road (Highway 85) which has tremendous traffic and frequent accidents. Just go and sit by John King Road from 6:30-9:00am or at the Stone Mountain's Carpet Mill Outlet parking lot in South Crestview from 3:00-7:00pm to see the traffic situation. Moreover, research the police accident logs to see how hazardous Highway 85 can be.

Our City Council does not seem to care much about the school situation. I believe they feel it is not their responsibility, even though what the Council approves will impact student overcrowding and busing. Mayor Whitehurst is a good man but he has to work within the budget the Council gives him and what I understand he is only in charge of the Police and Fire Departments.

Our troops deserve good living conditions and a clear head to do their mission. I am afraid that with the present situation in Crestview the troops won't get what they need. Since I am sending this letter via email I will send quickly through regular mail the DVD and copies of some of the newspaper articles that highlight things I have mentioned in my letter.

[REDACTED]

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

## Letters

**Write to us!**

**LETTERS** should not exceed 250 words and must be submitted with the writer's name, address and phone number. Please, no poetry, private disputes or third-party letters. Letters may be edited for clarity and brevity. We limit writers to one letter or guest column a month.

**GUEST COLUMNS** are longer expressions of opinion. They must be submitted via e-mail, 500 to 750 words, and carry the writer's name, address and phone number. Columns should be well written and offer a fresh view of an issue or event. Local topics only, please.

**WRITE:**  
Letters to the Editor  
Northwest Florida Daily News  
PO Box 2949  
Fort Walton Beach FL 32549

**FAX:**  
(850) 863-7834

**E-MAIL:**  
letters@nwdailynews.com

**Not for sale**

I would like to thank Dixie Dan Powell and his family. The Powell family has been a cornerstone in our community and I am deeply appreciative of their many contributions.

Every year, Dixie Dan Powell generously donates time, energy and resources to our community without exception. He is a wonderful attorney and an advocate for justice. He works tirelessly and is relentless when it is time to go to work and defend the rights of his clients.

Dixie is armed with everything needed to perform the duties and assume the responsibilities of judge of the 1st Judicial Circuit. He has integrity; he will not be swayed by partisan interests or bids for compromising his beliefs. He will stand firm and steadfast on behalf of the law. He will defend our rights and will serve the people.

Dixie is sure of himself and where he is from. And, more important, he is not for sale at any price.

Let's congratulate Dixie Dan for being rated the highest of all candidates in his group by the Okaloosa-Walton County Bar Association in the areas of courtesy, civility, temperament and patience. I have personally witnessed these qualities on many occasions under different circumstances. When lives are on the line and critical decisions are being made, these attributes will shine through.

We will be well represented by Dixie Dan Powell and we can rest comfortably in the knowledge that he is on the bench and that justice will be served.

**– BOBBI LUNA**  
Valparaiso

**Puppet master**

The Crestview City Council president is pulling all the strings in Crestview's budget meetings.

Here is someone who is pushing to reduce the number of police officers and firefighters who are hired so that he can lower the millage rate by 0.5 percent. Both departments are understaffed and will continue to be so as long as this council president is playing puppet master.

Members of the public as well as members of the Crestview Fire Department went to confront this issue during the last council meeting but were not afforded the opportunity to present their case because the puppet master quickly adjourned the meeting.

What kind of city council president does not allow members of the public to express their concerns over their city budget?

The police and fire departments can keep up with the growth in Crestview for only so long without proper equipment and manning.

Mr. Puppet Master, is your agenda really worth risking the safety of the families of Crestview? I think not!

**– CLIFF CALDERWOOD**  
Crestview

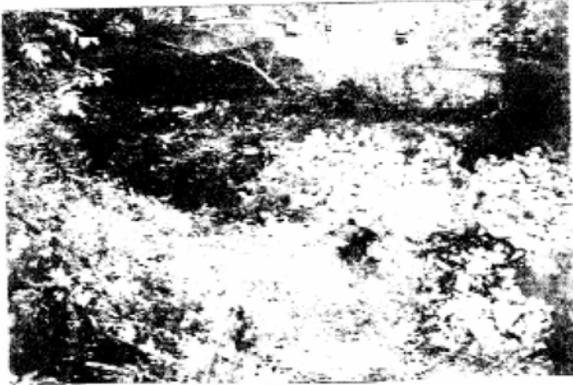
Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

LOOKING NORTH FROM LONG

I will make color copies of the drainage ditch if you need them.



July 2003



July 2003  
On edge of ditch looking down

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

FIGURE 1 (THE DIRECTION OF THE WATER FLOW)

I will make color copies of the drainage ditch if you need them.



July 2003



July 2003



Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**INDEX**  
 Saturday, June 3, 2006

WEATHER ..... 2  
 REGION ..... 4  
 BUSINESS ..... 6  
 KIDS PAGE ..... 8  
 PUBLIC NOTICES ..... 11  
 SPORTS ..... 10-11  
 CLASSIFIEDS ..... 12-14

# CRESTVIEW NEWS BULLETIN

VOLUME 31, NUMBER 48  
 "THE NEWS YOU NEED TODAY"

## City urges residents to conserve

**Adam Ziglar**  
 News Bulletin Reporter

Because of extensive drought conditions, the Crestview Department of Public Services is asking all businesses and residents within the city limits to stop outdoor irrigation during the hours of 3 p.m. and 9 p.m.

The restriction is an extension of an original request made on April 17. Then, the city restricted water use between the hours of 6 a.m. and 6 p.m.

"We didn't know which timeframe we were receiving most of the impact," said Wayne Steele, assistant director of public services. "We've since narrowed that down. This is the timeframe that impacts the system the most."

The city also urges residents to use the odd-even method of water use. For example, houses ending in odd numbers should only water lawns on odd calendar days outside the restricted hours.

Steele especially urges residents south of the Interstate to adhere to the restriction. "Right now, there is only one well south of the Interstate," he said. "It is heavily impacted when there is a lot of outside water usage."

The city's eighth well is currently under construction and should be online later this year. Located near Anthon Elementary School, the well will provide enough water for residents for years.

See WATER, page 3

06-24-23-9001-000H-0120  
 HENDERSON HERBERT H. & JANICE  
 209 ALVENCHASE BLVD  
 CRESTVIEW, FL 32536-0000



Looking for help from above — Ifeji Woodlawn Baptist Church

Here is a common faucet-mounted water timer. This Gilchrist Mechanical Water Timer costs around \$13 at most area hardware stores.

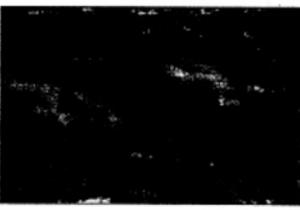


Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**FRIDAY** 50 cents daily

# nbs

# qawi



The U.S. military on Thursday released this image that purports to show an aircraft's view of the attack on Abu Musab al-Zarqawi.



in Baghdad, Iraq, U.S. military spokesman Maj. Gen. William Caldwell points to Abu Musab al-Zarqawi, the al-Qaida-linked militant who led a campaign of suicide-stage bombings. Al-Zarqawi was killed Wednesday in a U.S. airstrike, Iraq's Prime Minister said Thursday. The bombs were developed at Eglin Air Force Base.

## Bombs perform as advertised

**By MLADEN RUDMAN**  
mladenr@wftd.com

Laser-guided bombs are the more sensitive weapon and require good weather in function properly.

A soldier in the zone controls the mission's flight by tracking a beam of light to its target. The resulting target for an LGB strike can be done by soldiers on the ground or in aircraft.

The JDAM, though not as precise

**CRESTVIEW**

## Police hunting for shooting suspect

June 9, 2006

### Man allegedly shot three of his roommates

BY LESLIE FIKE  
leslief@wftd.com

CRESTVIEW — Police are looking for a man suspected of shooting three of his roommates late Wednesday night.

The suspect, Daniel Carlos Medina, is considered armed and extremely dangerous, said Crestview Police Department Investigator Nicky Myers.

According to a police report, Medina shot his roommates at their home at 275 Oakview Place before he fled the scene in a stolen vehicle.

The vehicle was later recovered, but Medina had fled on foot, the report said.



DANIEL CARLOS MEDINA

The shootings occurred about 11:24 p.m. When police arrived they found two Hispanic men with gunshot wounds. A third victim, also a Hispanic man, was found later near the intersection of Cedar Avenue and James Lee Boulevard with a gunshot wound.

Myers said he wouldn't release the victims' names, the extent of their wounds, or which hospital they were taken to because of concerns for their safety.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

# ALBUQUERQUE STATE



Jun 10, 06

Page 1

## GATOR-AID



Daily News photos | NICK TOMCEK

together at The Zoo of Northwest Florida in Gulf Breeze on Wednesday. Below, Rob Free or Wednesday afternoon that had caught its legs in a fence. The Zoo adopted 46 sick Alligator Farm north of Panama City.

## adopts eless ators

that were being evicted from Sweetwater Creek Alligator Farm north of Panama City.



## Police seek suspect

### Daniel Medina is considered armed and dangerous

By LESLIE FIKE  
lesief@nvfalldailynews.com

CRESTVIEW — Crestview police on Friday continued searching for Daniel Carlos Medina, who is suspected of shooting three of his roommates on Wednesday.

"He's still considered armed and dangerous," said Investigator John Cook. "Anyone who comes in contact with him needs to notify the police immediately by calling 911."

According to a police report, Medina shot his roommates, all Hispanic men, at their home at 273 Oakview Place before fleeing in a stolen vehicle. The vehicle was later recovered but Medina had fled.

"The suspect does have felony warrants out for his arrest," said Cook.

Medina is wanted on charges of aggravated battery with a firearm, which is a second degree felony, said Investigator Nicky Myers.

"It's a 10, 15, life mandatory sentencing," said Myers.

The police are still trying to gather information on the three vic-



DANIEL MEDINA  
shooting suspect

Public Scoping Summary Report – 2007 Update Written Comments Received During Public Scoping Process

INDEX  
 Saturday, June 10, 2006  
 Davey gets drafted  
 Crestview's Anthony Brown selected by Cincinnati Reds  
 Page 9

# NEWS BULLETIN

For News You Need Today

## Crestview police searching for shooting suspect

Daniel Carlos Medina is still on the loose after he shot three people at 275 Oakview Place on Wednesday night.

**Ken Nielsen**  
 Crestview News Bulletin

The Crestview Police Department is searching for a Hispanic male that according to investigators is a suspect in a shooting at 275 Oakview Place. Daniel Carlos Medina allegedly shot three of his Hispanic male

roommates then fled in a black SUV. When first responders arrived they found only two of the victims at the scene.

One had been shot six times, twice in the upper left arm and four in the back. He was transported to the Old Spanish Trail Park where a landing zone had been set up for Baptist Hospital's Lifelight helicopter to transport him to a trauma center. Police would not release his name or his current condition.

The second victim, who a name police would not release, was also transported to the OSTF park but refused treatment and was released to investigators for questioning.

According to witnesses at the scene, the third victim jumped into his white pickup truck and chased after Medina. That victim was later found by police wounded and bleeding at the intersection of Cedar Avenue and James Lee Boulevard. EMS transported him for medical treatment and authorities would not release his name or any further details as to his condition.

The black SUV that the suspect fled the scene in was later found at the vehicles owners' home.

"Our investigation ascertained that the owner of the SUV had allowed Medina to use his vehicle in the past," said Myers.

A shirt was found near the SUV. Investigators were called to the area for Medi- unsuccessful.

Live rounds, bullet fragments were recovered from the scene of the shooting but until we run a ballistics test we can't confirm this was used," Myers said.

**See SUSPECT**

**Dainfall still a no-show** | Fire dis

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

June 18, 2006  
...oes. Except for work. They won't let me take him."  
...ident, talking about his stepson, Chuckie



NICK TOMACEK | Daily News

...ckie Seymour III, while they play an  
... cerebral palsy and considers Jim to  
... holding hands most of the time.

...adoption, these dads  
...ne life any other way



# FATHERS



Melissa Howard was found dead on Jan. 6 in her home at 222 Tiffot Court, which is now on the market

DEVON RAVINE Daily News

# Who killed Melissa Howard?

Investigation's pace has mother wondering "What the hell is really going on?"

By TOM McLAUGHLIN  
tom@nwfdailynews.com

ON THE NET

Go to [www.nwfdailynews.com](http://www.nwfdailynews.com) to read the Crestview Police Department's incident report on the Melissa Howard killing.

CRESTVIEW — A flier advertising the sale of the tidy brick home at 222 Tiffot Court promises fresh paint and "new carpet and flooring in some areas."

It's been scrubbed from top to bottom, and every trace of Melissa Lynn Howard's murder has been removed.

Harder to remove is the pain of those who loved Howard, a 33-year-old mother of three, and their frustration that the Jan. 6 homicide remains unsolved.

"It's in the sixth month," said Howard's mother, Janet Beal Gilsdorf. "And the sixth of every month is like a breakdown. It's just real hard."

As the investigation drags on, the Crestview Police Department is receiving its share of criticism.

"Crestview is a (expletive) joke," said Brian Howard,



MELISSA HOWARD

PLEASE SEE INVESTIGATION | J6

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**SHOWCASE**  
Fun Food

**NORTH WEST FLORIDA**

# Daily NEWS

**FRIDAY** LOCAL & STATE | B1 SPORTS | C1

**The fun must go on**  
SHOWCASE | D2

**Circuit judge candidates share their views**

**U.S. kicked out of World Cup**

## Crestview restricts water use

Rapid growth strains Hub City's ability to meet demand in face of long-running drought

**CRESTVIEW'S RESTRICTIONS**  
April 17 Residents asked to limit use.  
May 19 City prohibits use from 3 to 9 p.m.  
June 1 City implements odd-even watering days based on home addresses.  
June 22 City bans all outdoor use.

**STATUS OF OTHER WATER SYSTEMS**  
Nilesville Irrigation/prioritization based on odd-even days and address (9 p.m. to 6 p.m.).  
Auburn Water System No outdoor watering.  
West Walling Beach No restriction.  
Oklawaha County No restrictions.

By JILL NOLIN  
jlln@northwestfl.com

**CRESTVIEW** — The low water level in the city's 500,000-gallon storage tank triggered its automated system to send out two warnings on Thursday and prompted city officials to ban outdoor water use.

The prohibition is the fourth and most restrictive conservation measure issued in two months for the city's 8,232 water customers.

"Sustaining our lives and providing fire protection for our homes is more important than our lawns," said Wayne Steele, the city's assistant director of public services, who called the current water situation "critical."

"If people do not adhere to our request, if they're found to be in violation of this water restriction, then we will take whatever measure necessary to prohibit them from using water."

That could mean a fine. The City Council would have to decide that because city ordinances do not address such fines.

"If people will listen to our request, it will take care of the problem through this drought," Steele said.

In addition to the persistent dry spell, Steele attributed the low water levels to the city's growth. "The increasing demand has left the city struggling to pump water fast enough to meet the needs."

The new restriction also applies to landscapers using city water.

The Auburn Water System has also restricted outdoor water use because of the drought and a crippled well. It's a different story in south

PLEASE SEE WATER USE | A7

**INSIDE** [www.crestviewnewsbulletin.com](http://www.crestviewnewsbulletin.com) **Football P**

Get the scoop on CHS's new coaches **Page 1B**

City Council update **Page 3A**

**NEWS BULLETIN**  
CRESTVIEW, FL 32536  
*"The News You Need Today"*

**Howard murder probe reaches six months**

**Adam Ziegler**  
Crestview News Bulletin

Over the past few months no new statements have been made by officials investigating the mysterious death of surgical nurse Melissa Lynn Howard. More than six months have passed since Howard was violently murdered on Jan. 6 in her Tifot Court home. It is unclear if investigators have received any forensic evidence from the Florida Department of Law Enforcement, the organization that analyzed the crime scene. Crestview Police Major Ken Bundrick is one of the investigators working on the case. Bundrick could not say if evidence has been returned by the FDLE. "I don't know if we have or not, and we couldn't report on it if we had," he said. "There's just nothing new to report. We're not trying to avoid the media. The only thing that we could do is keep beating this thing to death and there's nothing new to report." For months the Crestview Police Department has maintained that progress is being made in the case. Less than a week after the murder, a press release was issued by police officials, stating that a suspect or suspects have been identified and an arrest or arrests would be made. FDLE spokeswoman Karen Mason could not speak specifically about the status of the case's evidence. "As far as the evidence is concerned, I can't be specific," she said Tuesday afternoon. "At this time it is still being processed." Mason continued, "We always hope to clear unsolved murders as quickly as possible. In all death investigation law enforcement officials owe it to

**Are**

Sunday, Ju

# Local & State

July 23, 2006

## Local BRIEFS

### Walton County GOP to open headquarters

**MIRAMAR BEACH** — The Walton County Republican Executive Committee will host the grand opening of its South Walton headquarters on Aug. 1.

The ceremony will be at 4 p.m. at the headquarters at 10859 Emerald Coast Parkway, Suite 401, in Miramar Beach.

For more information call the headquarters at 650-9475.

### Sewage spill affects Juniper Creek area

**CRESTVIEW** — The city's Department of Public Service is advising that all residents use caution in and around the Juniper Creek area at Raspberry Road.

A sewage spill occurred about 10:30 a.m. Thursday and an undetermined amount of sewage may have entered the Juniper Creek.

The area should be avoided until water samples are tested for bacteria and returned.

For more information, contact the Department of Public Services at 682-6132.

### South Walton High to host open house

South Walton High School will host an open house for students and parents from 1 to 3 p.m. on Aug. 3.

Visitors can meet Principal

Mark Ewing, Assistant Principal Tripp Hope, Guidance Counselor Barbara Cole. They can also tour the school and visit with teachers in their classrooms.

### Job fair for corrections officers scheduled

**CRESTVIEW** — People interested in a career in corrections can attend a job fair on Aug. 5 hosted by the Okaloosa County's Department of Corrections at the county jail.

County representatives will conduct interviews and lead tours of the jail on U.S. Highway 90 east of Crestview from 9 a.m. to 3 p.m.

Representatives of Okaloosa-Walton College will be on hand with information on the Corrections Academy training program that begins in August. Alabama residents who attend the Corrections Academy qualify for in-state rates.

JobsPlus representatives will also be available with information on financial assistance.

### North Walton GOP club to meet Aug. 7

**DEERBARK SPRINGS** — The North Walton Republican Club will meet at McLain's Family Restaurant at 6 p.m. Aug. 7.

After a brief business meeting there will be a forum for local candidates.

Visitors who wish to eat should arrive at 5:30 p.m.

## Today in local HI

### 25 years ago:

- A woman was shot four times in the chest at the Huriburt Field picnic grounds by a calm assailant who she said smoked cigarettes and drank a beer between shots.

- An Air Force major was hospitalized in good condition after he was accidentally ejected from an F-4 Phantom jet as it rolled down a taxiway at Eglin Air Force Base.

### 10 years ago:

- Three teenagers connected to calling in bomb threats to Choctawhatchee High School were ordered to perform community service

and pay almost Okaloosa County

- Burglars in Shores Shopping Center escaped with an e causing about \$

- Midway thru season, "Operat to put marijuana on the Eglin Air

- Camp Koto was giving more ioned experience

## LOTTERY

Winning numbers are:

**CASH 3** 1-4-9  
**PLAY 4** 8-4-7-6

**LOTTO**  
9-33-40-42-50-51

**FANTASY 5**  
3-11-24-25-28

night was 6-7-11-18-29.

Mega Money game rolls over with an estimated jackpot of \$1.4 million

**TALLAHASSEE (AP)** — No tickets matched the four winning numbers plus the Mega Ball number in the Mega

Three winners of the Fantasy 5 game will collect \$89,467.75 each

**TALLAHASSEE (AP)** —

Three winners of the Fantasy 5 game will collect \$89,467.75 each, the Florida Lottery said Saturday.

The winning tickets were bought in Altamonte Springs, Port St. Lucie and Tampa, lottery officials reported.

The 465 tickets matching the numbers 1-4-9-7-6 each.

Another 12,385 tickets matching 3 of 5 won \$9, and 126,761 tickets won a Quick Pick ticket for picking 2-of-5.

The numbers drawn Friday

## Weekly CALENDAR

Open to public. Closed during inclement weather. 729-2452.

- **Eglin Federal Civilian Retiree Association:** Service center open 9 a.m.-1 p.m., Room 165A, Building 210, Eglin Air Force Base. Walk-ins welcome or call 882-2720 for appointment.

- **ACBL duplicate bridge:** 9:30 a.m. stratified game, 100 Buck Drive, Fort Walton Beach. Partners provided. 862-7061.

- **American Legion Post 235:** Bingo, 6:30-8:30 p.m., 105 Hollywood Blvd., Fort Walton Beach. Open to members and guests. 243-0221.

- **Senior Circle:** Water aerobics, 10:30 a.m., Crestview Physical Therapy, 577 Brookmeade Drive; Bingo with Parthenon Healthcare of Crestview, 1 p.m., Senior Circle classroom. 689-8409 to register.

- **One + ONE Studio:** ...

### Friday

- **Annets Post 35:** DJ from 7-11 p.m., 105 John King Road, Crestview. 682-8435.

- **ACBL duplicate bridge:** Stratified game, 9:30 a.m., 100 Buck Drive, Fort Walton Beach. Partners provided. 862-7061.

- **American Legion Post 235:** Dinner, 5:30-8:30 p.m., 105 N.W. Hollywood

garlic bread. \$6. Open to public. 862-2758.

- **American Legion Post 296:** Dinner, 5:30-7:30 p.m.; entertainment in the ballroom or lounge, 7-11 p.m. Guest invited. 311 Main St., Destin. 837-3818.

- **VFW Post 7674:** Bingo, 5-6:30 p.m. Karaoke with Jim, 7:30-11:30 p.m., 213 Carol Ave., Fort Walton Beach. Open to members and guests. 244-3834.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**Public Meeting Private Citizen Speakers from August 22, 2006**

Kirby Locklear  
Neil Arnott  
Jim Finn

**Public Meeting Elected Officials Speakers from August 22, 2006**

Jim Roberson

**Public Meeting Written Comments from August 22, 2006**

<b>Person</b>	<b>Do you want on the mailing list to receive on the BRAC EIS Program</b>	<b>Comment</b>
Kirby R. Locklear 	Yes	My Concerns - I am concerned that historical sites be protected and any native remains uncovered be protected and be handled under NAGPA. - I am concerned about the impacts to local infrastructure. - Concerned about reduction of public access to the Eglin residents. - I am concerned of the impact on testing vs training. - Concerned about AFSOC training in an environment of increased student pilot activity. - What will be the impact on test activities? JSF alternate 2? - All alternates proposed involved construction, what protections will be in place for protecting known historical sites? What surveys have been done or will be done? - What coordination is being done to enhance infrastructure improvements with local government? - Will the public's access to Eglin residences be reduced? - What will be the impact of Hurlburt SOW flying?

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

<b>Person</b>	<b>Do you want on the mailing list to receive on the BRAC EIS Program</b>	<b>Comment</b>
Anonymous Written Comment		<ul style="list-style-type: none"> <li>- I heard from our Fire Department that the original site for the JSF Beddown was the dust bowl area adjacent to the 33rd Fighter Wing. What caused that to change?</li> <li>- If the 33rd side is the Preferred Alternative for the JSF Beddown, who has the authority to “override” that and decide on the 46th side? What would cause that to happen?</li> <li>- If the Beddown of the JSF was not a “cost saving” base realignment, why is the base not doing a “bare base” type Beddown like they are for the Army 7 SFG?</li> <li>- Why is the base talking about demolishing over 100 housing units when there will be over 2000 Army families coming here soon?</li> <li>- Are these Army families going to have to live in housing “projects” somewhere, since the DoD is not providing on base housing for them? If so, where will these housing “projects” be? Will they be in a secure type gated guarded military compound?</li> <li>- Is the mayor of Valparaiso “on board” with the JSF Beddown on Eglin? Isn’t he already upset about the properties in the clear zone? What can the base do to improve the relationship with him?</li> <li>- Isn’t the JSF going to be louder than the current airframes on Eglin? What is the DoD doing to help minimize those impacts on the community?</li> <li>- If the purpose of the BRAC is to save costs, how is moving the 919th to Hurlburt, the 16th to Cannon, the 46th to Edwards, and the 33rd to wherever it might go saving costs? It cost a lot of money to make all these moves so why are we considering them?</li> </ul>

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**Public Meeting Private Citizen Speakers from August 24, 2006**

Ellis Conner  
Edward G. Cole

**Public Meeting Written Comments from August 24, 2006**

Person	Do you want on the mailing list to receive on the BRAC EIS Program	Comment
Ellis Conner [REDACTED]		<ul style="list-style-type: none"> <li>- The City of Crestview welcomes to possibility of the Army 7th Special Forces locating at Duke Field. The City is expecting to provide the infrastructure needed to provide housing for the Army's needs.</li> <li>- The City is presently in the process of doubling the capacity of our waste water treatment facility also adding additional water wells and water tanks, recreation facilities, storm water concerns, solid waste disposal.</li> <li>- We are coordinating the Florida Turnpike Enterprise, Okaloosa, Walton Transportation Planning Organization, Okaloosa County officials, and Florida Department of Transportation to help the City correct and/or relieve traffic congestion on State Highway 85.</li> <li>- Not only do we welcome the 7th Special Forces to Crestview, we are expecting to provide housing for JSF overflow from South Okaloosa County.</li> </ul>
Edward G. Cole USAF Ret. [REDACTED]	Yes	<ul style="list-style-type: none"> <li>- 7SF should use Duke Airfield as their base. Heard airfield (runway) was scheduled for improvement to handle C-17's. These guys are jumpers and require quarterly jump. Expect them to use Camp Rudder. Minor improvements for traffic could be traffic light at Prison Road turnoff. Another gate behind prison to allow traffic to enter/exit using new light on Highway 85. Adequate housing near by— less habitat for black bear, deer, and other animals impacted.</li> </ul>

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

From: [REDACTED]  
 Sent: Thursday, February 08, 2007 6:14 PM  
 To: 'Spaits Mike CIV USAF 96 CEG/CEV'  
 Subject: BRAC Related Eglin AFB Environmental Impact Study (EIS)

Dear Mr. Spaits,

I'm responding in protest to the EIS methodology behind your statement presented in the February 7, 2007 BEACON article relating to the F-35 BRAC related EIS. The article quoted you on page A-13 as saying, "Noise data derived from the standard F-35 will be used to estimate noise on the STOVL version."

It is my opinion that using "only" noise data derived from the standard F-35 will result in a seriously inaccurate and misleading report. I am well familiar with the extreme noise generated by the Marine Corps' AV-8B Harrier when it operates in the vertical takeoff and landing mode--it is far louder than when the AV-8B takes off and lands conventionally. I realize the F-35's vertical lift will be generated by the engine driven fan versus the AV-8B's vectored thrust and "should" therefore generate less noise for a given payload. However, the F-35 weighs approximately twice as much as the Harrier, and physics dictates that twice the energy (Thrust) is required to vertically lift twice the weight. As a result, one would expect the far heavier F-35 to generate substantially more noise in it's fan assisted vertical takeoff/landing modes. Considering that many of each night's expected 28 training takeoffs and landings will be executed in the STOVL variant's vertical takeoff and landing mode, and considering how well jet noise carries at night, I expect the nightly window-rattling F-35 noise to generate a considerable rise in complaints and resentment.

Understanding that the F-35 will in all likelihood generate substantially greater noise while it takes-off and lands in the vertical mode, I think the BRAC related EIS results/conclusions will be seriously flawed, should the study be based on "Noise data derived from the standard F-35." As a result, I would like to protest the current Eglin AFB BRAC EIS methodology. Please do it right the first time--use the correct/applicable noise data...  
 Sincerely,

[REDACTED]  
 Niceville Florida

FYI--The following data was pulled from the Internet:

AV-8B Night Attack (NA)/AV-8B Radar: One Rolls Royce Pegasus F402-RR-408A turbofan engine with approximately 22,200 pounds of thrust,

Loaded weight: 22,950 lb (10,410 kg), and Maximum vertical landing weight of approximately 19,894 pounds

F-35: Approx. 40,000 pounds of thrust,  
 Loaded weight: 44,400 lb

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

From: Spaits Mike CIV USAF 96 CEG/CEV (<mailto:mike.spaits@eglin.af.mil>)  
 Sent: Wednesday, August 23, 2006 12:42 PM  
 To: [REDACTED]  
 Cc: Walsh Lois A CIV USAF 96 ABW  
 Subject: RE: Written Input to Aug 24th Eglin Scoping Meeting

[REDACTED],  
 Thank you for your input. Your comments will be added to the Environmental Impact Statement and considered during the process.

Mike Spaits  
 Eglin Environmental Public Affairs

-----Original Message-----  
 From: [REDACTED]  
 Sent: Wednesday, August 23, 2006 9:38 AM  
 To: spaitsm@eglin.af.mil  
 Cc: 'Walsh Lois A CIV USAF 96 ABW'  
 Subject: Written Input to Aug 24th Eglin Scoping Meeting

Dear Mr. Spaits,

I will attempt to attend Eglin's Crestview meeting scheduled for tomorrow night. This email is to provide my position/inputs to the expected gains stated in the 2005 BRAC. Please do not include my name when submitting my input to the record unless required by regulation.

I strongly oppose the projected gain of the Joint Strike Fighter Initial Joint Training Site because of noise related environmental impediments to implementation. The projected 114 JSF flights per day, of which 28 are expected to be night training (I assume most of which will be air-ground gunnery) will add substantial noise to an already noisy environment. The Eglin Public Affairs Office has received at least 50 noise complaints regarding jet-noise alone, not even counting the wall-shaking noise created by Eglin Range explosions and low flying military helicopters. These environmental impediments were not addressed or included in Eglin's recent AICUZ Study. Had this jet, helicopter, and bombing noise been addressed and properly identified in periodic AICUZ Studies (not accomplished by Eglin AFB for over 20 years), the related environmental impediments to implementation would have most likely been considered by the BRAC in it's recommendations.

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.

[REDACTED]  
 Niceville Florida

March 2008

Environmental Impact Statement for the Implementation of the  
 Base Realignment and Closure (BRAC) 2005 Decisions  
 Eglin AFB, FL

H-26

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**H-2.**

**SCOPING UPDATE MEETING WRITTEN COMMENTS (2007)**

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March 2008      Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions      H-27  
Eglin AFB, FL.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

*Statement of Congressman Jeff Miller regarding the public BRAC scoping meeting on 6 & 7 November 2007*

Ladies and Gentlemen:

I want to thank you very much for taking the time to attend this public scoping meeting. Your contribution to this process is critical to the successful integration of new missions at Eglin AFB. I am honored to represent a district where the citizens take an active role in their government and their community. I commend you on this involvement!

Integration of the new missions is critical to meeting our Nation's security requirements for today and the future. Based upon reviews I have had with Air Force senior leadership, addition of the Joint Strike Fighter and Army's 7<sup>th</sup> Special Forces Group activities will result in significant changes in how the Air Force executes the current missions at Eglin and how Eglin's natural resources are utilized by the military and the public. An increase in aircraft operations combined with the noise characteristics of JSF operations will have implications for the surrounding communities. The incorporation of new training ranges to meet the 7<sup>th</sup> Special Force Group's operational requirements will necessitate flexibility from the community.

I have full confidence that the Air Force will exercise the due diligence required to design the integration of these new missions in a way that preserves operational readiness and mitigating, to the degree practical, the adverse impacts on the environment and the local communities.

My staff and I will continue to work closely with the Air Force and the local communities every step of way through the completion of the process which begins with your inputs at this scoping meeting. The Air Force needs your constructive inputs to ensure all community interests are understood.

Jeff Miller  
Member of Congress  
1<sup>st</sup> District, Florida

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

*Public Scoping Update Meeting Written Comment Form*  
**ENVIRONMENTAL IMPACT STATEMENT FOR  
 IMPLEMENTATION OF THE BASE REALIGNMENT AND CLOSURE (BRAC)  
 2005 DECISIONS AND RELATED ACTIONS  
 EGLIN AIR FORCE BASE, FLORIDA**

LOCATION: **Comfort Inn Conference Center** DATE: **06 NOVEMBER 2007**

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

*This question is reference contracting for support to the 7th SFG(A) specifically through which contracting office will headquarters support, training and any other contracted support be worked prior to the Group's move to Eglin?*

\*\*\*\* 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:		
organization:		
address:		
city/state:		

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC 2005 EIS program.  
 No, do not include my name and address on the mailing list.

Please mail this form to:  
**MR. MICHAEL SPAITS, PUBLIC AFFAIRS,  
 96 CEG/CEVPA, EGLIN AFB, FLORIDA 32542-5000**

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

Public Scoping Update Meeting Written Comment Form  
ENVIRONMENTAL IMPACT STATEMENT FOR  
IMPLEMENTATION OF THE BASE REALIGNMENT AND CLOSURE (BRAC)  
2005 DECISIONS AND RELATED ACTIONS  
EGLIN AIR FORCE BASE, FLORIDA

LOCATION: **Comfort Inn Conference Center**

DATE: 06 NOVEMBER 2007

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

First I want to applaud you for the very informative public meeting you presented last evening. I felt the information was clear and concise & fully described the new missions coming to the Panhandle of Florida (Eglin AFB, Hurlbert Field, Duke Field). We welcome these new additions to our already existing military population. My personal belief is these additions will not impact our environment that much. When looking at the proposal last night all I could think of was this is a very important military mission that will greatly enhance the protection of our country. We must have a strong and ready military force to continue the protection of our people.

We welcome you with open arms

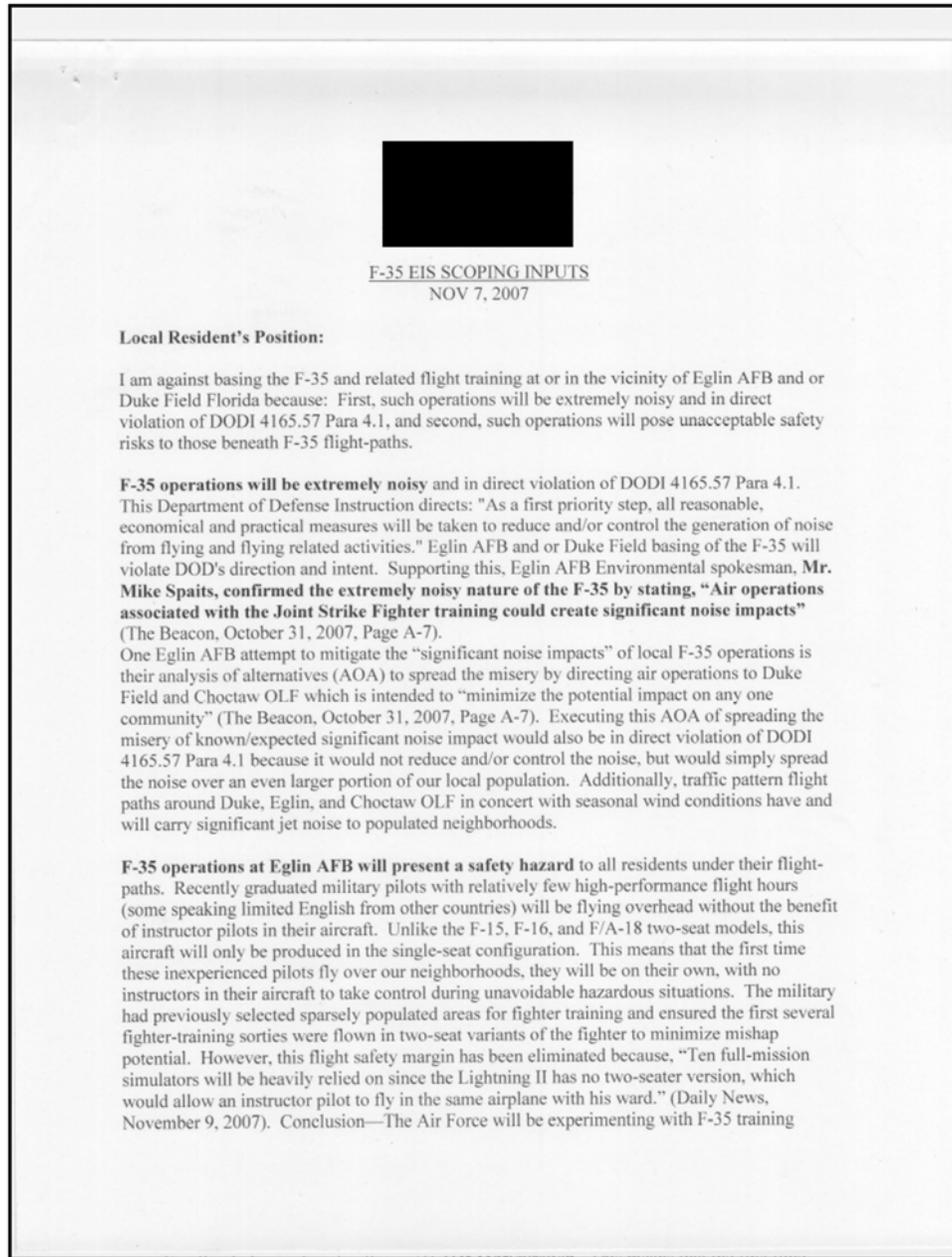
\*\*\*\* continue on back for more space \*\*\*\*

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:	Louetta B. Ailken
organization:	Fire Commissioner & Candidate for County Commissioner
address:	District 5, Santa Rosa County
city/state/zip:	[REDACTED]

- Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC 2005 EIS program.
- No, do not include my name and address on the mailing list.

Please mail this form to:  
MR. MICHAEL SPAITS, PUBLIC AFFAIRS,  
96 CEG/CEVPA, EGLIN AFB, FLORIDA 32542-5000

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-31

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-353

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

techniques at the expense of the safety and lives of residents under F-35 flight-paths. Rather than ensuring flight training is accomplished with instructor pilots in the fledgling trainee's aircraft, the AF will be experimenting by relying upon simulators for this critical phase of training. This creates a recipe for disaster when adding this to the fact that this experiment in training will be accomplished directly over populated neighborhoods.

Second, it is well documented by several sources that Eglin area airspace is among the most congested in the United States. Adding the estimated 165 daily F-35 training sorties to an already saturated airspace will significantly increase midair collision potential. This increased hazard potential will be exacerbated by the extensive landing pattern training requirements for each sortie in concert with the student pilots' lack of experience in the F-35 aircraft. (989.3 of 32 CFR (j) The Safety Office provides technical review and assistance to EPFs to ensure consideration of safety standards and requirements)

**Proposed Alternatives:**

**First**, do not allow F-35 operations at or near Eglin AFB or Duke Field Florida. Due to the known/expected "significant noise impacts" of local F-35 operations, clearly the best alternative is to cancel plans to establish F-35 operations at or near Eglin AFB and or Duke Field Florida. Considering the known and expected "significant noise impacts" of local F-35 operations in concert with the stated safety issues, F-35 operations would be substantially better tolerated at a base such as Yuma Marine Air Station AZ, Edwards AFB CA, or Cannon AFB NM. Additionally, these alternative flying environments provide statistically better weather and much broader tactical air-ground gunnery range availability. The Eglin and Duke region does not have a tactical air-ground gunnery range, nor the abundant excellent weather needed to support the F-35 training's high sortie rate requirements.

**Second**, should F-35 operations occur in the Eglin-Duke Field area, strong flight safety and noise abatement procedures should be established and complied with to minimize mishap potential and "significant noise impacts"

- Require DOD obtain two-seat trainer versions of the F-35 to ensure Instructor Pilots are capable of taking control of potentially dangerous student flight activities
- Prohibit all afterburner use (except under Emergency conditions) within 20 miles of Eglin AFB (to include initial takeoffs and climb-outs)
- Require all flight operations within 20 miles of Eglin AFB to be flown at Lift-over-Drag Maximum (with an airspeed safety margin of +20 knots) to minimize both thrust and intake duct noise. This will also optimize fuel conservation
- Prohibit flight over populated neighborhoods below 10,000 ft above ground level
- Prohibit all flight over and near populated neighborhoods while carrying all forms of ordnance

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-32

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

**Third**, notify Congress that environmental impact assumptions regarding the F-35 decision were in error. BRAC Report E&T – 10 Section 4, stated, “There are no known environmental impediments to implementation of this recommendation.” Now that environmental impediments to implementation have been identified by Mr. Spaits, 96 CEG/CEVPA is duty-bound to notify the BRAC Commission that serious noise related environmental impediments to implementation have been identified.

**Working with the Air Force to ensure the citizens of North West Florida are not subject to the F-35’s significant noise impacts:**

Eglin AFB management could not be trusted to enforce DOD, Air Force, and Eglin AFB noise reduction policies/procedures in the past. Therefore, how can they be trusted to ensure our safety and noise related quality of life with respect to F-35 operations in the future?! Historically, Eglin managers have failed the community in this regard and as a result, numerous homes are located under the very noisy flight-paths of Eglin AFB controlled air traffic. Specifically:

The only two AICUZ studies available to the public were dated Feb 1977 and March 2006. As a result, over a 29-year period, many subdivisions and homes were constructed without the benefit of a current AICUZ. Additionally, the March 2006 AICUZ is inaccurate. It is based entirely upon simulations without the benefit of actual noise measurements to validate its data. It did not qualitatively consider feedback from noise-affected population. As a result, the upcoming F-35 AICUZ and Environmental Impact Study (which will rely upon the 2006 AICUZ) will be inaccurate because they will be based upon flawed and inaccurate data

**Some of the March 2006 AICUZ STUDY FAILURES:**

- AICUZ scope did not include many of the noise-producing aircraft under Eglin’s Range and Airspace Control such as the CH-47, C-130, Navy fighters exercising to/from/at Eglin’s ranges (DOD Instruction 4165.57, Paragraph 5.1.7, 7.5, 7.8)
- AICUZ did not capture substantial impulse noise generated from bombing/explosions that actually rattle windows in Niceville/Rocky Bayou (DOD Instruction 4165.57, Paragraph 5.1.7, 7.5, 7.8)
- AICUZ utilized/relied upon outdated maps that failed to capture substantial population growth (Attachment 1 depicts current populated areas Vs. that depicted in AICUZ)
- AICUZ relied completely upon simulations and failed to validate results with actual noise measurements (DOD Instruction 4165.57, Paragraph 5.1.1, 7.2, 7.3)
- AICUZ failed to consider over a hundred noise complaints (Attachment 2) in its calculus
- **AICUZ Implementation (pg 6-1) has never been executed. Nothing has been done to address AICUZ Implementation direction, “It is imperative flights be routed over sparsely populated areas as regularly as possible to reduce exposure of lives and property to a potential accident;” and, “In an effort to reduce the noise effects of Eglin AFB operations on surrounding communities, the installation routes flight tracks to avoid populated areas.”** Ref. Eglin’s Noise Abatement Procedure, AACI 11-201, Para. 3.4 and Attachment 12, and actual observed flight activities
  - Additionally, Office of Assistant Secretary to Dept Air Force, Jun 24, 2005 stated, “Eglin modified their existing noise abatement procedure to increase the vertical

March 2008

**Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL**

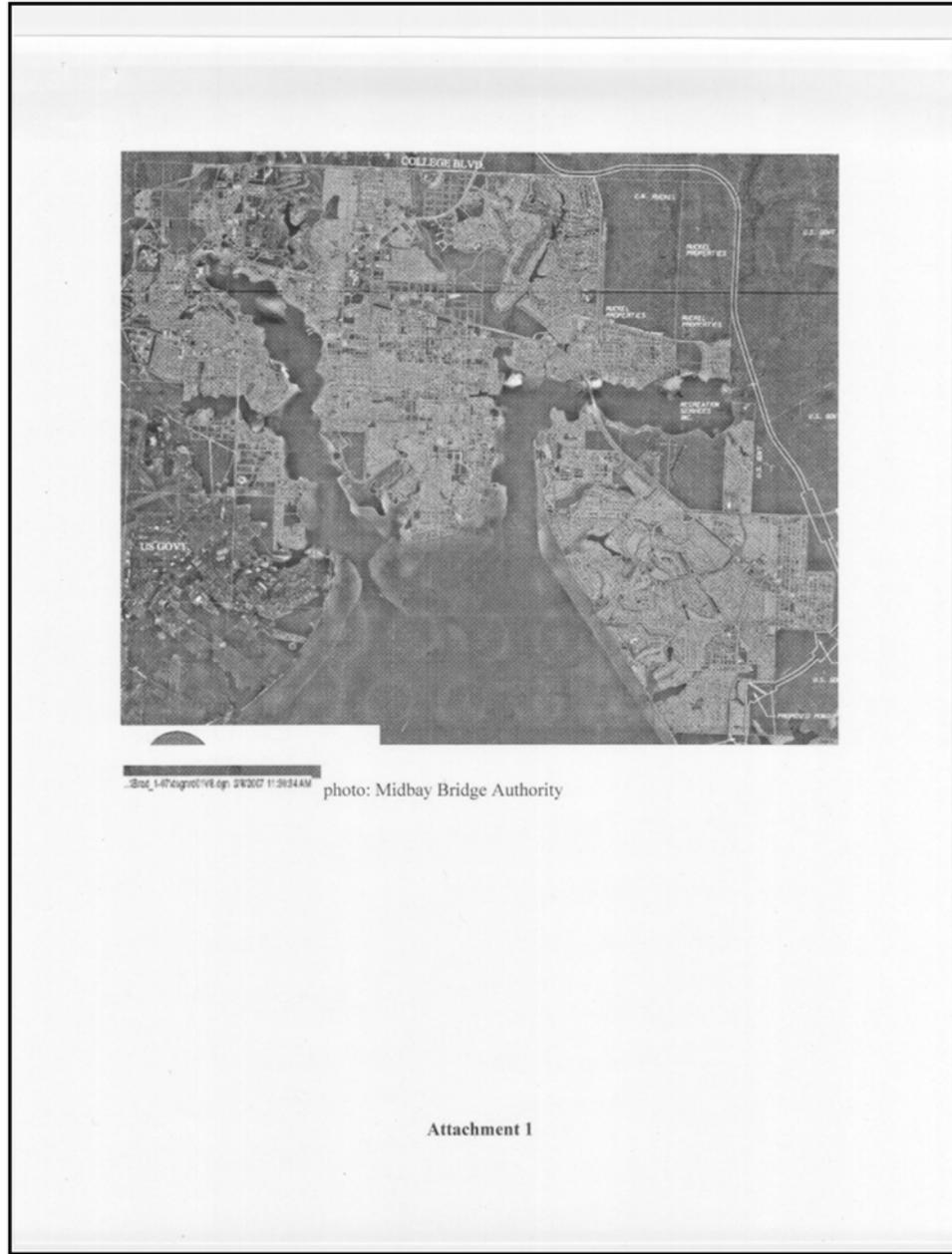
H-33

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

distance between your home and the aircraft to 3000 feet above ground level.”  
Over two years has past and this restriction has yet to be established for flights over Rocky Bayou

**The Environmental Impact Study Scoping process has failed the public:**  
The notification process for the 6,7 Nov 2007 Scoping meetings failed to ensure affected residents were adequately notified of the importance of each meeting. Notifications were in the form of newspaper articles, not “notices” and were titled, “Eglin Holds BRAC talks,” and “BRAC meetings set.” Nothing stood out in the article content that made the readers aware of the importance of the meetings, nor the importance of public participation and feedback. The governing code, 989.24 (c) of 32 CFR, provides, “the public affairs office must purchase with EPF funds an advertisement in a prominent section of the local newspaper(s).” One newspaper had the notice on page A-7. The article’s sole mention of public involvement was a very short, “... to solicit public comments.” Further, both newspaper article titles inappropriately referred to the EIS as BRAC meetings. Article titles such as “Important F-35 Environmental Impact Meeting Set—Public Participation Highly Encouraged” would be correct for the intent. Also, a large portion of the region’s population is relatively low-income, but no special efforts were made to inform nor educate this population.  
(989.18 of 32 CFR (b) Where it is anticipated the proposed action and its alternatives will have disproportionately high and adverse human health or environmental effects on minority populations or low-income populations, special efforts shall be made to reach these populations. This might include special informational meetings or notices in minority and low-income areas concerning the regular scoping process)  
As a result of failure to properly notify the affected public, the F-35 EIS Scoping meetings failed to ensure the appropriate public attendance and related scoping feedback.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



Attachment 1

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

## NOISE COMPLAINT LOG

N 3031.2 W 8626.8

#	DATE	AIRCRAFT	TIME	REPORTED TO	COMMENTS
1	17 Sep 03	F-15s	8 AM	Lt Philips	
2	17 Sep 03	F-15s	8:20 AM	Lt Philips	
3	18 Sep 03	F-15s	8 AM	Amn Swann	
4	18 Sep 03	F-15s	8:20 AM	Amn Swann	
5	1 Oct 03	F-15s	8:51 AM	Amn Swann	
6	1 Oct 03	F-15s	9:05 AM	Amn Swann	
7	2 Oct 03	F-15s	8:01 AM	Amn Swann	
8	2 Oct 03	F-15s	8:03 AM	Amn Swann	
9	21 Jan 04	F-15s	8:14 AM	Bill Thorton	
10	21 Jan 04	F-15s	8:15 AM	Bill Thorton	
11	27 Jan 04	F-15s	8:34 AM	Lt Philips	
12	18 Feb 04	F-15s	7:42 AM	Amn Chavina	Lt Allison investigating
13	18 Feb 04	F-15s	7:54 AM	Amn Chavina	Lt Allison investigating
14	21 Feb 04	F-15s	8:51 AM	Capt Roganoff	(Saturday Morning)
15	13 Apr 04	2 F-15s	10:20 AM	Amn Chavina	
16	19 Apr 04	F-15s	9:24 AM	Amn Chavina	
17	19 Apr 04	F-15s	9:26 AM	Amn Chavina	
18	23 Apr 04	2 F-15s	9:35 AM	Lt Allison	
19	3 May 04	2 F-15s	4:26 PM	No answer at PA	
20	3 May 04	2 F-15s	4:29 PM	No answer at PA	
21	5 May 04	4 F-15s	6:40 PM	Lt Allison	Very Loud, Low, Fast
22	9 June 04	4 F-15s	8:53 AM	Amn Reed	
23	9 June 04	4 F-15s	9 AM	Amn Reed	
24	22 Jun 04	F-15s	10:50 AM	Amn Chavina	
25	9 Aug 04	2 F-4s	6 PM	Tammy	
26	10 Aug 04	2 F-15s	10:15 AM	Tammy	Very Loud Climbing
27	11 Aug 04	4 F-15s	9:30 AM	Lt Maderios	Very Loud Climbing
28	11 Aug 04	4 F-15s	9:31 AM	Lt Maderios	Very Loud Climbing
29	15 Aug 04	6 F-15s	10:30 AM	Lt Maderios	Very Loud Various Formations
30	15 Aug 04	6 F-15s	11:30 AM	Lt Maderios	Very Loud Various Formations
31	7 Sep 04	Multiple Ftrs	7:44 PM	Lois	Very Loud Night
32	27 Sep 04	2 F-15s	7:27 PM	Lt Maderios	Very Loud
33	27 Sep 04	2 F-16s	7:29 PM	Lt Maderios	Very Loud
34	14 Oct 04	F-15s	9:27 AM	Shirley	Very Loud
35	26 Oct 04	F-16s	2:44 PM	Lt Duncan	Very Loud Climbing
36	1 Dec 04	3 F-15s	6:10 PM	Lt Maderios	Very Loud Turning
37	1 Dec 04	2 F-15s	6:15 PM	Lt Maderios	Very Loud Turning
38	1 Dec 04	2 F-15s	6:18 PM	Lt Maderios	Very Loud Turning

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-36

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

39	7 Apr 05	KC-135	4:07 PM	Lt Madarios	S-N Level 500 ft	Reported as
<b>HATR to PA due to altitude over neighborhood and Ruckel Airstrip</b>						
40	13 Apr 05	2 F-15s	3:30 PM	Lt Maderios	E-W Climbing Loud!	
41	13 Apr 05	2 F-15s	4:24 PM	Lt Maderios	E-W Climbing Loud!	
42	20 Apr 05	2 F-15s	9:13 AM	Amn Schavana	E-W Level 1,000 ft	
43	23 Apr 05	C-130	11:33 AM	Amn Meares	W-E low and fast	
44	23 Apr 05	C-130	12:29 AM	Amn Meares	W-E turning low and fast	
45	3 May 05	1 F-15	2:02 PM	Lt Maderios	N-S Climbing Loud!	
46	23 May 05	1 F-15	3:50 PM	Lt Maderios	S-N Climbing Loud!	
47	17 June 05	2 F-15s	9 AM	Lt Maderios	Very Loud Tactical Form	
48	24 June 05	2 F-18s	7:39 AM	Lt Maderios	Very Loud Level Flight	
49	4 Aug 05	1 F-15	8:43 AM	Amn Schavana	Climbing Loud!	
50	4 Oct 05	F-15s	7:45 AM	Amn Schavana	N-S Climbing Loud!	
51	4 Oct 05	F-15s	3:55 PM	Amn Schavana	N-S Climbing Loud!	
52	5 Oct 05	F-15s	7:45 AM	Lois	Climbing Loud!	
53	5 Oct 05	F-15s	3:00 PM	Lois	Climbing Loud!	
54	5 Oct 05	F-15s	3:55 PM	Lois	Climbing Loud!	
55	6 Oct 05	2 F-15s	12:53 PM	Amn Schavana	N-S Climbing Loud!	
56	19 Dec 05	1 F-15	9:24 AM	Amn Schavana	N-S Climbing Loud!	
57	19 Dec 05	2 C-130s	1:20 PM	Amn Schavana	NW-SE Low	
58	19 Dec 05	2 C-130s	1:27 PM	Amn Schavana	W-E Low	
59	20 Dec 05	C-130	5:55 PM	Capt Keegan	N-S 1,500 ft Fast	
60	5 Jan 06	1 F-15	8:42 AM	Amn Schavana	N-S 2,000 ft Fast	
61	5 Jan 06	6 F-15s	9:04 AM	Lois		
<b>2 turning 2,000 ft Fast and 4 climbing from 2,000 ft Fast</b>						
62	10 Jan 06	4 F-15s	7:20 AM	Lois	E-W Climbing 3,000 ft	
63	10 Jan 06	4 F-15s	7:28 AM	Lois	E-W Climbing 3,000 ft	
64	15 Jan 06	1 F-15	11:35 AM	Sgt Hansen	N-S Level 1,500 ft	
65	1 Feb 06	4 F-15s	12:20 PM	Lois	S-N Climbing	
66	4 Feb 06	2 A-10s	11:46 AM	Sgt Hansen	N-S Level 1,500 ft	
67	4 Feb 06	2 F-15s	11:58 AM	Sgt Hansen	N-S Level 1,500 ft	
68	10 Feb 06	1 C-130	5:55 PM	Sgt Hansen	SW-NE Level 1,500 ft	
<b>Blacked out flying over vicinity of Ruckel Airstrip—no position lights/midair hazard—</b>						
reported as HATR to Command Post's SRA Boyce						
69	6 Mar 06	4 F-15s	4:10 PM	Sgt Hansen	SE-NW Level 2,000 ft	
70	20 Mar 06	1 F-15	4:13 PM	Shirley	Level turning at 500 ft	
71	21 Mar 06	1 C-130	9:34 PM	AMN Durhan	at Eglin CP	
<b>(night—Low and very noisy)</b>						
<b>21 Mar 06: Requested Full AICUZ Study Lois</b>						
72	22 Mar 06	2 F-15s	12:06 PM	Matt John	S-N Climb—Loud	
73	22 Mar 06	1 F-16	4:31 PM	Shirley	S-W Level 1,000 ft	
74	10 Apr 06	3 F-15s	3:21 PM	Lois	S-N Climb-Loud	
<b>10 Apr 06: Requested AICUZ Data Base and Data gathering process information with Lois</b>						

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-37

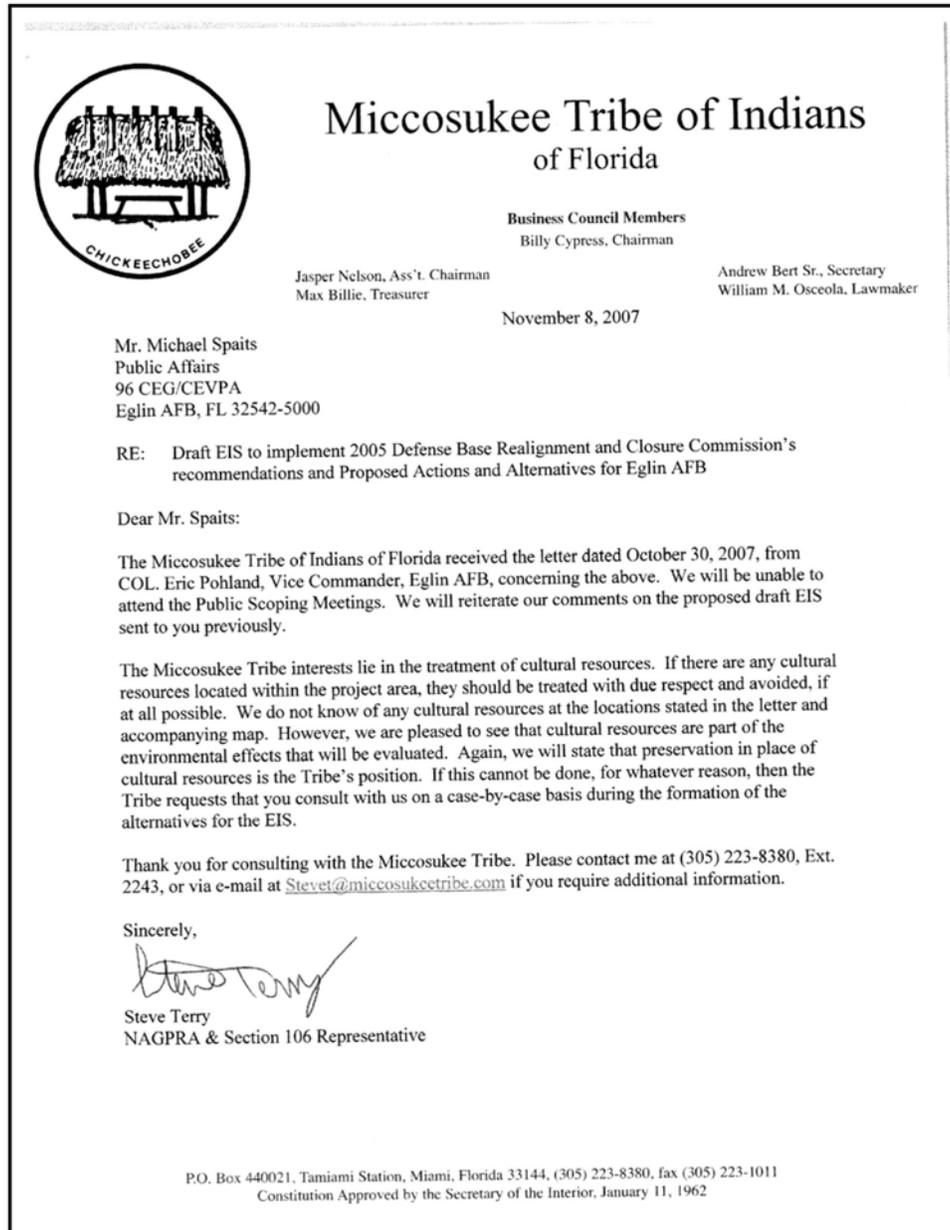
Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

75	13 Apr 06	KC-135	7:37 AM	Lois	SE-NW Level 1,000 ft Loud!
76	14 Apr 06	1 F-15	8:11 AM	Shirley	S-N Level 2,000 ft
77	19 Apr 06	2 F-15s	12:45 PM	Lt Duncan	Level turn at 2,000 ft
78	23 June 06	4 F-15s	9:34 AM	Shirley	Level turn at 1,500 ft
79	23 June 06	4 F-15s	9:37 AM	Shirley	Level turn at 1,500 ft
<b>23 June 06: Shirley: Requested status of AICUZ Study and Information requested earlier</b>					
80	12 July 06	2 F-15s	2:21 PM	Lois	S-N Level 1,500 ft
81	14 Jul 06	2 F-16s	3:05 PM	Lois	Level Turn at 1,500 ft
82	24 July 06	3 F-15s	2:55 PM	Lt Stockton	Level 1,500 ft
<b>4 Aug 06: Received AICUZ CD from Eglin with letter dated 1 Aug 06</b>					
83	8 Aug 06	KC-135	7:30 PM	Lois	S-N Level 1,500 ft
84	29 Aug 06	1 F-15	5:56 PM	Lois	E-W Level Very Low and Very Fast (estimate 400+ Knots). Reported airspeed/altitude violation to CP, MSGT Martin. He said he would initiate his checklist procedure for the violation. "No emergency declared"
<b>30 Aug 06 Capt Badger PA: Asked him the status of the violation/complaint—no information no further response provided.</b>					
85	14 Sep 06	2 F-15s	2:34 PM	Lt Duncan	S-N Level 2,500 ft
86	18 Sep 06	2 F-15s	6:10 PM	Lt Duncan	S-N Climb Loud!
87	26 Sep 06	1 F-15	9:49 AM	Lois	N-S Climb Loud!
88	28 Sep 06	Turbo-Twin	7:30 AM	Sgt Nagel	E-W Level 1,500 ft
89	28 Sep 06	2 F-15s	8:38 AM	Sgt Nagel	S-N Climb Loud!
90	13 Oct 06	? fighter	7:50 AM	Shirley	Afterburner ops at Eglin—extreme noise due to wind and cloud inversion—shook the house.
91	13 Oct 06	? fighter	8:05 AM	Shirley	Afterburner ops at Eglin—extreme noise due to wind and cloud inversion—shook the house.
92	20 Oct 06	DC-9? Test	5:30 PM	CP Amn Brown	500' over Ruckel Air Strip
93	28 Oct 06	C-130	10:54 PM	CP Sgt Kucharczak	Low-Fast-Noisy-Late
94	2 Nov 06	8 F-15s		Amn Schavina	3K-8K Climbing—lots of noise
95	27 Nov 06	C-130	5:10 PM	Amn Schavina	Level 1,000 ft—noisy
96	1 Dec 06	Base Engines	8:10-8:20 AM	Shirley	extremely loud base engine runs
97	5 Dec 06	2 F-15s	8:25 AM	Amn Schavina	W-E 2,000 ft
98	6 Dec 06	2 A-10s	11:06 AM	Amn Schavina	N-S 1,000 ft
99	13 Dec 06	2 F-15	10:47 AM	Amn Schavina	S-W 1,000 (ROC said 2,500 ft)
100	17 Jan 07	mult. F-15?	6:40 AM	CP Amn Durham	very low/very fast/very loud! Both followed up with PA complaints with Amn Schavina
101	17 Jan 07	2 F-15	7:26 AM	CP Sgt Luna	very low/very fast/very loud!
102	20 Jan 07	MD-80	10:57 AM	FAA and Amn Schavina	N-S 1,000 Ruckel
103	25 Jan 07	2 F-15	2:00 PM	Amn Schavina	N-S 1500 ft
104	30 Jan 07	2 F-16	2:40 PM	Lt Duncan	S-N 1K (abatement & safety)

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-38

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-39

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



**United States Department of the Interior**

**FISH AND WILDLIFE SERVICE**

Field Office  
1601 Balboa Avenue  
Panama City, FL 32405-3721

Tel: (850) 769-0552  
Fax: (850) 763-2177

November 14, 2007

IN REPLY REFER TO:

Mr. Michael Spaits  
Public Affairs Officer  
96 CEG/CEVPA  
Eglin Air Force Base, FL 32542-5000

Re: FWS Log No. 2008-FA-0031  
Date Started: October 30, 2007  
Project Title: 2005 Defense Base Realignment and Closure  
(BRAC), Eglin AFB  
Ecosystem: NE Gulf  
County: Okaloosa County, Florida

Dear Mr. Spaits:

The Fish and Wildlife Service (Service) is providing this response to the Notice of Intent to prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts of the 2005 Defense Base Realignment and Closure (BRAC) Commission's recommendations and the Proposed Actions and Alternatives for Eglin Air Force Base (Eglin), Florida. The BRAC action involves establishing the Joint Strike Fighter (JSF) Integrated Training Center (ITC); and relocating the Army 7<sup>th</sup> Special Forces Group (Airborne) to Eglin. All activities are proposed to occur within jurisdiction of Eglin lands and airspace. The action would result in accommodating approximately 4,600 personnel on Eglin and a total of approximately 10,000 people to the areas surrounding Eglin. Our comments are provided in accordance with the National Environmental Policy Act, Migratory Bird Treaty Act, Fish and Wildlife Coordination Act, and the Endangered Species Act.

The subject action alternative locations include areas within the main base and north-south corridor and Eglin C MOA areas. The alternative locations include currently developed or improved and natural or unimproved sites. We greatly value our close partnership with Eglin – and appreciate Eglin's long-standing commitment to the conservation of natural resources, while accomplishing the military mission. Eglin has some of the finest remaining examples of rare wildlife habitat in the panhandle.

Eglin's Integrated Natural Resources Management Plan (INRMP) is the guiding management document, providing assurances that these natural resources will be protected into the future. The

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-40

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

principles of ecosystem management and biodiversity conservation serve as the foundation of the INRMP. The INRMP integrates all management programs and activities (forestry, fire, and wildlife management) in a way that sustains, promotes, and restores the health and integrity of the Eglin AFB ecosystems, as well as supports the Eglin test and training mission. Integrated ecosystem management is sound stewardship, and will, over the long-term, ensure the maximum return of ecosystem goods and services at minimum cost to the public.

Migratory Birds

Executive Order 13186 (EO) calls on Federal agencies to take reasonable steps that include restoring and enhancing habitat, incorporating migratory bird conservation into planning processes, promoting research and information exchange, providing training and visitor education, and developing partnerships beyond agency boundaries. The EO directs Federal agencies whose actions have a measurable negative impact on migratory bird populations to develop Memoranda of Understanding (MOU) with the Service to promote conservation of migratory birds.

The Service and the Department of Defense (DOD) entered into a MOU in 2006 pursuant to the EO for a collaborative approach to promote conservation of migratory bird populations. The MOU pertains to a variety of DOD activities including the following BRAC activities installation support functions: maintenance, construction, or operation of administrative offices. Although these activities are covered in the MOU there is no provision for incidental take for migratory birds. Some of the BRAC activities may be covered under Public Law 107-314 for incidental take of migratory birds related to military readiness activities. Thus, the MOU and PL 107-314 should be addressed in the EIS for the subject BRAC actions.

Coastal Barrier Resources System and Coastal Barrier Improvement Acts

Congress passed both the Coastal Barrier Resources System and Coastal Barrier Improvement Acts (CBRAs), recognizing the national importance of coastal barrier ecosystems and the inherent risks associated with development on coastal barrier areas. Both CBRAs shifted the burden of risk associated with development from the public to individual property owners that pursue development. Section 5 of both CBRAs prohibit any new expenditures or new financial assistance under the authority of any federal law for any purpose within the CBRAs units, except as provided in section 6 (Exceptions). Our review indicates there are no CBRAs units within the subject BRAC action areas.

Ecosystem Management

The goal of ecosystem management in Eglin's INRMP is to preserve and enhance ecosystem integrity. Over the long term, this approach will maintain and improve the sustainability and biological diversity of terrestrial and aquatic ecosystems while supporting sustainable economies and communities.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

In applying the principles and guidelines for DoD ecosystem management, Eglin will:

- Maintain or restore the sustainability and biological diversity of native ecosystems where practical and consistent with the military mission.
- Maintain or restore ecological processes such as fire and other disturbance regimes where practical and consistent with the military mission.
- Maintain or restore hydrological processes in streams, floodplains, and wetlands when feasible.
- Support sustainable human activities such as outdoor recreation and harvesting of forest products, provided these uses do not cause long-term ecosystem damage or negatively affect the AF mission.
- Collaborate with other DoD components, pertinent agencies, and adjacent landowners to implement ecosystem management on the installation.

A study conducted by Florida Natural Areas Inventory (FNAI) identified an area of containing a high concentration of dome swamps or depression marshes within the subject BRAC action area (FNAI, 2000<sup>1</sup>). Wetlands such as these support high levels of biodiversity, including significant numbers of at-risk species and plant communities. We recommend that impacts to these wetlands be avoided and that connectivity of upland habitat between wetlands be maintained. The identification, assessment of potential impacts, and minimization of impacts to these wetlands should be addressed in the EIS for the subject BRAC actions.

Threatened and Endangered Species

The subject BRAC action area may potentially be located in habitat permanently or temporarily occupied by species protected under the Endangered Species Act of 1973 (Act) as amended (Table 1). The Threatened and Endangered Species Component Plan to the INRMP provides Eglin’s commitment to facilitating species recovery, and significant progress has been made by Eglin toward the recovery of several species protected under the Act. The recovery progress for these species enhances military mission flexibility and has been a key factor allowing our agencies to complete consultation requirements quickly. The identification and assessment of potential impacts to federally protected species, and adherence to the INRMP should be included in the EIS for the subject BRAC actions.

SPECIES	FEDERAL STATUS*	HABITAT
Okaloosa darter <i>Etheostoma okaloosae</i>	E	Riverine: seepage streams Endemic to Toms, Turkey, Mill, Swift, East Turkey, and Rocky creeks
Gulf sturgeon <i>Acipenser oxyrinchus desotoi</i>	T CH	Riverine: alluvial and blackwater streams Yellow River
Red cockaded woodpecker <i>Picoides borealis</i>	T	Terrestrial: mature pine forests

<sup>1</sup> FNAI July, 2000. Flatwoods salamander survey and habitat evaluation of Eglin Air Force Base, Hurlburt Field, and Tyndall Air Force Base. 34 pp.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

Flatwoods salamander <i>Ambystoma cingulatum</i>	T PCH	Palustrine: wet flatwoods, dome swamp, basin swamp, ruderal; terrestrial: mesic flatwoods (reproduces in ephemeral wetlands within this community)
Narrow pigtoe <i>Fusconaia escambia</i>	C (E)	Riverine: small to medium-sized creeks and rivers with slow to moderate currents over gravel, and gravel mixed with sand or some silt. Endemic to the Escambia and Yellow River drainages in AL and FL.
Southern sandshell <i>Lampsilis australis</i>	C (E)	Riverine: small to medium-sized creeks and rivers in slow to moderate currents over sandy substrates sometimes with some silt. Endemic to the Escambia, Yellow, and Choctawhatchee River drainages in AL and FL.
Fuzzy pigtoe <i>Pleurobema strodeanum</i>	C (E)	Riverine: small to medium-sized creeks and rivers with slow to moderate currents in sand and sand with some silt. Endemic to the Escambia, Yellow, and Choctawhatchee River drainages in AL and FL.
Southern kidneyshell <i>Ptychobranthus jonesi</i>	C (E)	Riverine: small to medium-sized creeks and rivers in sand with some silt or substrates, claystone pockets with sand. Endemic to the Escambia, Yellow, and Choctawhatchee River drainages in AL and FL.
Tapered pigtoe <i>Quincuncina burkei</i>	C (T)	Riverine: small to medium-sized creeks to large rivers in stable or sand and gravel substrata, occasionally occurring in silty sand in slow to moderate current. Endemic to the Choctawhatchee River drainage in AL and FL.
Choctaw bean <i>Villosa choctawensis</i>	C (E)	Riverine: small to large creeks and rivers with moderate currents over sand to silty-sand substrates. Endemic to the Escambia, Yellow, and Choctawhatchee River drainages in AL and FL.
<p>*E = Endangered                      T = Threatened                      C = Candidate for listing under the Endangered Species Act                      CH = designated critical habitat                      PCH = proposed critical habitat</p>		

The Service is available to provide technical assistance concerning the above cited information needed to prepare the EIS. Please contact me at extension 247 or Lorna Patrick at extension 229 for additional coordination.

Sincerely,



Janet Mizzi  
Deputy Field Supervisor

4

**Public Scoping Summary Report – 2007 Update**    *Written Comments Received During Public Scoping Process*

cc:  
FWS, BCPA (Environmental Review Team) (ER 07/0876)  
DOI, Office of the Secretary, Office of Environmental Policy and Compliance,  
1849 C Street, NW – MS 2342-MIB, Washington D.C. 20240 (ER 07/0876)  
DOI, Regional Environmental Review Officer, Atlanta, GA (ER 07/0876)  
Steve Siebert, Eglin AFB, Natural resources Branch, Eglin AFB, FL  
Louie Roberson, FWC, Panama City, FL

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

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-----Original Message-----  
From: [REDACTED]  
Sent: Thursday, November 15, 2007 7:05 PM  
To: Spaits Mike CIV USAF 96 CEG/CEV  
Subject: BRAC Effort

Mike

thanks again for the glasses

Regarding the BRAC efforts - noise on the North side of the principal N-S runway is a big concern

Potentially expanded noise ...also increased accident potential. As stated some 11 houses in Val P fall in the clear zone.

Tuesday issue of Bay Beacon pretty well covered my concerns. Everything possible to minimize egress or landing on the ValP Northside should be highlighted in the impact statement

Good job

[REDACTED]

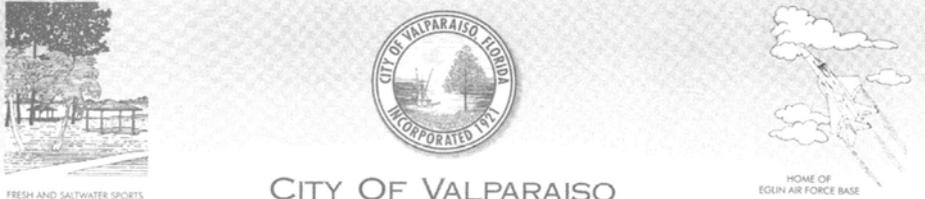
I wish to stay on the BRAC mailing list

[REDACTED]

v

1

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



FRESH AND SALTWATER SPORTS  
ON CHOCTAWHATCHEE BAY

CITY OF VALPARAISO, FLORIDA  
INCORPORATED 1917

HOME OF  
EGLIN AIR FORCE BASE

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

December 5, 2007

Mr. Michael Spaits  
Public Affairs, 96 CEG/CEVPA  
Eglin Air Force Base, Florida 32542-5000

Dear Mr. Spaits,

The attached comments are provided pursuant to the United States Air Force Notice of Intent to:

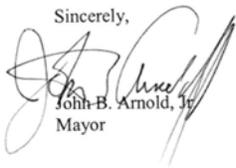
‘Prepare an Environmental Impact Statement for the Implementation of the Base Closure and Realignment (BRAC) 2005 Decisions and Related Actions at Eglin Air Force Base (AFB), Florida’.

Further reference for record purposes is made to the notice as published in the Federal Register, Volume 72, Number 198 dated Monday, October 15, 2007; and Col. Pohland’s letter dated October 30, 2007.

On November 12, 2007 the Valparaiso City Commission at its regular public meeting discussed the substance of these comments and directed that they be transmitted to you as invited (11/07/07).

Valparaiso appreciates the opportunity to provide comments during the scoping process; and supports the ‘full use’ scenario of the proposal which will have a significant positive economic impact on all of Northwest Florida.

Sincerely,



John B. Arnold, Jr.  
Mayor

Attachment

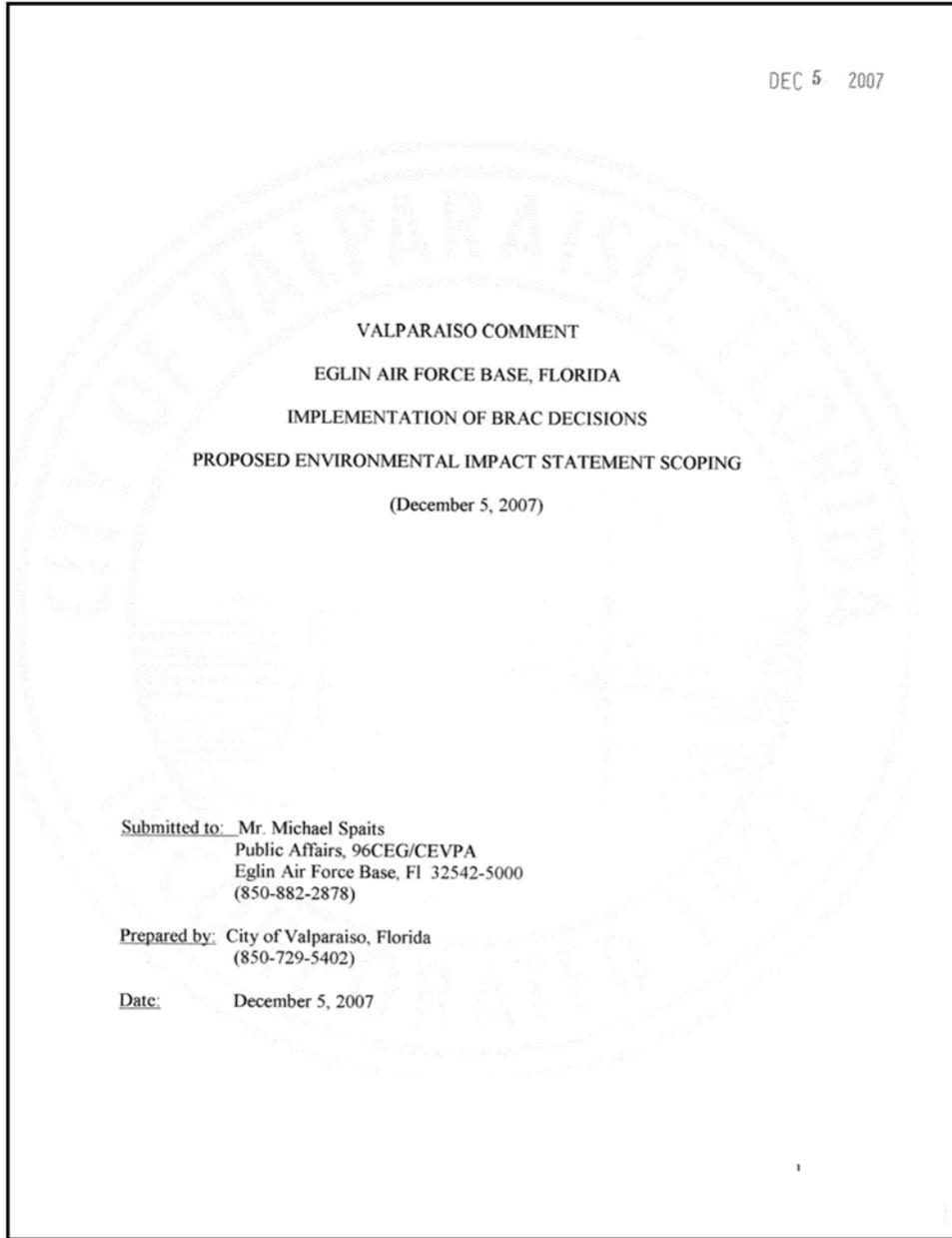
*“Home of the World’s Largest Air Force Installation, Eglin Air Force Base, Florida”*

March 2008

Environmental Impact Statement for the Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-46

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 ‘how’ 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.

2

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-48

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

INDEX

1. Socioeconomics
2. Special Risks to Children
3. Environmental Justice
4. Water Resources
5. Air Quality
6. Biological Resources
7. Cultural Resources
8. Land Use Planning
9. Hazards – Materials and Wastes
10. Garbage
11. Safety
12. Noise
13. Public Participation
14. Irreversible and Irretrievable Commitment of Resources, and; Unavoidable Adverse Impacts and Considerations that Offset these Impacts
15. Cumulative Impacts
16. Other

3

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 socio economic 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 (inclusive 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'.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 than the typical residential area, such as schools and child care facilities may further (e.a.) 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.

5

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-51

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 ½ 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:

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

6

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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.

7

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

- 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 Edge 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 Destin 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.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 Niceville the adverse impacts of the Runway 19 CZ/APZ I – 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 (e.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.

9

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-55

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

- 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 EIS (March, 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.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

**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.

11

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 water shed 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.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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.

13

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-59

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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.

14

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 20<sup>th</sup> 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 these that maybe present under the approach to Runway 19 due to the increased use of the runway posed by the training (JSF) proposal.

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

15

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-61

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 irretrievable loss of these resources in their natural state (generally housing).

16

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-62

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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

The Air Force EIS 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 EIS 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 Argyle 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-

17

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-63

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 19<sup>th</sup> 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

18

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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. Archcological 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.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

8. Land Use Planning  
[RESERVED]

20

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

9. Hazards

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 'uncleaned' 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?

21

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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.

22

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 cantonment 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 144,00 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:

23

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

- 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 (MFH) 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 MFH 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.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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: 2006 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
- overflying 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:

25

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

- 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

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

26

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-72

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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,  $\frac{100}{23.7} = \frac{(1) \text{ F-35 mishap in Valparaiso}}{\text{every 4.2 years}}$

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

#### 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.

27

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 initiative 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'.

29

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-75

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

12. NoiseNoise 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 F-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

30

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 Niceville-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 Niceville-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.

31

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-77

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

Church Noise Impacts

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. Soverign 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;

32

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-78

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 EIS 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, Cinco 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 EIS.

The EIS 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).

33

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

Airspace use/management

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.

34

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 Niceville one commenter (Ms. Stefanik, Shalimar) "...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.

35

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

It is unclear also as to whether or not the noise impact profiles (and alternatives) or 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.

36

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 AICUZ 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 (AICUZ, 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?

37

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-83

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-405

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 01/19 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.

38

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 EIS 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
<b>EGLIN AIR FORCE BASE</b>	<b>126,000</b>
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

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 125,000 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 AICUZ);

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

40

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 'noisiest 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 to the equivalent of Miami/Orlando International Airports.

The Town Hall meeting (11/07/07) has moved the perception down to Daytona/Tampa 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.

41

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

13. Public Participation

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.

42

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-88

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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.

43

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-89

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-411

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

14. Irreversible and Irretrievable 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’.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 plats – 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 (36,000) 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.

45

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-91

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-413

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 NEPA 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.

46

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-92

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 246 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 33<sup>rd</sup> 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, 33<sup>rd</sup> Wing. If so, it should be covered.

47

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 the:

- 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 EIS 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.

48

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

16. Other

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.

Note: 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

49

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-95

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-417

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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 residents, 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

50

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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):

- 33<sup>rd</sup> Fighter Wing
- 46<sup>th</sup> and 53<sup>rd</sup> wings-conventional weapons testing
- McKinley Climatic Laboratory
- Navy Explosive Ordnance Disposal School
- Security Forces Regional Training
- 20<sup>th</sup> Space Surveillance Squadron
- Amphibious Ready Group/Maine Unit
- Expeditionary Training
- 919 Special Operations Wing – Air Force Reserves

The future mission (proposal) appears to add:

51

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-97

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

- 7<sup>th</sup> 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 33<sup>rd</sup> Fighter Wing gate on 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 Niccville, November 7, 2007 was advised by Mr. Roland (Air Force) that:

52

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-98

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

- 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 7<sup>th</sup> 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.

53

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-99

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

DEC 5 2007

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.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

*Public Scoping Update Meeting Written Comment Form*  
**ENVIRONMENTAL IMPACT STATEMENT FOR  
 IMPLEMENTATION OF THE BASE REALIGNMENT AND CLOSURE (BRAC)  
 2005 DECISIONS AND RELATED ACTIONS  
 EGLIN AIR FORCE BASE, FLORIDA**

LOCATION: **Niceville High School** DATE: **07 NOVEMBER 2007**

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

PLEASE - PROVIDE DETAILED COST BREAKDOWN  
- ~~THESE~~ COSTS TO LOCAL RESIDENTS AND  
PROPERTY OWNERS  
- Noise Impacts (potential hearing impairments)  
RISKS TO PEOPLE, ANIMALS, ETC.  
- Detailed risks to environment of construction  
and operations  
- Risks associated with loss of forests.

\*\*\*\* 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:	
organization:	
address:	
city/state:	

Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC 2005 EIS program.  
 No, do not include my name and address on the mailing list.

Please mail this form to:  
 MR. MICHAEL SPAITS, PUBLIC AFFAIRS,  
 96 CEG/CEVPA, EGLIN AFB, FLORIDA 32542-5000

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

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

<p><small>Tribal Historic Preservation Officer</small>  <b>TINA M. OSCOLOA</b>  <small>Executive Director</small></p> <p><small>Tribal Historic Preservation Officer</small>  <b>WILLARD S. STEELE</b>  <small>Officer</small></p> <p><small>Compliance Review Supervisor</small>  <b>DR. MARION SMITH</b></p> <p><small>Tribal Archaeologist</small>  <b>BENJAMIN G. BURY</b></p>		<p><small>Tribal Officer</small>  <b>MITCHELL CYPRESS</b>  <small>Chairman</small></p> <p><small>Vice Chairman</small>  <b>RICHARD BOWERS</b></p> <p><small>Secretary</small>  <b>PRISCILLA D. SAYEN</b></p> <p><small>Treasurer</small>  <b>MICHAEL D. TIGER</b></p>
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Michael Spaits, Public Affairs Officer  
 Headquarters 96<sup>th</sup> Air Base Wing (AFMC)  
 96 CEG/CEVPA  
 Eglin AFB, Florida 32542-5000

Thursday, November 01, 2007 THPO: 001100

**Subject:** Eglin Air Force Base, Florida

Dear Mr. Spaits,

The Tribal Historic Preservation Office of the Seminole Tribe of Florida (STOF-THPO) has reviewed the notification about the forthcoming EIS for Eglin Air Force Base for Santa Rosa, Okaloosa, and Walton Counties. Unfortunately, the STOF-THPO was unable to attend the meetings held for this project on November 6 & 7, 2007. However, due to the fact that this project is within an area of Seminole historical interest, this office would like to be sent a copies of the draft and final EIS for review before we making any additional comments about this project.

We thank you for submitting this information for our review. Please reference **THPO# 001100** in any future correspondence about this project.

Thank you for your time,

Sincerely,



*FOR:* Willard Steele, Tribal Historic Preservation Officer  
 Seminole Tribe of Florida  
 Ah-Tah-Thi-Ki Museum  
 HC-61, Box 21A  
 Clewiston, FL 33440

**Direct routine inquiries to:**

Rhianna Rogers, Reviewing Archaeologist  
 Tribal Historic Preservation Office  
 Seminole Tribe of Florida  
 Ah-Tah-Thi-Ki Museum  
 HC-61, Box 21A  
 Clewiston, FL 33440

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

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

 JTL CAPITAL, LLC



January 25, 2008

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

Re: Stationing of the F-35 at Eglin Air Force Base

Dear Mr. Spatis:

I write to express my concern with the potentially adverse environmental impact associated with the alternatives for stationing of the F-35 Joint Strike Fighter (JSF) at Eglin Air Force Base (Eglin AFB). I understand the Air Force has limited the options to three existing Eglin AFB airfields, with each option appearing to have a significant, negative environmental effect on the surrounding communities.

A partnership owned by JTL Capital, LLC (JTL) owns several parcels of land totaling about 1,500 acres adjoining Eglin's western boundary along Escribano Point, just south and west of Navy Outlying Field Choctaw (NOLF Choctaw or Choctaw Field) (see attached map) and mentioned to you in a letter dated 8/2/2007 (attached letter). These parcels are zoned Single Family Residential by Santa Rosa County, where JTL plans to develop a single-family home community. The plans that were developed are fully compatible with existing, approved Accident Potential Zones, over flight patterns and noise contours for Choctaw Field as published in the most current Air Installation Compatible Use (AICUZ) Study and Joint Land Use Study (JLUS). We have gone to great lengths not only to meet current zoning requirements but also to fulfill 2005 recommendations from the JLUS for Santa Rosa County and Naval Air Station Whiting Field. In July 2007, I wrote to inform you of my plans to develop this property in order to allow the Air Force to prepare an Environmental Impact Statement (EIS) that fully identifies the impacts of the installation's new missions on the surrounding communities, and specifically our property at Escribano Point.

Use of Choctaw Field for F-35 training, as publicly briefed on November 6, 2007, will dramatically alter the findings and recommendations of the 2005 JLUS for Eglin AFB and Santa Rosa County, as well as the noise contours on the AICUZ maps in the JLUS. The JSF noise contours released in November place much of our property within the 65-decibel contour, thus greatly hindering, if not destroying completely, any opportunity to develop the property.

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March 2008      Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions      H-103  
Eglin AFB, FL

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*

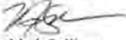
January 25, 2008  
Page 2

On December 5, 2007, I met with Mr. Bob Arnold and other installation officials to further inform them of our development plans. It was clear from our discussion that should the Air Force move forward as planned with no regard for the impact on JTL's property; the introduction of the F-35 will significantly expand the existing noise contours around Choctaw Field, thereby amounting to a potential taking. In this same meeting, Mr. Arnold said information on noise presented to the public is not based on actual noise testing of the F-35. If I understood Mr. Arnold correctly, then I urge the Air Force to complete more precise noise contours for the stationing alternatives using the aircraft, as is normally done, and not rely on theoretical noise modeling and notional contours. Accurate information on noise is essential to fully understand the environmental impacts of the proposed federal action on Eglin AFB's neighbors and protecting the Air Force from adverse, unintended consequences.

In the same meeting, I was informed that the Air Force eliminated all potential options requiring construction of a new runway because of a shortage of military construction funds and instead only studied the use of Eglin's three existing airfields. It is well established that in preparing an EIS, a federal agency must rigorously explore and objectively evaluate all reasonable alternatives. The EIS as currently scoped is too limited. It would be prudent to expand the range of alternatives to include at least the option of constructing a new runway, or relocating selected training elsewhere, to mitigate and reduce the impacts on the local communities surrounding all three of the current alternative airfields and facilitate the timely execution of the F-35 bed down.

I strongly urge the Air Force to consider all viable options in the EIS and not limit the number of alternatives chosen for study solely to those that use existing Eglin AFB runways. I reiterate my request that the EIS takes into consideration the plan for the development at Escribano Point, and again offer to provide you all the development information, maps, and plans we have to facilitate an informed EIS. In closing, I ask that you provide me an update on the EIS status, along with any dates for future related public meetings.

Best regards,



Mark Sullivan  
Principal

Enc.

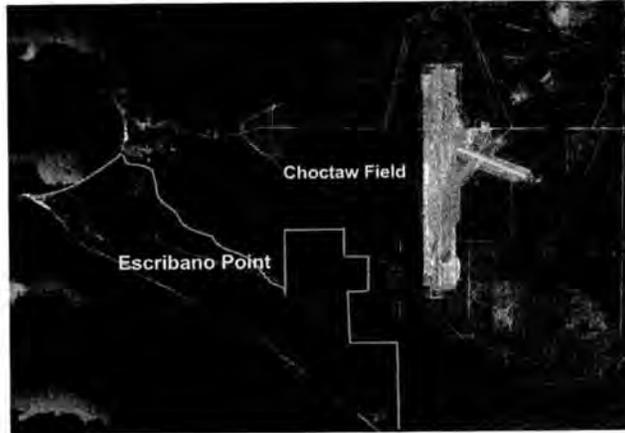
Cc: COL Eric Pohland, CDR, 96<sup>th</sup> Air Base Wing  
COL Dennis Yates, CDR, 96<sup>th</sup> Civil Engineer Group  
Joe Reeder, Esq.  
Chris Romig, Esq.  
Roy Andrews, Esq.  
Joe Corrigan

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-104

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



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March 2008      Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions      H-105  
Eglin AFB, FL

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



August 2, 2007

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

Dear Mr. Spauls,

I have read the public notice printed in Federal Register announcing that Eglin Air Force Base is preparing an Environmental Impact Statement (EIS) for the implementation of the 2005 Base Realignment and Closure (BRAC) Commission recommendations regarding the installation. In order to allow you to prepare an EIS that fully identifies impacts on the surrounding communities, I am writing to inform you of our plans to develop property in Santa Rosa County adjacent to the installation.

A partnership owned by JTL Capital, LLC, (JTL Escribano, LLC) owns approximately 1500 acres of land adjacent to the western boundary of Eglin Air Force Base along Escribano Point, just south and west of Navy Outlying Field Choctaw (NOLF Choctaw or Choctaw Field) (see attached map). These parcels have been zoned Low Density Residential by Santa Rosa County. JTL intends to develop a community at Escribano Point that is compatible with Choctaw Field's Accident Potential Zones and noise contours and that not only meet current zoning requirements but also the recommendations from the Joint Land Use Study (JLUS) for Santa Rosa County and Naval Air Station Whiting Field published in 2005.

I assure you that JTL is committed to working closely with the leadership of Eglin Air Force Base to ensure our development will have no adverse effect on any current or future mission. To assist us plan a compatible development, JTL retained the services of two retired 4-star generals and a retired 3-star general, including one of the BRAC commissioners appointed by the President to the last BRAC Commission. Their independent assessment is that a development compatible with the mission of Eglin is possible at Escribano Point and that such a development would not place Eglin at risk in future BRAC rounds.

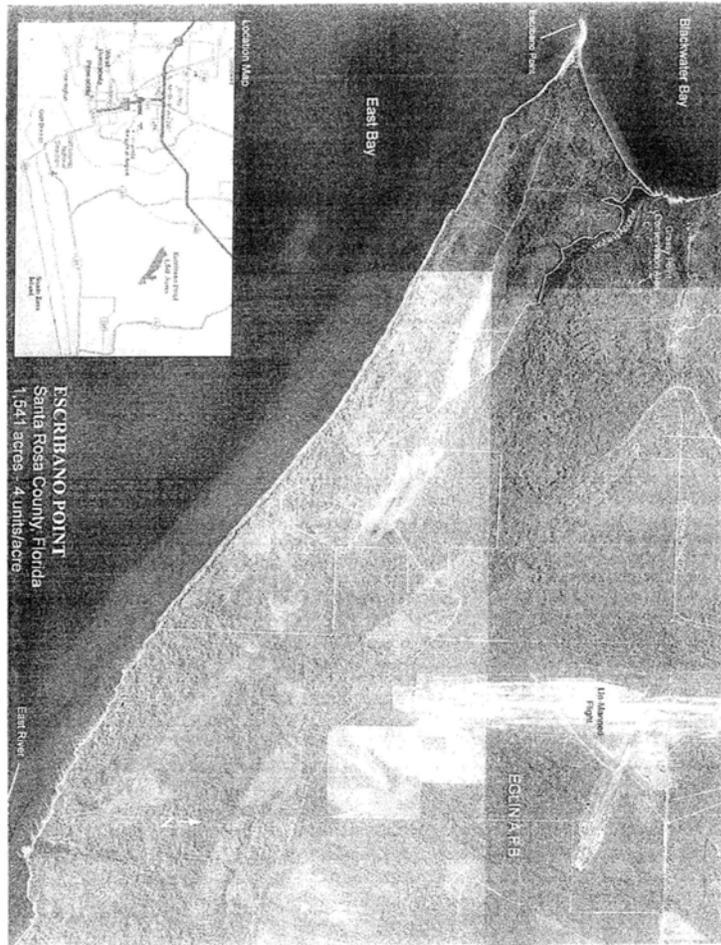
I appreciate this opportunity to inform you of our plans and ask that you consider our proposed development as the Air Force moves forward with planning for the missions directed by the BRAC Commission. I look forward to partnering with the Air Force and the County to enhance the economic prosperity of the area while also improving the quality of life and mission capability of the nation's premier Air Force installation. Please do not hesitate to contact me should you need additional information or have any questions regarding our development.

Kind Regards,

Mark J. Sullivan

Col. Jay Rieder, Esq.      Maj. Anthony Kim  
Chris J. Ford, Esq.      Jim Corrigan  
Mervyn Spitzer, Esq.

Public Scoping Summary Report – 2007 Update *Written Comments Received During Public Scoping Process*



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March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

H-107

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October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-429

**Public Scoping Summary Report – 2007 Update**    *Written Comments Received During Public Scoping Process*

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March 2008                      Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions                      H-108  
Eglin AFB, FL.

Public Scoping Summary Report – 2007 Update

Media Coverage

# APPENDIX I

## MEDIA COVERAGE

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March 2008	Environmental Impact Statement for the Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions Eglin AFB, FL.	I-1
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October 2008	2005 BRAC Decisions and Related Actions Final Environmental Impact Statement Eglin Air Force Base, Florida	A-431
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Public Scoping Summary Report – 2007 Update

*Media Coverage*

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March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL.

I-2

Public Scoping Summary Report – 2007 Update

Media Coverage

**I-1.**

**INITIAL SCOPING MEETING MEDIA COVERAGE (2006)**

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March 2008	Environmental Impact Statement for the Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions Eglin AFB, FL	I-3
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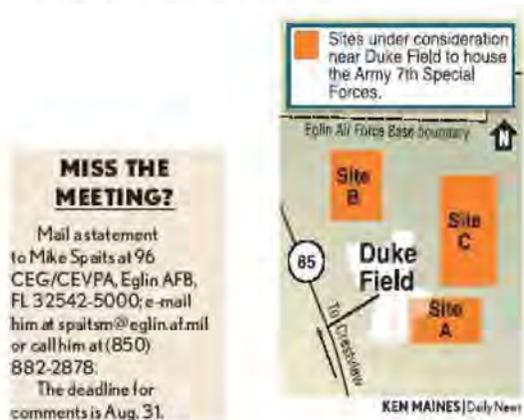
## Crestview weighs in on BRAC

*City Council president said after second meeting this week that he is worried about traffic issues*

By JILL NOLIN [jilln@dailynews.com](mailto:jilln@dailynews.com)

CRESTVIEW — It's going to happen and it's going to affect the community and the environment. And you have until the end of the month to let the 96th Air Base Wing at Eglin Air Force Base know what you think. Proposed sites for the 7th Special Forces Group (Airborne) and the Joint Strike Fighter Initial Training Center have been announced, but a decision will not be made until this time next year. As part of the formal Base Realignment and Closure process, the 96th Air Base Wing hosted two public meetings this week to allow residents to comment on the effects of the BRAC decision that will bring some 5,000 airmen to the area. Four people aired their views Thursday night at the second meeting at Crestview High School. Crestview City Council President Ellis Conner told the panel of military representatives what the city was doing to prepare its infrastructure. Crestview will be more affected by the Green Berets' possible move to the Duke Field area south of town. The 7th Special Forces Group, now based at Fort Bragg, N.C., would bring 2,240 new troops and about 2,741 spouses and children. The city is focusing on water and sewer service and recreational facilities, Conner told the panel. "My responsibility is to provide for that impact," he said after the meeting. But Conner added that he is concerned about transportation issues that will stem from the influx of people who are expected to begin arriving in 2009. It's an issue the city cannot handle on its own, he said. Privatized housing was not discussed because that issue will be addressed later. But one real estate agent who spoke at the meeting stressed that the housing was available for the military personnel. There are six proposed sites named for the Green Berets' new home. Three of the sites near Duke Field are favored at this time. Two potential sites on the base have been identified for the Joint Strike (F-35)

Fighter Integrated Training Center.



Public Scoping Summary Report – 2007 Update

Media Coverage

## Army leaning toward Duke as public has its say BRAC planners weigh options

By MLADEN RUDMAN mladenr@nwfweeklynews.com

About 60 people, many of them military officials, heard Tuesday night that the Army would like to station its 7th Special Forces Group (Airborne) at Duke Field, although there are other options on the table. People at the 96th Air Base Wing meeting also heard that when the Joint Strike Fighter Initial Training Center is fully functioning, the Emerald Coast can expect about 114 F-35 sorties a day. The meeting was the first of two this week aimed to let residents air their views about where the Special Forces group and F-35 pilot and maintainer training facility should be located. Both missions are on the way to Eglin Air Force Base as a result of the 2005 Base Realignment and Closure law. "This session is really the start of the BRAC effort," said base wing commander Col. Dean R. Clemons. An environmental impact statement is being compiled that addresses where the two units and their more than 5,000 people would be located. Eglin imagines the F-35 training center at either the 33rd Fighter Wing's current location at the base's west end or near the flight operations center to the east. The Army Green Berets would establish headquarters at one of six sites on Air Force property. Three potential sites are in southern Okaloosa County and three are near Duke Field south of Crestview. Only four people spoke during the comment period after the EIS presentation. Jim Roberson, an Ocean City-Wright Fire Control District commissioner, was worried that increased traffic during morning and afternoon rush hours would increase response times in emergencies, especially on roads such as Martin Luther King Jr. Boulevard and State Road 85. Kirby Locklear, an American Indian and former air commando, reminded the military to tread gingerly when it begins BRAC construction at Eglin. "There's the potential of discovering some of the (cultural) sites, or disturbing the sites," said Locklear, who particularly concerned about Indian burial grounds. Fort Walton Beach's Neil Amott was troubled that no Okaloosa County's commissioners were at the meeting. Nor could he understand why the Air Force is conducting an assortment of environmental impact and other studies individually instead of combining them. To Amott, the decision to build new military housing as has been proposed by the air base wing is intimately linked to where the BRAC units would end up. "To me, it would make sense to put all this together in a big pot ... so you can see what little things affect the big things," said Amott. Among Jim Finn's concerns was the prospect of heavy traffic on SR 85 and State Road 285 north of Niceville if the Green Berets make Duke home. "We really have only two (functioning) state highways in this area," he said. "You can forget (U.S. Highway) 98 because it's gridlocked. Finn suggested transferring SR 85 and SR 285 to the federal government because that's the only way funding would be freed to widen both.



NICK TOMECEK | Daily News Residents and military personnel watch a PowerPoint presentation Tuesday night at the Emerald Coast Conference Center during a meeting that allowed residents to air their views on BRAC planning.

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

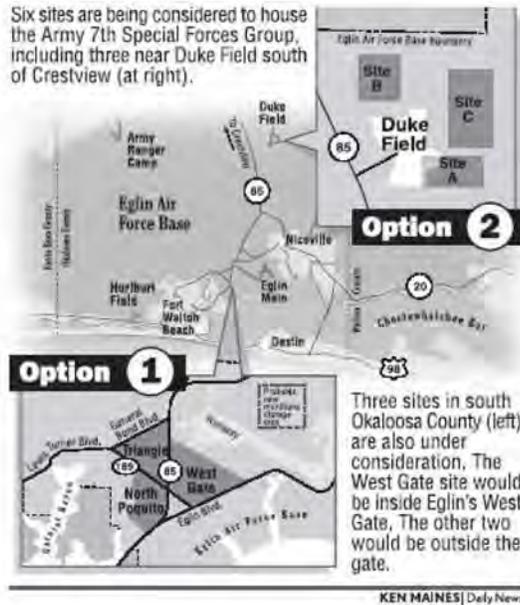
I-5

Public Scoping Summary Report – 2007 Update

Media Coverage

**WANT TO GO?**

A second BRAC realignment environmental impact statement meeting will be at 6:30 p.m. Thursday at Crestview High School.



**EACON** Wednesday, October 3, 2007



## Under Eglin's 'exhaust pipe'

### Valp. seeks governor's ear

**By Del Lessard**  
*Beacon Staff Writer*

Describing Eglin Air Force Base as a "tremendous economic engine," Valparaiso Mayor Bruce Arnold has told Gov. Charlie Crist that the city lies under the engine's "exhaust pipe."

The Valparaiso mayor wrote Crist Sept. 24 at the behest of the city commission. City officials want the governor to know that Valparaiso may need the state's help in ensuring that possible future restrictions on private land use outside Eglin's boundaries may impose burdens on the city and its inhabitants.

Arnold wrote on the city letterhead, which features an F-15 streaking into the clouds over the slogan "Home of Eglin Air Force Base."

With a population of 6,500, "our corporate limits include Eglin Air Force Base," Arnold wrote. He pointed out that it was Valparaiso, in 1934, that provided the U.S. with the initial land lease that became Eglin. "If you take a flight from anywhere in the world into our commercial airport (situated on Eglin) your bag tag reads 'VPS' for Valparaiso," he wrote.

Arnold described the economic impact of Eglin on all of Northwest Florida as "equivalent to Disney in Central Florida." He lauded state efforts to retain and increase Eglin's operations. "Successful Florida state-wide initiatives in 2005 appear to be bringing us even more jobs—Eglin is slated to become 'Fighter Town-USA' with new aircraft (F-35) to be sold world wide," he wrote.

But there are drawbacks to living next to a big Air Force base.

**TWIN CITIES CINEMA 2**  
PALM PLAZA, NICEVILLE  
678-3815

Schedule Starts Friday, Sept. 28

**Heartbreak Kid (R) 2:00**  
Fri.: 4:00, 6:45, 9:00  
Sat.: 1:00, 4:00, 6:45, 9:00  
Sun.: 1:00, 4:00, 6:45  
Mon.-Thurs.: 4:00, 6:30

**The Brave One (R) 2:10**  
Fri.: 4:00, 6:45, 9:00  
Sat.: 4:00, 6:45, 9:00  
Sun.: 1:00, 4:00, 6:45  
Mon.-Thurs.: 4:00, 6:30

Adults-\$7.00 • Matinee-\$5.00  
Child & Senior-\$5.00  
www.TwinCitiesCinema2.com  
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SALE



**City letterhead boasts of Valparaiso's role.**

"Valparaiso lies under (the) exhaust pipe of this economic engine," Arnold wrote.

Current Eglin flight activity, coupled with the planned addition of 100 F-35s over the next several years, may impose burdens on land use and future development in nearby communities, especially Valparaiso, much of which lies under Eglin takeoff and landing paths.

"We are working with the military, local governments regionally and Florida's Department of Community Affairs regarding local land use compatibility issues in order to sustain this (Eglin's) economic engine," Arnold wrote.

Valparaiso and other local governments in a three-county area surrounding the military base are in the midst of a 14-month Department of Defense-funded study aimed at recommending land-use rules compatible with Eglin's mission. Perhaps no jurisdiction would be more directly affected by such rules than Valparaiso, because of its proximity to an Eglin runway and the noise from arriving and departing aircraft.

Arnold promised Crist to keep him informed. "as we may need your assistance in the future."

Public Scoping Summary Report – 2007 Update

Media Coverage

I-2.

**SCOPING UPDATE MEETING MEDIA COVERAGE  
(OCTOBER 2007 THROUGH MARCH 2008)**

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March 2008	Environmental Impact Statement for the Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions Eglin AFB, FL	I-8
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THE BEACON

Page A-7

# BRAC meetings set

By Del Lessard  
*Beacon Staff Writer*

Eglin Air Force Base officials next week will update the public on the impact of creating an F-35 Joint Strike Fighter (JSF) training center at Eglin and moving the Army's 7th Special Forces Group (SFG) here.

"Air operations associated with the Joint Strike Fighter training could create significant noise impacts," said Eglin spokesman Mike Spaits. "Therefore, we are analyzing alternatives that include directing air operations to Duke Field and Choctaw OLF (a small airfield operated by the Navy north of Navarre) in an effort to minimize the potential impact on any one community while still meeting the training requirements for JSF training."

The Army has proposed moving the 7th SFG from Fort Bragg, N.C., to a proposed base about four miles west of Duke Field. Previously, it was thought the unit would locate at or near Duke Field.

The Air Force will host two public "scoping" meetings to update and discuss these actions and their alternatives and to solicit public comments:

—Nov. 6, at the Comfort Inn and Conference Center, 8700



A test version of the F-35C, a Navy warplane which may operate from Duke Field in pilot training.

Navarre Parkway, Navarre.

—Nov. 7, at Niceville High School, 800 East John Sims Parkway.

Both meetings will be held from 6:30 to 9:30 p.m., with an Air Force presentation scheduled to begin at 7:15 p.m.

Eglin is studying the impact of those two additions in an Environmental Impact Study (EIS) that must be completed before either unit can be established at Eglin. Among alternatives under study and to be briefed to the public are changes in F-35 air operations to lessen the impact of the noisy new jet on any one community, and a new preferred basing option for the Army's SFG.

In 2005 the Base Realignment and Closure Commission

(BRAC) decided that Eglin receive two major additions—a training center for F-35 pilots and maintainers from the Air Force, Navy, U.S. Marine Corps and some foreign allies, and the relocation to Eglin of the Army's 7th SFG.

Eglin expects an additional 2,500 personnel and 107 F-35's to begin arriving here in 2010 and the addition of 2,240 personnel associated with the 7th SFG starting in 2011.

"Eglin has always been proud of being a good neighbor to our surrounding communities and realize that open communications is critical to maintaining our great relationship," said Spaits, Eglin's spokesman for environmental issues.

## Eglin to sponsor meetings on BRAC plans

**Joint Strike Fighter and Army 7th Special Forces units will be addressed**

**[Mladen Rudman](#)**

**Friday November 2nd, 2007**

[Comment on this Story](#) | [Read Comments](#)

EGLIN AFB – The F-35, formerly known as the Joint Strike Fighter, will be loud. The preferred site for the Army 7th Special Forces Group (Airborne) base is still south of Crestview but not at Duke Field as initially imagined.

Both units are coming to Eglin Air Force Base as a result of the 2005 Base Realignment and Closure law, so the 96th Civil Engineer Group will host two more public hearings to gather input for its draft environmental plan.

The environmental impact statement will guide the implementation of BRAC recommendations.

"Since we first conducted scoping in August 2006, we have ... learned that air operations associated with the Joint Strike Fighter training could create significant noise impacts," the civil engineer group stated in an e-mail. "Therefore, we are analyzing alternatives that include directing air operations to Duke Field and (Outlying Field) Choctaw in an effort to minimize the potential impact on any one community while still meeting requirements for JSF training."

The Choctaw field is several miles north of Navarre off State Road 87.

As more information comes to light about implementing BRAC, the air base adapts its planning.

The preferred site of the Special Forces Group's headquarters and training facility has been changed from Duke Field to a patch of Eglin reservation three to four miles to the west.

"The reason for this change is the desire to maintain a remote presence," according to the 96th Civil Engineering Group.

Eglin officials hope to have the draft environmental impact statement ready for public comment in May.

Daily News Staff Writer Mladen Rudman can be reached at 863-1111, Ext. 1443.

Public Scoping Summary Report – 2007 Update

Media Coverage

Eglin to hold BRAC talks Page 1 of 1

Publication: DailyNews;Date: Nov 3, 2007;Section: Local and State;Page: 17 

## Eglin to hold BRAC talks

### Effects of the Joint Strike Fighter and Army 7th Special Forces units will be addressed

By MLADEN RUDMAN mladenr@nwfdailynews.com

EGLIN AFB — The F-35, formerly known as the Joint Strike Fighter, will be loud.

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[http://www.epaperedition.com/Repository/getFiles.asp?Style=OliveXLib:LowLevelEntityToPrint\\_NWFD..](http://www.epaperedition.com/Repository/getFiles.asp?Style=OliveXLib:LowLevelEntityToPrint_NWFD..) 11/6/2007

## Noise on residents' minds with BRAC realignment

Eglin hopes to have a draft of an environmental analysis ready by May

[Mladen Rudman](#)

Wednesday November 7th, 2007

[Comment on this Story](#) | [Read Comments](#)

NICEVILLE — Questions about the loudness of F-35s and how the noise would be managed were among the issues addressed Wednesday night at a public hearing hosted by Eglin Air Force Base.

The session at Niceville High School gave people an opportunity to help shape Eglin's Base Realignment and Closure plan for bedding down the Joint Strike Fighter Integrated Training Center and Army 7th Special Forces Group (Airborne) soldiers.

Shalimar's Lynne Stefanik wanted to know more about Joint Strike Fighter operations. She was reassured that F-35s would fly only between 7 a.m. and 11 p.m.

Stefanik also had questions about engine testing.

Col. George Ross, Eglin's F-35 Site Activation Task Force leader, told her the fighters' engines would only have to run at low power during testing. He added that there are no plans to construct engine test "hush houses" — buildings designed to shield people on the outside from the noise.

Ross noted that pilots and maintainers studying and working at the training center would live near the F-35 apron, which means excessive noise would have to be contained.

"My students need sleep just like the rest of the community does," he said.

The several dozen people who attended the meeting were told there would be three to four times more F-35 sorties when the training center is fully operational than are currently flown by the 33rd Fighter Wing.

Eglin hopes to spread Joint Strike Fighter flight training across its main runways south of Valparaiso, Duke Field and Choctaw Outlying Field in Santa Rosa County. The F-35s would be based at Eglin main, so initial takeoffs and final landings would be there.

The F-35's "noise contour" was presented on a large overhead screen in the high school's auditorium.

## Public Scoping Summary Report – 2007 Update

## Media Coverage

Valparaiso Commissioner Robert Billingsley urged Eglin to come up with better maps.

He said he would like to see much more detailed maps that will allow homeowners affected by the training to determine the decibel range they are likely to endure when F-35s are in flight patterns or taking off and landing.

Plans for setting up a 7th Special Forces Group base and training ranges drew fewer questions. The Army would like to see the Green Berets headquarters built about three or four miles west of Duke Field.

Eglin hopes to have a draft BRAC environmental analysis ready by May.

A decision about where to field the Joint Strike Fighter training center and the Army Special Forces Group is expected in November 2008.

Daily News Staff Writer Mladen Rudman can be reached at 863-1111, Ext. 1443.

#### Comments:

What Noise? By: mwfloridian - 10:50:21 pm on November 7, 2007.

What noise is that they are worried about? The SOUND OF FREEDOM? The SOUND OF SECURITY? I LIKE the noise... I sleep well at night because I KNOW that someone is on duty, ever vigilant, and READY. My goodness...bin laden would have a hell of a time getting inland around here.... Eglin front and center.... Pensacola NAS to the West, Tyndall AFB to the East, Ft Rucker to the north... Hurlburt, Duke Field.

That NOISE is the largest employer in this county. That NOISE is the economic base in which we live. That NOISE is music to my ears.... and a lullaby when I go to sleep.... being protected is a wonderful thing. Be Grateful!

!?! WHAHT !?! By: someoneinfwb - 12:06:16 am on November 7, 2007.

Is Stefanik kidding? Do our enemies take a break between 2300-0700? I have one word for her and people like her... MOVE! Out of this country should suffice.

Noise By: CitizenX - 05:09:35 am on November 8, 2007.

You tell them mwfloridian.

I really have no sympathy for these noise "haters." What noise there is does not bother me in the least! Even when it is there it is very short lived.

Edwards anybody? By: zapp1 - 05:29:45 am on November 8, 2007.

between the environmental narcissists out there and these dumbasses voicing their concern for the noise impact, it would not be a surprise if they just forget the whole thing and just move out west. No wonder we can't fight and win a war with decisive power, with people complaining about a little noise from jet. these are the same kind of dumbasses who bought property next the the airport in Destin and then complained to the city about the airport noise. WTF????

not to mention By: 02Worth - 06:35:16 am on November 8, 2007.

that, that noise keeps some of us employed. If Eglin goes, so does the FWB area.

# Will mightiest fighter engine be noisiest?

## Eglin may disclose F-35 noise data tonight

**By Del Lessard**  
*Beacon Staff Writer*

How much noise can local residents expect from more than 100 F-35 warplanes that will be assigned to Eglin Air Force Base, each powered by the most powerful engine ever put into a fighter jet?

The engine by all accounts is noisier than those on current aircraft.

A preliminary look at jet

noise effects on the communities surrounding Eglin may be presented tonight during an Air Force "scoping" meeting at Niceville High School, officials say.

The meeting is focused on the environmental impact study (EIS) required before basing new military units and people at Eglin as a result of the 2005 Base Realignment and Closure (BRAC) decision.

"Rated at 40,000 pounds of thrust, Pratt & Whitney's F135 is the most powerful fighter engine ever built," said Stephanie Duvall, spokeswoman for the engine maker.

Jeff Fanto, Okaloosa County's coordinator of a project on military and civilian land use, said, "I expect to get preliminary (F-35) noise profiles at

Please see F-35, page A-8



The most powerful engine ever put in a military fighter jet, Pratt & Whitney's F-135 engine, will power F-35 warplanes that will be assigned to Eglin Air Force Base starting in 2010. Above, the engine is tested.

*SAY BEACON  
WEDNESDAY 7 Nov 07  
1 of 2*

Public Scoping Summary Report – 2007 Update

Media Coverage

**F-35**

From page A-1

the Niceville meeting.”

Eglin officials have stated that there would be more take-offs and landings associated with training about 186 pilots and 200 support personnel each year at the F-35 training unit

slated to be established here under BRAC. The first of the 107 single-engine F-35s are expected to arrive in 2010. They will be used to train Air Force, Navy and Marine Corps pilots.

Valparaiso officials in particular have been worried about noise from F-35s to be based at the new Eglin training center.

Valparaiso, Okaloosa, Santa Rosa and Walton counties, along with a dozen other cities surrounding Eglin, are involved in a 14-month, Defense Department-funded study aimed at making civilian land use regulations “compatible” with Eglin’s military missions. Valparaiso has been pushing the study group to include noise data from the F-35.

Noise “profiles” from current Eglin air operations would require most of Valparaiso and part of Niceville to adopt expensive noise abatement building standards in order to be

compatible with Eglin’s mission activity, according to an Air Force study released last year. A decision by the JLUS last month extends the study area a half-mile beyond existing Air Force noise profiles, incorporating more than 90 percent of Valparaiso.

Eglin officials have learned “that air operations associated with the Joint Strike Fighter training could create significant noise impacts,” said Mike Spaits, Eglin spokesman on environmental issues. “Therefore, we are analyzing alternatives that include directing air operations to Duke Field and Choctaw OLF (a small airfield used by the Navy north of Navarre) in an effort to minimize the potential impact on any one community while still meeting the training requirements for F-35 training.”

Future construction at Eglin Air Force Base also is affected

by noise concerns.

“The (F-35) noise and the EIS schedule are two tough environmental issues that we’re working towards resolution on,” said Brig. Gen. Michael Wilson, vice commander of the Air Armament Center. He spoke last week about Air Force plans to build up to 1,380 new “privatized” housing units. The Air Force currently plans to build many of those homes on Eglin’s main base, near older housing that is scheduled to be torn down.

More refined information about alternatives and associated noise profiles is not scheduled to be released until next May, when the Air Force releases the draft Environmental Impact Statement on BRAC-related changes at Eglin.

Tonight’s “scoping” meeting takes place in the auditorium at Niceville High School from 6:30 to 9:30 p.m. Eglin officials will provide information on the proposed actions and alternatives associated with BRAC and the EIS, and will gather public concerns.

In addition to discussing the impact of the F-35 training center, the EIS will address the effects of the planned move of 2,240 Army personnel in the 7th Special Forces Group from Fort Bragg, N.C., to an area near Duke Field. This move was also mandated by BRAC.

Spaits said community members are encouraged to offer comments on the proposed action and alternatives and submit their concerns. Comments made during the meeting will be considered in the preparation of the draft EIS, he said.

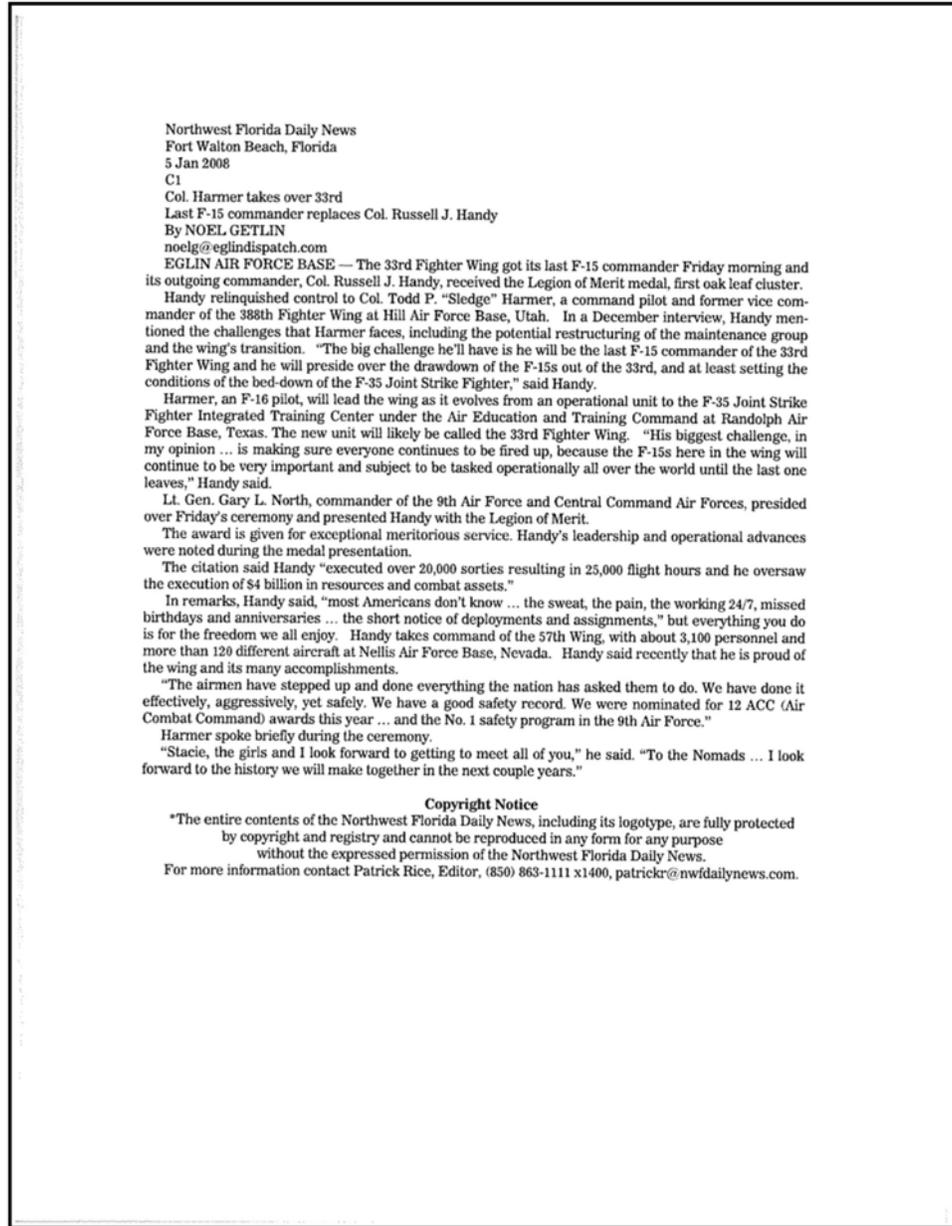
For more information contact Mike Spaits, 96 CEG/CEVPA, Eglin AFB, at 882-2878; or by e-mail: spaitsm@eglin.af.mil

2 of 2



## Public Scoping Summary Report – 2007 Update

## Media Coverage



## Public Scoping Summary Report – 2007 Update

## Media Coverage

Northwest Florida Daily News  
 Fort Walton Beach, Florida  
 10 Jan 2008  
 A1  
 Eglin to end lease for Wolverine Park  
 Boggy Bayou Mullet Festival site in Niceville faces higher rent  
 By DUSTY RICKETTS  
 dusty@nwfddailynews.com  
 VALPARAISO — Eglin Air Force Base is closing Wolverine Park and has announced it will significantly raise the lease fee for the Boggy Bayou Mullet Festival property.  
 Eglin officials faxed a notice to Valparaiso officials this week that its lease for Wolverine Park, which expires Sept. 30, will not be renewed.  
 The park has been a staple of Valparaiso since 1971, and City Commissioner Lydia Hernandez said she is disappointed the city was notified by a fax and was not given a meeting with Eglin officials.  
 "Obviously, I'm not very happy with the situation," Hernandez said, who oversees Valparaiso's parks. "That park has been there for a number of years. It's such a part of the community."  
 "I don't think this is good stewardship," she added.  
 Eglin officials decided to close the popular park because more training sorties are expected when F-35 fighters arrive no later than 2011. Wolverine Park is located in an Air Force accident-potential zone.  
 The park is used primarily by the Valparaiso/Niceville Girls Softball Association, which had more than 500 participants last year, Hernandez said.  
 She said she plans to contact U.S. Rep. Jeff Miller, state Rep. Ray Sansom and other officials to see if they can help keep the park open. She also wants to meet with Eglin officials to discuss the issue.  
 Hernandez said Eglin offered in the fax to discuss leasing another piece of property to Valparaiso for a ball park, but that the Air Force would require a fair market rate for the land.  
 The Air Force has charged Valparaiso \$100 a month to lease Wolverine Park. But the Department of Defense has changed its regulations and now requires the full value be collected on land leases.  
 Valparaiso does not have the funds to pay full market value for a lease or to develop a property into a new park, said Hernandez.  
 "We're scraping by as it is," she said.  
 Getting fair market value also could have some pretty dramatic consequences for the 46-acre Mullet Festival site, which Niceville has leased from the Air Force since 1981.  
 The Air Force has leased the site to the city for \$100 a year, but that will change when the current lease expires Aug. 10. The Air Force has informed Niceville officials that it will require full market value to renew the lease.  
 The Air Force and Niceville will have to negotiate the lease. Rather than paying cash, the city and military could work out an arrangement to provide in-kind services, said Eglin spokeswoman Lois Walsh.  
 "Our only restriction is that those goods and services must be as valuable as the property we provide," Walsh said. "To that end, we are listening to the community. We want to know what our lessees can provide that's of value to us but of low cost to them."  
 Niceville City Manager Lannie Corbin met with Eglin representatives this week to discuss renewing the lease. He plans to have a proposal for a new lease agreement ready in the next two to three weeks to present to the Air Force.  
 Corbin knows it will cost the city more to renew the lease, but he hopes the increase will not jeopardize the Mullet Festival or sporting activities held there.  
 "Hopefully, we can get the cost in a range we can all live with," Corbin said.  
 Daily News Staff Writer Dusty Ricketts can be reached at 863-1111, Ext. 1448.

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 For more information contact Patrick Rice, Editor, (850) 863-1111 x1400, patrickr@nwfddailynews.com.

Public Scoping Summary Report – 2007 Update

Media Coverage

Publication: DailyNews, Date: Jan 14, 2008, Section: Local and State, Page: 15 

**Here's what some folks on the Emerald Coast are thinking today:**

If you're planning to vote for or against a candidate based on his or her gender, race or religion, you really need to make a more informed decision.

...

Voting only the party line is antiquated by today's voting standards. Knowing little more than the candidate's name and party affiliation leaves you ill-informed and unprepared for deciding what's best for our country.

...

It seems that when our country was founded, "politicians" were people who took time out from other careers to serve their country. When did we start raising and fostering career politicians, and is that a good thing? I think not!

...

All of the candidates for president have had successful professional careers. Each has some qualifications for president. None deserve personal criticism.

...

Destin does not need more roads; it needs fewer tourists and residents. The area is way overbuilt. Also, there are too many stoplights on U.S. Highway 98. This main thoroughfare needs to be treated more like a limited-access road to move the traffic properly and avoid gridlock.

...

OK, Niceville voters, let's try to get out and vote in the runoff election Jan. 17. I was one of the 515 original voters and was so surprised to see that only 514 others did the same.

...

Anyone caught throwing cigarette butts out of their vehicle should be ticketed and sentenced to community service picking up litter.

...

I hope the Air Force carries through with the plan to significantly increase the rent for the Mullet Festival site. Then maybe the sponsors of that event will know how those of us who can no longer afford to attend the festival feel after all their admission price increases of recent years.

...

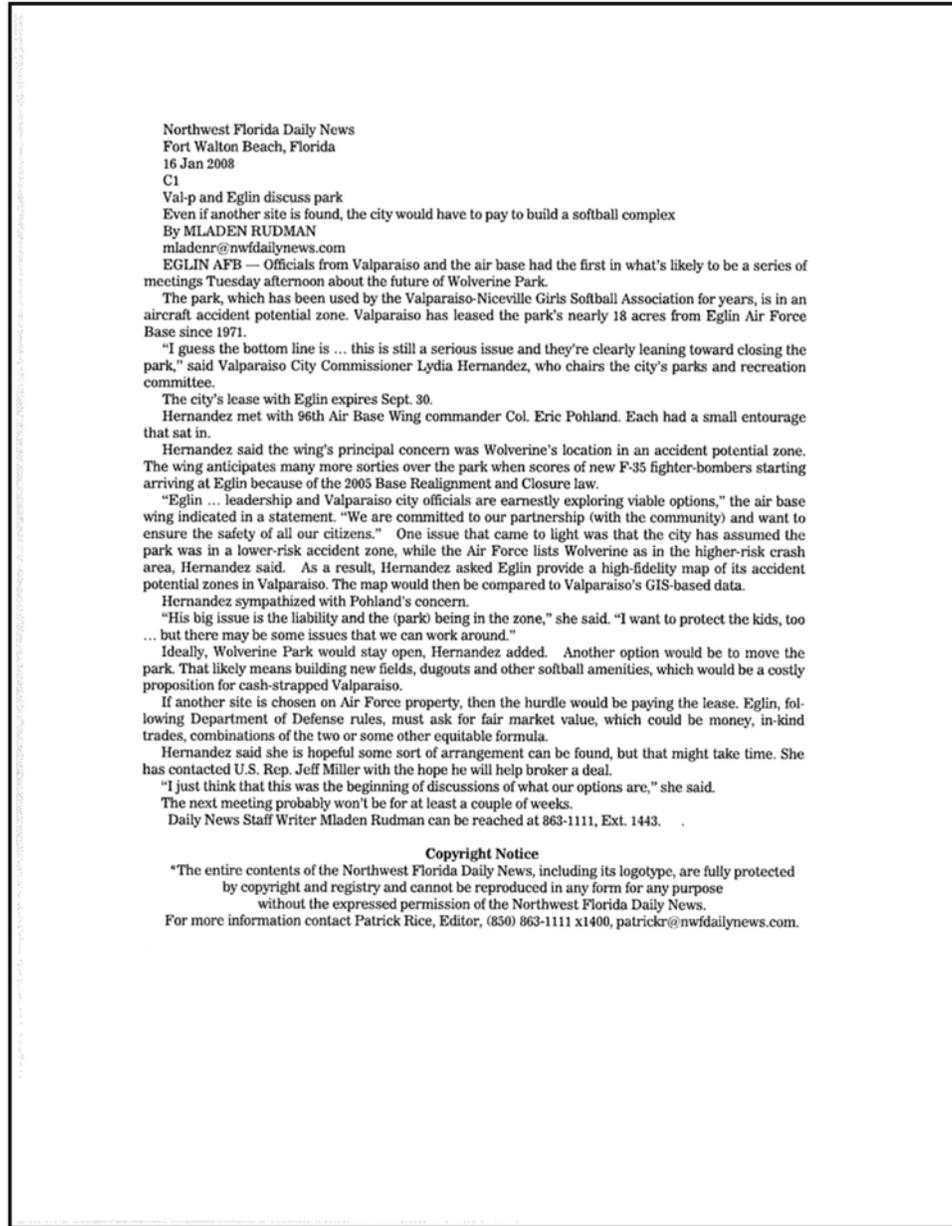
Now that Eglin is concerned with noise pollution and other issues associated with the Joint Strike Fighter, maybe it's time to send it to Edwards Air Force Base where they need the business and let Eglin keep the 46th Test Wing. Maybe even keep the girls softball fields open.

...

I sure hope that after the road construction is finished in Niceville, the state will give some money for refurbishing storefronts. Niceville is looking rather like Nastyville.

## Public Scoping Summary Report – 2007 Update

## Media Coverage



## Public Scoping Summary Report – 2007 Update

## Media Coverage

Northwest Florida Daily News  
 Fort Walton Beach, Florida  
 17 Jan 2008  
 C1  
 Senator hits array of issues  
 Florida's Bill Nelson notes military growth; acknowledges challenges on immigration and economy  
 By BRIAN HUGHES  
 Florida Freedom Newspapers  
 CRESTVIEW — U.S. Sen. Bill Nelson says Okaloosa County faces a bright future with its Air Force presence.  
 However, the issues of immigration and the economy loom large.  
 "We've got such a promise for the future," Nelson said during a visit to Crestview on Wednesday afternoon.  
 He noted plans to bring F-35 fighter bombers and the Army's Green Berets to the county.  
 "Special operations is the wave of the future," Nelson told more than 100 people at his town hall meeting at the Robert L.F. Sikes Education Center at Okaloosa-Walton Community College. However, illegal immigration is a more complex issue. "You have to secure the borders, not only for immigration purposes but you also have to do that for national security," the Democrat said.  
 A 700-mile fence on part of the Mexican border, the creation of "a virtual fence" using unmanned aerial vehicles, stepped-up patrols and more holding and detention facilities will address part of the problem, he added.  
 "The other part of the problem is there are already 12 million people in the country illegally," Nelson said.  
 Lawmakers must find a way to assimilate illegal immigrants, who make up a labor pool desperately needed by some industries, including agriculture, construction and tourism.  
 "How do you move those people from illegal status to legal status?" Nelson said.  
 He listed immigration reform requirements, including assuring immigrants had no criminal record, that they learn English, pay fines and back taxes, and have a permanent, full-time job.  
 "How we achieve that is what is in dispute," Nelson acknowledged. "And, the fairness issue, of those that are illegal to go back to get in line behind those outside the country who have been patiently waiting to get into the country legally, and that's what's not being able to be worked out in a consensus."  
 "It will be one of the major challenges in the future," he added.  
 As far as the spate of mortgage foreclosures, Nelson said the nation is close to a recession, or at least "a hiccup in the economy." He even raised the possibility of crude oil reaching \$200 a barrel. He played it closer to the vest when Crestview High School student Kyle Mitchell asked if he was ready to endorse a presidential candidate.  
 "I'm going to wait and see how the candidates are going to treat Florida," he said to a round of applause.  
 Nelson spoke enthusiastically of the state's role in the upcoming primaries and in the general election.  
 As far as the national Republican and Democratic parties saying they will limit or prohibit convention delegates from the nominating process, Nelson called their bluff. "Forget it. We're going to have a seated delegation," he said.  
 Nominees will likely be nearly decided by the end of the spring, plenty of time before the conventions, he noted. "The conventions are not until August or September," Nelson said. "Don't you think the presidential nominees, wanting to win the fourth-largest state, that is probably the swing state in the entire country to decide who's president, don't you think they're going to seat the full Democratic delegation and the full Republican delegation? "Of course they are, so you don't have to worry about that." Video on the Net  
 To watch video of Nelson's visit, go to [nwfdailynews.com](http://nwfdailynews.com).

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## Media Coverage




  
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Is the Future of Commercial Air Service Clouded at Eglin A-F-B?  
 Posted: 10:19 PM Jan 17, 2008  
 Last Updated: 10:19 PM Jan 17, 2008

[A Hint of the Future](#)

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The Okaloosa County Airport is a little miffed about an e-mail that came from the Panama City Beach Chamber of Commerce. A | A | A

Officials say the story circulating about thye Okaloosa County Airport at Eglin Air Force Base closing in 3-years, is frivolous and a stinking rumor.

The e-mail in question came from the Panama City Beach Chamber of Commerce last Friday, noting some of the highlights from the organization's Friday morning monthly meeting, and asking support for the new Bay County Airport. One of the last bullet points on the e-mail states the Okaloosa County Airport at Eglin will be closing in 2010.

When the e-mail made its way to the Okaloosa Airport officials, they were a little perturbed.

The Monday morning edition of the Northwest Florida Daily News, the Ft. Walton Beach Newspaper, carried this story on the front page. The story quotes Okaloosa County Airport Director Jerry Sealy as saying the story about the 2010 closure is so frivolous. He went on the say "someone started this stinking rumor. There is absolutely no truth to that."

Tuesday, Beach Chamber President Debi Knight sent out a second e-mail, asking the 950-or so people who received the first e-mail to disregard the comment about the Okaloosa airport closing in 2010. Knight says the goal of the chamber has always been to promote regionalism and work together.

When we called the chamber for a comment on the story, we were directed to local attorney William Harrison. Harrison mentioned the airport closure story during his talk during last Friday morning's chamber meeting. It appears his comments were used to

## Public Scoping Summary Report – 2007 Update

## Media Coverage

compose the e-mail.

But unlike the chamber's quick action to retract the e-mail comment, Harrison is defending his remarks. We spoke to him tonight, and he points out that that Eglin Air Force Base, which leases Okaloosa County space for its airport, is scheduled to become the training home for the pilots who will fly the new F-35 Joint Strike fighter jet.

The F-35 training mission will add at least another 100-sorties a day to the Eglin runways. And the military has a long-standing policy that prevents military training flights from mixing with civilian aircraft.

The Okaloosa County folks point out they have a lease with the military until the year 2031. But the agreement allows the military to break the lease at anytime. Okaloosa county officials also say the air force does not have any on-going studies regarding the effects of the F-35's mission on civilian air traffic. Harrison says there are no on-going studies, because they've already been done.

The air force will only confirm that Okaloosa County does have a lease until 2031, and won't comment on anything else regarding this story. But it is known Air Force brass are trying to speed-up the F-35 deployment.

The jet is being built to replace the aging F-15 fleet, which was recently grounded over questions about its structural integrity. The air force is currently in the process of inspecting and clearing the F-15's for flight.

So it could be just a matter of time before we find out if the Okaloosa County Airport closure is a real possibility, or as Jerry Sealy says, a stinking rumor.

**Find this article at:**

<http://www.wfmg.com/home/headlines/13883307.html>

Check the box to include the list of links referenced in the article

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## Public Scoping Summary Report – 2007 Update

## Media Coverage

Northwest Florida Daily News  
Fort Walton Beach, Florida  
26 Jan 2008  
A1  
Study: Housing grim  
However, some people say Okaloosa should rebound faster than predicted  
By KARI C. BARLOW  
karib@nwfdailynews.com  
The housing market in Okaloosa County is not expected to bottom out until the summer of 2009, according to a December 2007 study by Moody's Economy.com.  
The report predicts that when house prices ultimately crash, 80 of the nation's 381 metropolitan areas will see double-digit declines.  
Measured from peak to trough, the price declines range from 35.3 percent in Punta Gorda, Fla., to 9.6 percent in Virginia Beach, Va.  
The Fort Walton Beach-Crestview-Destin area is ranked fourth on the list — just after Modesto, Calif. — with a predicted peak-to-trough price decline of 30.8 percent.  
But some local observers say the forecast is not nearly so grim.  
"These forward-looking projections are based on past trends," said Rick Harper, director of the Haas Center for Business Research and Economic Development at the University of West Florida. "The study does not capture the influx due to BRAC (Base Realignment and Closure)." Okaloosa's population, which has been flat for two years, will get a significant boost, he added.  
"Those new folks who are coming in, they and their households will need homes to live in," said Harper, who added that the area could see an additional 10,000 to 12,000 newcomers from the military shuffle.  
He sees the local housing market beginning to turn around long before the summer of 2009.  
"I think they're wrong," he said of the study. "I suspect that Fort Walton Beach will not be among the slowest housing markets to recover, nor will it experience some of the largest price declines."  
Realtor Diane Keller agreed and blamed the Destin market for much of the bleak forecast.  
"Destin built a lot of houses with nobody to live in them," said Keller of Endless Horizons Realty. "At some point there has to be an end user. Someone has to live there and work in the community ... for the market to stabilize."  
She said she has recently seen houses for less than \$200,000 in Fort Walton Beach — her primary sales area — selling fairly well. "Destin can't supply that," she said. "Destin's houses are too expensive."  
Other nearby metro areas ranked by Moody's were the Pensacola-Ferry Pass-Brent area, with a 20.9 percent peak-to-trough decline, and the Panama City-Lynn Haven area, with a 13.9 percent peak-to-trough decline.  
Another challenge facing the area is that sellers still refuse to acknowledge how far prices have already dropped, real estate agents say.  
"Probably 60 percent are still living in that 2004 mentality," said Realtor Debbie Gericke of Coldwell Banker, United. "And you're doing damage to a home by keeping it overpriced in a market that's overcrowded."  
Gericke said she's looking to a successful tourism season to boost the local economy and work through some of the excess property on the market.  
"People need and desire to own a home," she said. "If there's no water in Atlanta this summer, then where are they going to come? We still have a lot of unrealistic sellers out there, but there are some good deals."  
Although Harper disagrees with Moody's long-term assessment of the Okaloosa market, he does not dismiss concerns about plummeting prices.  
He warns that Florida must restore affordability and keep the area's popularity from sagging.  
"I think 2008 will be an extremely difficult year," he said. "If Florida is not successful in fixing wind-storm insurance or property taxes ... then this (study) is a reminder of what the future housing market could look like."  
Daily News Business Editor Kari C. Barlow can be reached at 863-1111, Ext. 1439.

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## Public Scoping Summary Report – 2007 Update

## Media Coverage

WEAR/Channel 3

Last Updated: Thursday, January 31 2008, 11:37 PM

Eglin Encroachment

VALPARAISO - The arrival of the Joint Strike Fighter at Eglin Air Force Base could mean big changes for the city of Valparaiso.

The Air Force has given Valparaiso preliminary data on what's called "noise contours"...they could affect building locations, construction standards, and potentially even home financing.

The arrival of the Joint Strike Fighter at Eglin Air Force Base may bring more noise to more neighborhoods.

Mayor Bruce Arnold fears the noise could make it tough for people to sell their homes.

Mayor Arnold says, "Somebody that lives in this area will not be able to sell unless they find a buyer that really wants it, and has cash"

It's a situation seventeen homes near Elgin have had to deal for years. They all live in a danger zone.

Mayor Arnold says, "According to the Air Force, they need a clear zone, for crash potential, here, they call it the CZ"

The Air Force says no homes should be built in a Clear Zone, but these were here before the current boundaries were drawn.

Alex Holloway says, "I don't know how it's gonna turn out, I guess there's been talk maybe they might buy the houses from us or buy us out...So who knows, they've probably been talking about that for a long time"

Holloway's house was rebuilt after an Eglin jet crashed into the neighborhood in 2002. It's been safe ever since, but the government has the option to buy the owners out at any time.

Laura Hussey/Reporting "Safety concerns aside, one thing is undeniable about living in the clear zone...It's loud. But at least one resident says, it's the sound of freedom, and people should be used to it by now"

Phillip Forbes says "Well the F4s would shake a pitcher off the table.....the most noisy ones was the kc 135s, and the old gears, and B-52s and the F4s"

And while it's really still up in the air what the changes will be... we do know there will be many more planes Valparaiso residents will see above their homes.

But most residents we talked to said there's no point in worrying.

Phillip Forbes says, "Don't complain about it...If it wasn't for the government being here, we wouldn't be here.

A joint land use study is being conducted to assess the impact of the Joint Strike Fighter on the community.

March 2008

Environmental Impact Statement for the Implementation of the  
Base Realignment and Closure (BRAC) 2005 Decisions  
Eglin AFB, FL

I-25

October 2008

2005 BRAC Decisions and Related Actions  
Final Environmental Impact Statement  
Eglin Air Force Base, Florida

A-455

## Public Scoping Summary Report – 2007 Update

## Media Coverage

Northwest Florida Daily News  
Fort Walton Beach, Florida  
19 Feb 2008

A1

Air Force: Budget imperils might

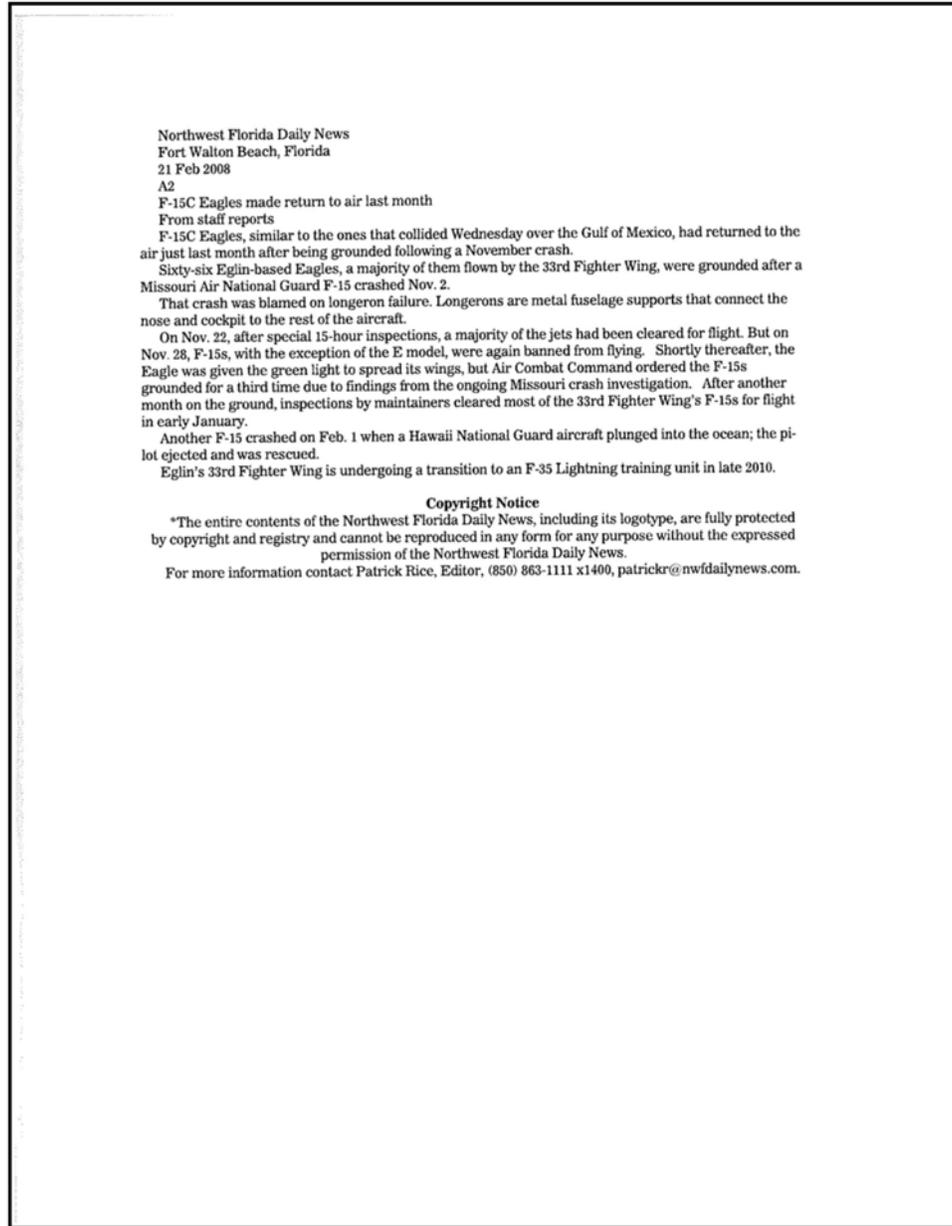
WASHINGTON (AP) — Air Force officials are warning that unless their budget is increased dramatically, and soon, the military's high-flying branch won't dominate the skies as it has for decades. After more than seven years of war in Afghanistan and Iraq, the Air Force's aging jet fighters, bombers, cargo aircraft and gunships are at the breaking point, they say, and expensive, ultramodern replacements are needed fast. "What we've done is put the requirement on the table that says, 'If we're going to do the missions you're going to ask us to do, it will require this kind of investment,'" Maj. Gen. Paul Selva, the Air Force's director of strategic planning, said in an interview. "Failing that, we take what is already a geriatric Air Force," Selva said, "and we drive it for another 20 years into an area of uncertainty." An extra \$20 billion each year over the next five — beginning with an Air Force budget of about \$137 billion in 2009 instead of the \$117 billion proposed by the Bush administration — would solve that problem, according to Selva and other senior Air Force officers. Yet the prospects for huge infusions of cash seem dim. Congress is expected to boost the 2009 budget, but not to the level urged by the Air Force. In the years that follow, a possible recession, a rising federal deficit and a distaste for higher taxes all portend a decline in defense spending regardless of which party wins the White House in November. "The Air Force is going to be confronting a major procurement crisis because it can't buy all the things that it absolutely needs," said Dov Zakheim, a former Pentagon comptroller. "It's going to force us to rethink, yet again, what is the strategy we want? What can we give up?" The Air Force's distress is partly self-inflicted, says Steve Kosiak of the Center for Strategic and Budgetary Assessments in Washington. The F-22 Raptor and F-35 Lightning, the new jet fighters that will supplant the F-15 Eagle and F-16 Falcon, have drastically higher price tags than their predecessors and require a bigger chunk of the defense budget. "One of the reasons their equipment has aged so much is because they continue to move ahead with the development and presumed acquisition of new weapon systems that cost two to three times as much as the systems they are replacing," Kosiak said. "It's like replacing a Toyota with a Mercedes." It's not as if the Air Force has gone without any new airplanes. The B-2 Spirit stealth bomber, the C-17 Globemaster airlifter and the CV-22 tilt-rotor, which flies like a helicopter or an airplane, have all been added since the mid-1990s. The Air Force also is planning to spend between \$30 billion and \$40 billion over the next 15 years for new refueling tankers. A contract is expected to be awarded soon. Those new tankers, however, won't be flying until 2013. The Air Force isn't alone in wanting more money, but its appetite is far greater than the other military branches. Shortly after President Bush submitted his defense plan for the 2009 budget year, which begins Oct. 1, each service outlined for Congress what it felt was left out. The Air Force's "wish list" totaled \$18.8 billion, almost twice as much as the other three services combined. "There's no justification for it. Period. End of story," said Gordon Adams, a former Clinton administration budget official who specializes in defense issues. "Until someone constrains these budget requests, the hunger for more will charge ahead unchecked." "An hour is not an hour" to an aircraft constantly under the strain of G-forces, Gen. John D.W. Corley, head of Air Combat Command at Langley Air Force Base, Va., said at a news conference last month. "It's like dog years." Aircraft on the front lines in the terror war are also facing challenges. Officials at Air Force Special Operations Command say it will become increasingly hard to keep two key aircraft flying: The MC-130H Combat Talon II, used to drop commandos into hostile territory and then retrieve them, and the AC-130U, a hulking gunship that flies low to deliver firepower, are both in need of substantial overhauls. "We are literally flying the wings off these two airplanes," said Brig. Gen. Brad Heithold, director of the command's plans, programs, requirements and assessments office at Hurlburt Field. There are only 20 Combat Talons and 17 AC-130Us. This small fleet is in heavy demand by special operations forces around the globe. In 2001, the AC-130Us flew just over 5,200 hours. The gunships logged more than 9,000 hours in 2007. It's comparable, Heithold said, to putting 70,000 miles on a car in a single year instead of a more normal 12,000 miles. The more an aircraft is flown, the more expensive and more extensive maintenance becomes, Corley and Gen. T. Michael Moseley, the Air Force chief of staff, told the House Appropriations defense subcommittee during a Feb. 6 hearing. The bottom line, the generals said, is older aircraft are in the shop more often and cost more to fly when they are available.

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