

APPENDIX A

PUBLIC INVOLVEMENT

VOLUME III OF III

**PUBLIC COMMENTS, AGENCY COMMENTS, AND
AIR FORCE RESPONSE TO COMMENTS**

PUBLIC INVOLVEMENT

This section contains comments received from federal, state, and local agencies, the public, and Native American Tribes during the public comment period for the Draft Environmental Impact Statement (EIS). In accordance with the National Environmental Policy Act (NEPA), the Air Force considered all the oral and written public and agency comments received. In this Final EIS, The Air Force responded to substantive comments, for example, by revising text to improve clarity of discussion, made factual corrections, and explained why some comments did not warrant further action. The Air Force will take public and agency comments into consideration in its decision-making process.

The Air Force encouraged public comment at each of the public hearings, in newspaper ads and press releases. The following presents the Air Force comment and response process.

Public/Agency Comment Identification Guide

The paragraphs below outline the organization of comments, the comment review process, and how commenters can find responses to their comments.

Comment Receipt and Review

Comment Receipt: Comments on the Draft EIS included both written correspondence and oral testimony received during the public comment period. The Air Force assigned each comment a Commenter Identification Number. All comments are included under the section titled "Public/Agency Comments." The comment letters are printed in numerical order and are organized into four sections:

- Written comments and submitted letters - public written comments begin with Commenter Identification Number 0001.
- Public hearing transcripts and summaries - oral comments begin with Commenter Identification Number 2000.
- Government and agency letters - government and agency written comments begin with Commenter Identification Number 3000.
- Native American Tribes and organizational letters - Tribal and organizational written comments begin with Commenter Identification Number 4000.

Comment Review: In accordance with 40 Code of Federal Regulations (CFR) 1503.4, the Air Force assessed and considered comments as follows.

Each comment letter and oral statement was carefully considered by the Air Force. Substantive comments were identified and bracketed within each comment letter or

testimony. Substantive comments are those comments considered to be meaningful within the scope of the issues currently considered in the EIS, the purpose and need of which is to implement the requirements directed by the Base Realignment and Closure (BRAC) 2005 Program.

The bracketed comments were reviewed and responses were prepared. A response number was assigned to each substantive comment within the transcript of the oral statements and comment letters. Response numbers are printed next to the bracket in the right margin of the comments, located in the "Public/Agency Comments" section. A guide to the coding of the response numbers is below. Actual responses to comments appear in the section following the bracketed comments.

Response Code	Resource Area or Comment Topic	Response Code	Resource Area or Comment Topic
AQ	Air Quality	NP	NEPA Process
BI	Biological Resources <i>(Sensitive Species, Sensitive Habitats, Flora/ Fauna, Invasive Species)</i>	PN	Purpose/Need
CM	Cumulative, etc.	SA	Safety <i>(Wildfire, Occupational Health /Public Safety)</i>
CU	Cultural Resources	SE	Socioeconomics <i>(Housing, Schools, Public Services, Economics)</i>
DO	DOPAA	SO	Physical Resources - Soils
EJ	Socioeconomics <i>(Environmental Justice)</i>	SW	Solid Waste
GE	General Comment	TR	Transportation
HM/W	Hazardous Materials <i>(Hazardous Materials and Waste, ERP Sites)</i>	UI	Utilities
LU	Land Use <i>(Public Access Land Use Compatibility)</i>	W/F	Physical Resources - Wetlands/Floodplains
NO	Noise	WA	Physical Resources - Surface & Ground Water

Locating Comments

A directory of commenters begins on the next page, presenting the names of all commenters alphabetically by last name. Each commenter can locate his/her name in this directory. As noted on the public displays, sign-in sheets and comment sheets, providing names during the public comment process meant that each commenter understood that his/her name and comment would be made a part of the public record for this EIS. Each comment is assigned a Commenter Identification Number in the fifth column. This is a number that was assigned to each comment form or oral testimony and is stamped on the letter or next to oral comments. All verbal and oral comments are organized numerically by Commenter Identification Number in the next section, titled "Public/Agency Comments." In many cases, certain people submitted multiple comments.

Locating Responses to Comments

Public and agency involvement is an important part of the NEPA process, and all comments are taken into consideration during the decision-making process. The Air Force would like to express appreciation for all comments. Many of the comments express the views of the commenter and, therefore, do not require a specific response. Nonetheless, these views are taken into consideration in the decision-making process. The fact that a specific response was not developed for a comment does not in any way reduce the value of anyone's participation.

Air Force responses to comments are contained in the section titled "Air Force Response to Comments." All responses are ordered by Commenter Identification Number. To locate the response, the commenter should first locate the "Commenter Identification Number" in the second column. All responses for each comment letter are listed in the "Response Code" column in the order in which they appear in the comment. However, please note there are some instances where similar comments within a comment letter were combined for a single response. Additionally, due to the similarity among many comments received from multiple commenters, some responses refer back to a previous "Comment #", which corresponds to the numbers listed in the first column of the response table. Each response is designed to be read along with the bracketed comment it addresses. Due to the length and frequency of some comment responses, a response may refer to "Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS." This addendum can be found immediately following the "Air Force Response to Comments." Assistance with acronyms can be found at the front of the EIS.

Alphabetical Directory

Last Name	First Name	Organization	Postmark Date of Comment	Commenter Identification #
Allenback	Al	Monroe County Airport Planner	22-Apr-08	4003
Ankeney	Larry and Marsha	Private Citizen	8-May-08	0021
Arnold	Bruce	Valparaiso Mayor	15-Apr-08	2002
Arnold, Jr.	John B.	City of Valparaiso	9-May-08	3009
Averett	Tim	Private Citizen	17-Apr-08	2021
Bachelor	Robert	Private Citizen	14-Apr-08	0002
Bachelor	Robert	Private Citizen	8-May-08	0024
Bachelor	Robert	Private Citizen	15-Apr-08	2009
Bailey	Jim	Private Citizen	15-Apr-08	2014
Blocker	Alvin	Private Citizen	6-May-08	0015
Briere	Paul	Procurement Specialist, Florida PTAC, University of West Florida	17-Apr-08	4002

Last Name	First Name	Organization	Postmark Date of Comment	Commenter Identification #
Brown	Elizabeth Ann	Alabama Historical Commission	2-May-08	3008
Caldwell	H.H.	Private Citizen	13-May-08	0028
Campbell	James	Chairman, Okaloosa County Board of County Commissioners	12-May-08	3006
Clark	Elizabeth	Private Citizen	7-May-08	0023
Coggin	Dave	Private Citizen	10-Apr-08	0017
Compton	Vernon	Private Citizen	11-May-08	0031
Conyers	Lillie	Private Citizen	15-Apr-08	0003
Creel	Randy & Susan	Private Citizen	5-May-08	0019
Cross	Bob	Private Citizen	11-May-08	0027
Cross	Bob	Private Citizen	15-Apr-08	2013
Daniel	Tom	Private Citizen	1-May-08	0018
Deckert	Bob	Private Citizen	11-May-08	0026
Early	Art	Private Citizen	17-Apr-08	0007
Edge	Jackie	Private Citizen	13-May-08	0030
Faulkenberry	Beckie	Director, Community Zoning and Development Division, Santa Rosa County, Florida	8-May-08	3010
Fielding	Steve	Okaloosa-Walton College Library	16-Apr-08	4001
Fielding	Steve	Okaloosa-Walton College Library	13-May-08	4006
Finn	James	Private Citizen	15-Apr-08	2006
Fishbaugh	Susan	Private Citizen	6-May-08	0020
Garver	Edwin	Private Citizen	24-Apr-08	0010
Geyer	Paul	Private Citizen	8-May-08	0022
Gutierrez	Mary F.	West Florida Regional Planning Council	29-Apr-08	3002
Hamite	Harold	Private Citizen	17-Apr-08	2019
Hart	Roy	Private Citizen	17-Apr-08	2022
Harter	Kay	Private Citizen	6-May-08	0014
Hogue	Gregory	Regional Environmental Officer, Department of the Interior, Office of Environmental Policy and Compliance	9-May-08	3005
Hurbeson	Ralph	Private Citizen	15-Apr-08	2007
James	Ted	Private Citizen	21-Apr-08	0009
Jeheber-Matthews	Susan	USDA	12-May-08	3011
Johnson	Tammy	City of Valparaiso	15-Apr-08	2012
Johnson, CMC	Tammy	City Clerk, City of Valparaiso	18-Apr-08	3001
Kuhn	Patricia	Private Citizen	15-Apr-08	0012

Last Name	First Name	Organization	Postmark Date of Comment	Commenter Identification #
Lozano	Jose	Private Citizen	16-Apr-08	0004
Lundberg	Wayne	Private Citizen	13-May-08	0029
Lungstrum	Greg	Private Citizen	15-Apr-08	2010
Masterson	Joseph	Private Citizen	16-Apr-08	2016
Mayo	Paul and Wallis	Private Citizen	8-May-08	0032
Miller	Diane	Private Citizen	10-May-08	0025
Miller	Diane	Private Citizen	15-Apr-08	2005
Miller	Diane	Private Citizen	15-Apr-08	2015
Miller	Thomas	Valparaiso City Commissioner	15-Apr-08	2001
Milligan	Lauren	Florida Department of Environmental Protection	12-May-08	3007
Model	Nancy	Santa Rosa County, Division of Community Planning, Zoning and Development	6-May-08	3004
Mueller	Heinz J.	USEPA, Region IV	20-May-08	3012
Newby	Marvon	Private Citizen	24-Apr-08	0011
Newman	George	Private Citizen	11-Apr-08	0001
Newman	George	Private Citizen	2-May-08	0013
Oakle	Ron	Private Citizen	15-Apr-08	2004
Oliver	Don	Private Citizen	17-Apr-08	2023
Poole	Mary Anne	Florida Fish and Wildlife Conservation Commission	30-Apr-08	3003
Rix	Brian	Private Citizen	17-Apr-08	0005
Rockman	Lawton	Private Citizen	15-Apr-08	2011
Romig	Chris	JTL	15-Apr-08	2008
Romig	Chris	JTL	16-Apr-08	2018
Roy	Mike	President, Crestview Chamber of Commerce	16-Apr-08	2017
Smith	Sandy	Monroeville Chamber of Commerce	17-Apr-08	2024
Spanovich	Steve	Private Citizen (AFSOC)	6-May-08	0016
Stewart-Kent	Deborah R.	Florida Trail Association	8-May-08	4005
Strong	Hayward	Valparaiso City Commissioner	15-Apr-08	2003
Sullivan	Mark J.	JTL Escribano, LLC	2-Apr-08	4007
Sullivan	Mark	JTL Capital, LLC	8-May-08	4008
Thomas	Jim	Private Citizen	17-Apr-08	0006
Tirey	Tim	Private Citizen	17-Apr-08	2020
Van Erem	Roger	Private Citizen	18-Apr-08	0008
Wilkes	Diane	Okaloosa Gas District	23-Apr-08	4004

Public/Agency Comments

Comments Letters, Forms, and Oral Testimony Received During the Public Comment Period (28 March 2008 through 12 May 2008)

0001

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

From: Mogur [REDACTED]
Sent: Friday, April 11, 2008 9:30 AM
To: Spaits Mike CIV USAF 96 CEG/CEV
Cc: [REDACTED]

Subject: Preliminary Inputs to Eglin AFB's Draft EIS of March 2008

Preliminary Inputs to Eglin AFB's Draft EIS of March 2008

Mr. Mike Spaits, 96 CEG/CEVPA, has done an outstanding job putting together and distributing Eglin's complex and massive Draft EIS Product! I would like to thank Mr. Spaits for his dedicated efforts in capturing and reporting the issues related to the planned F-35 presence. The following Town Hall Meeting inputs are my perceptions and understandings gained from reading Eglin AFB's Draft EIS of March 2008 and related material.

NOISE

Upon initial review of the Draft EIS, it appears the product captures the magnitude of the noise related problems under ideal environmental conditions. Assumptions about factoring in the negative impacts of weather and environmental conditions were not documented in the Draft EIS. Therefore, one must conclude that weather and environmental conditions were assumed ideal so that the study would result in minimum possible size and magnitude of the noise contours. One must further conclude that our community will experience noise contours much greater in size and magnitude than the study indicates when conditions such as overcast skies, inversions, and prevailing winds exist.

NO-1

With respect to the Noise Mitigation options addressed in the Draft EIS, they appeared limited to structural upgrades to reduce external noise impacts on indoor activities. Sound-reducing materials in our homes, schools, hospitals, offices and places of business could relieve some of the 16-plus hours of daily/nightly jet noise saturation. However, the costs of these structural upgrades are potentially cost prohibitive. Local residents are already paying more to live here due to increased cost of living, property insurance and taxes, and cannot afford expensive noise mitigation upgrades.

NO-2

The Draft EIS acknowledged the impact of noise on outdoor activity but did not address its serious impact on our local tourism-based economy. Outdoor activity is the mainstay of our community's economy. Golfing, cycling, boating, swimming, walking the beach are all activities that tourists in the summer and snowbirds in the winter enjoy spending their time and dollars on. Over time, the increased noise from 16-plus hours of daily/nightly jet noise will drive these tourists and part-time residents away to quieter communities. Just as disconcerting, over time, people who have retired to this beautiful area for the golfing, boating and an outdoor lifestyle will also leave. In the long-run, any economic benefits the F-35 mission brings to this community will be negated by the reduction in tourism and retirement communities. Qualitatively speaking, those who must live under the F-35's noise

SE-1

0001

footprint will no longer be able to: Enjoy the ocean breeze through open windows; carry on normal conversations while taking morning or evening walks with a spouse; engage in normal conversation with partners on the golf courses; safely walk, jog, or bike along our roadways because they will not be able to hear approaching traffic; and will not be able to sit/relax outside and listen to nature.

SE-1

FLIGHT SAFETY

The Flight Safety assessment in the Draft EIS was an assessment in title only--It was simply a regurgitation of the Air Force Class A Mishap forecast with the leap of faith that the Class A Mishap Rate for the F-35 will mirror that of the F-16.

SA-1

F-35 operations at Eglin AFB will present a safety hazard to all residents in the vicinity of their flight-paths. In the long-run, recently graduated military pilots with relatively few high-performance flight hours (some speaking limited English from other countries), will be flying over our community without the safety benefit of instructor pilots in their aircraft. Unlike the F-15, F-16, and F/A-18 two-seat models, the F-35 aircraft will only be produced in the single-seat configuration. This means that every time these pilots fly over our neighborhoods, they will be on their own without instructors in their aircraft to take control during hazardous situations. To minimize mishap potential in the past, the military had previously selected sparsely populated areas for fighter training and ensured the first several fighter-training sorties were flown in two-seat variants of the fighter with an instructor. However, this flight safety margin has been eliminated since the F-35 does not have a two-seat version that will allow an instructor pilot to fly in the same airplane with his ward.

SA-2

The Air Force will be experimenting with F-35 training 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 to hopefully prepare student pilots for this critical phase of training. This creates a recipe for disaster when added to the fact that this experiment in training will be accomplished in the vicinity of our populated neighborhoods.

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.

SA-3

Finally, we now learn from the Draft EIS that the F-35 training will include carriage and employment of live ordnance. Has the Air Force considered, and is it even feasible, to provide safe corridors for departing F-35s carrying live ordnance and Hung Ordnance Patterns for returning aircraft? One cannot expect pilots new to the F-35, carrying hung 2000 pound MK-84s, while experiencing in-flight emergencies, to fly precise ground-tracks around our populated neighborhoods without making

SA-4

0001

mistakes. Even our best and most experienced fighter pilots have and will make fatal errors. Compounding the F-35/Eglin AFB flight safety equation with the addition of student pilots flying with live bombs aboard is at best, very poor judgment.

SA-4

GEORGE H. NEWMAN
Okaloosa County Resident

0002

-----Original Mess

From: [REDACTED]
Sent: Tuesday, Apr
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Questions on B 2005 Draft EIS

Mike, attached is a file that submits in writing the 2 questions that I spoke about tonight at the meeting at NHS. I hope that you can address them for me. I am not complaining about this issue but simply want to know in advance what to expect. Not sure that the EIS, in its current form, does that to my full satisfaction.

I live in very close proximity to the downwind leg for runway 19 traffic and I expect that the noise level is going to increase significantly when the training begins in earnest, simply due to the number of sorties that will be flown but more significantly, due to the higher power engine of the F-35.

I am a 20 year AF veteran, son of a 20 year AF veteran, and our son is also serving and plans for 20, in the AF, of course.

Regards, Bob

0002

Robert R Bachelor



14 April 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

Dear Mr. Spaits:

I have reviewed the BRAC 2005 Draft Environmental Impact Statement (EIS), Executive Summary, dated March 2008, as it relates to the integration of the F-35 training mission into the Eglin AFB complex and also attended the public hearing at Niceville High School on 14 April. I am concerned about two areas of the EIS:

- a. First, the noise that will be generated by this aircraft during the many training sorties that will be performed on a daily basis and the effects of those missions on the City of Valparaiso and its residents, and
- b. Second, the increased potential for aircraft mishaps associated with training in this single seat fighter aircraft.

SA-1

Please add to the EIS the clarifying information that I describe below.

First, with respect to jet engine noise in the vicinity of Valparaiso, the EIS provides noise contour maps (Figures ES-12 and -13) overlaying Valparaiso. Because the noise levels are averaged over a 24 hour period, I expect that if the contours were divided into separate 12 hour day and night periods, the contours would be very different in terms of dB level. Further, the current contour maps are averages of the entire flight pattern, taking into account noise associated with both takeoff and landing. I understand that the DNL approach is the "accepted standard", however, I do not believe that it paints an accurate picture of the noise level that we will be experiencing in the very near future.

NO-4
NO-5

Therefore, I request that the following be added to the EIS:

NO-4/5

- a. First, two daily noise contour maps, one for each 12 hour period beginning from 0700 to 1900 and 1900 to 0700. The starting time could be adjusted to start with the typical takeoff time of the first morning sorties, say 0600, if needed. This will give us a better picture of what to expect during these two periods of a typical training day.
- b. Second, a series of noise contour maps for each runway's landing pattern showing the instantaneous noise level for an aircraft at various points in the landing pattern. For example, for runway 19, noise contour maps at several points along the downwind leg over Boggy Bayou, the base leg over Niceville, and along final over Valparaiso will give those of us who live near the aircraft flight path for runway 19 a better indication of what to expect.

NO-4
NO-5

Second, it appears that the EIS uses mature aircraft mishap rates in its prediction of what to expect for the F-35 as it begins its Air Force service life (Table 7-35). It would seem

SA-1

0002

more appropriate to identify the mishap rates experienced by the F-16 and AV-8B during the initial training years as more representative of the initial risk to the local community.

Therefore, I request that you add to Table 7-35 the training mishaps that occurred with the F-16 and AV-8B during the early years of their entry into the inventory of their respective Services.

SA-1

I hope that you can include this information in the EIS and request that you send me a copy of these changes. If you are unable to add this information to the study, please explain why it is in the too hard to do pile or why these changes are not needed.

Very truly yours,

Robert R Bachelor

0003

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

From: Lillie Conyers [REDACTED]
Sent: Tuesday, April 15, 2008 2:45 PM
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: EIS

Mr. Mike Spaits,

I would like to have a copy of the EIS, BRAC environmental impact study.
Thank you in advance. Send the copy to Lillie M. Conyers, [REDACTED].

Lillie M. Conyers

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0004

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

From: Jose Lozano [REDACTED]
Sent: Wednesday, April 16, 2008 4:10 PM
To: Spait Mike CIV USAF 96 CEG/CEV
Subject: BRAC, noise levels.

First of all, we love the Air Force and what it does to protect our freedom and we applaud the BRAC initiative in most areas; however the noise increase in the Valparaiso area is not appropriate because in essence the increase noise will negate the value and use of our private properties, which is the only free space that can be claimed now days. By the AF invading the air space beyond reasonable limits and taken possession of the common air through noise pollution, the AF is taking away the freedom of full use of our properties not to mention the devaluation of those properties. Making presentation without addressing the issue at hand does nothing more than decrease the level of trust that you currently have. In all the public presentations there has been lots of data on noise levels and noise gradients as if to say here it is take it or leave it. There are two other fields available for the aggressive training you are proposing and ALL training should be directed there. It will be better to inconvenience a few pilots by transporting them to those fields than upset the lives of thousands of residents in the Valparaiso and Niceville areas.



My proposed solution is just that move all training to the other two fields or build one that will be away from populated areas. Start by acknowledging someone within the AF is listening to the public concerns and start addressing them at these public forums. It will be a shame to have something pushed down our throats by the AF.

On a technical note, The threshold for weighted time average for noise without ear protection is 80 db's, even though some hearing loss can occur at lower levels. Some of the noise gradient maps show 60-85 db's which means that those residents will have to wear ear protection when they are outside and the jets flying and that is not acceptable to the Valparaiso and Niceville residents that have paid hard earned money for their properties and now within a short period of time they are seeing their lifetime investment vanished. I would assume that if you proceed with this plan as outlined in all your presentations (Which have not change much since the beginning, only to correct errors) there will be a continuous dividing wedge between the community and the AF on this issue.

I hope these comments are not wasted as I would like my voice to be heard by the decision makers.

Have a nice, quiet day,

Jose N. Lozano

0005

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

From: Rix Brian CTR USAF 46 MXS/MXMK
Sent: Thursday, April 17, 2008 7:50 AM
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Mossy Head for the 7th Special Forces Group

Mr. Spaits,

Although I did not attend the Air Force hearing at the Crestview Community Center, I would like to give an input to the 2005 BRAC growth process. The traffic for regular business days on Eglin on Highway 85 South of Crestview is just bearable. Has there been any studies / considerations to the impact of new commuters adding to the already congested flow on 85 South to a new (West side) exit across from Duke entrance for the 7th Special Forces Group?

} TR - 1

Wouldn't an area East of Duke main be a better choice for the location of the Special Forces Group? Highway 285 drops down out of Mossy Head - a small town that is growing, and could probably better absorb new residents in large numbers? And the numbers could be spread out to include Deerland - which is west - on Hwy 90 - or East Crestview. And if they did have an exit to their field area from 285 - the troop movement to Duke (airlift, etc) would be internal - on Duke Field - without having to cross 85 or any main road. Of course this would alleviate evacuation congestion as well during Hurricane Evacs.

} TR - 2

Please forward to whomever you believe might be involved with this suggestion.

Respectfully,

Brian Rix

0006

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

From: Jim Thomas [REDACTED]
Sent: Thursday, April 17, 2008 8:31 AM
To: Spait Mike CIV USAF 96 CEG/CEV
Subject: BRAC

With all the concerns of the noise levels from the F-35 aircraft, has anyone thought of moving the 1st Special Operations Wing from Hurlburt to Eglin when the 33rd Wing leaves and stationing the F-35 at Hurlburt. With the ranges to the north and the Gulf to the south very few people would be bothered by the noise. Seems to be a way to solve the noise problem and keep the new missions in Northwest Florida.

Thank you,

Jim Thomas

} DO-1

0007

-----Original Message
From: Art Early [REDACTED]
Sent: Thursday, [REDACTED]
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Base Noise/Not a problem for me

Mr. Spaits:

I live on the south side of Crestview very close to Eglin AFB. I moved here in 2003 from Columbus, Ohio. I moved to Crestview to retire and I love this area and the people that live here. I have no problem with any of the activity at Eglin, Duke or Hurlburt. I knew that there was a big AFB here when I moved here and I love seeing the aircraft flying near my house. I hear the bombing and the house rattles at times but even that is not a problem for me. I guess it's hard for me to understand people that complain about the base since the base was here long before they ever moved here. If not for the base this area would never have developed into the great recreational area that it is today. I was familiar with this area back in the early 1980's and I have seen big changes. Growth is always difficult for some people, but I thank the Air Force for protecting our country and for all they do for the surrounding areas.

I am actually looking forward to seeing more of the newer types of aircraft as they become deployed here. I must live within the pattern for the area helicopters since I see a lot of Chinooks and Black Hawks. I have even seen a few V-22's and they are really cool. They fly very low but again they don't bother me at all. I am so used to them now I barely notice them. I look forward to seeing an F-22 raptor and the F-35 joint strike fighter once it comes to Eglin.

Sincerely,

Art Early
[REDACTED]

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4/17/2008 9:00 AM

0008

-----Original Message-----
From: Roger Van Erem ([REDACTED])
Sent: Friday, April 18, 2008
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Draft Environmental Impact Statement

Dear Mr. Spaits:

I attended your meeting/presentation at Niceville High School.

I am very concerned over the noise levels that will be generated by the F-35 aircraft and the amount of operations/day expected. I CONSIDER THIS AMOUNT OF NOISE TO BE INTOLERABLE. According to the newspaper the draft environmental impact statement indicates "Residential land use is generally incompatible with noise levels 65 DB DNL". I DO agree with that statement and consider myself part of the "generally incompatible".

LU-1

So where do we go from here. Obviously, no one expected noise levels this high and/or the high amount of operations per day.

Thank you,

[REDACTED]

0009

TED W. JAMES



April 21, 2008

Congressman Jeff Miller
348 SW Miracle Strip Pkwy Ste 24
Fort Walton Beach, FL 32548

Dear Mr. Miller:

I sincerely hope that you will do all within your power (during your current & future terms) to protect the interests of folks like me (those who chose to purchase houses near a military base – and who now stand to **lose** their largest investment – their **HOMES**). This is all due to the increased noise pollution from the new F-35 fighter jets. I'm as patriotic as the next guy, but why should my property values be virtually **decimated**, simply because the USAF refuses to make a relatively few logistical changes to mitigate the effects of the F-35?

SE-2

The significant increase in noise levels and number of daily flights will not only be annoying to residents (downright **unbearable**, more than likely), they will also be detrimental to our health. Many studies now indicate that increased noise levels during sleep contribute to high blood pressure and other maladies. Our mental health will undoubtedly suffer as well: I would not be surprised to see a noticeable jump in depression and suicides.

SA-5

It's my understanding that Eglin AFB encompasses some 365,000 acres; whether or not that figure is accurate, it's certainly big enough to accommodate the relocation/realignment of the runways & support services that will be necessary for the operation of the F-35 – preferably to a less-developed area. While I realize that this would be an expensive undertaking, I cannot believe that it would cost more than the alternative: After a protracted period of litigation, the USAF will undoubtedly be compelled to either pay for costly soundproofing & renovation of the affected homes in Valparaiso, or purchase those homes outright. I say this with a great deal of confidence, since I will enthusiastically participate in the inevitable lawsuit(s).

DO-1

You're probably aware that Valparaiso predates Eglin by some **twenty years**; unlike many of our local residents seem to think, the Air Force **wasn't** here first. We're more than willing to coexist with Eglin, but we are not willing to "lay down and take it" – at least not without a fight.

I appreciate your consideration and assistance.

Sincerely,

COPY

Ted W. James

0010

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

Apr. 24, 2008

Dear Mr. Spaits;

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

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

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

SE-2

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

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

Sincerely;



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



0011

Marvon M. Newby, Jr.



Mike Spaits
Environmental Impact Statement
Base Realignment and Closure
Eglin Air Force Base, Florida

Dear Mr. Spaits:

My biggest concern is that the government is going to do business as usual when it comes to both the total cost to the government and the environmental impact to the area.

Usually the government looks at the "Total Cost to Occupy" rather than looking at the "Total Cost of Ownership" over a fifty year period. The difference in construction techniques in building offices, houses, etc. usually results in a small increase in the Total Cost to Occupy, but a large savings in the Total Cost of Ownership. The payback period can be in the range of four or five years. The environmental impact of this type of construction can reduce the yearly Carbon dioxide (CO₂) footprint of the buildings to around 25% of those built with normal construction.

SE-3

AQ-1

I am not talking about theory. I am speaking from experience. My wife and I did six years of research and then designed and built our home in the 90s using these techniques and with local contractors. We have one fourth the energy bills and one half the insurance rate of most homes of our size and quality. Our home is both fire resistant and hurricane resistant. It is insect resistant and healthy for humans to live in. It is also almost maintenance free.

The **first** thing the government should require is that all construction **use geothermal** for heating and cooling. The ground temperature here is approximately 70°. The ideal temperature for buildings is around 70°.

Normal construction uses an air source for heating and cooling. There are two things wrong with this. First during winter you are trying to get heat out of freezing winter weather. You need the heat the most during the night when outdoor temperatures are the coldest. During the summer you are trying to get coolness out of the hot summer weather. You need the cooling the most during the hot summer afternoons when outdoor temperatures are the hottest. Second air is both a poor conductor and a poor heat source. We all know that a person can die of hypothermia. The difference is that it takes hours to die when exposed to the air, but only minutes to die when exposed to the water at the same temperature. *In summary, the normal A/C unit uses the wrong heat source for heating and cooling and then does it inefficiently.*

GE-3

0011

The **second** thing the government should require is **collocate** the A/C with the **water heater**. When we take the heat out of the air, we place it into our hot water heater. This has two advantages. First, the hot water is free. Second, the geothermal now runs more efficiently.

The estimate for our house is that 80% of our hot water is generated by the geothermal unit and that the combination of the two above actions cut our utility bill in about half.

The **third** thing the government should require is to **use Insulated Concrete Forms (ICF)**.

Our house used standard ICF forms. Our ICF wall system used 3,000 psi concrete hardened to approximately 6,000 psi. We have never evacuated because of a hurricane and our insurance is half that of houses that are similar in size and cost.

Six inches of steel reinforced, 6,000 psi concrete in a wall will withstand most category five hurricanes and most tornadoes. You can design a building (up to 15 stories) to just about any specification. As with any other type of construction, the more you want, the more you pay.

A second advantage is fire resistance. It is hard to burn through six inches of concrete. A normal building has a 20 minute fire rating. Our home has a four hour rating (approximately ten times as much).

A third advantage is that there are no external cavities for mold and mildew to grow in. The building promotes a healthier environment for men and machinery.

Normal construction uses 2" x 4"s, with R-15 fiberglass. The first problem with this is that the effective R value of a new wall system is only around an R-10. The second is that fiberglass loses its insulating efficiency as the temperature drops. The third is that fiberglass loses its efficiency as it the wall cavity gets filled with mold and mildew. If you want more strength than wood will give you, you can use steel instead of wood. However, you now drop to and R-5 value because steel conducts heat.

The **fourth** thing the government should require is the **use of radiant barriers**. There are three ways that heat can be transferred from one object to the next. Insulation only blocks the "conduction" of heat. It does nothing to block the "radiation" of heat.

In the summer the attic is the hottest place in the house. This is because radiant energy goes through the roof and gets caught in the insulation in the attic. The addition of a radiant barrier is approximately equivalent to adding an extra R-15 to the roof. Some builders believe that radiant barriers should be added to the walls as well.

The third and fourth items listed above are estimated to cut our utility bills in half again. We have approximately one fourth the utility bills of houses our size and cost that were built using "normal" construction.

Fifth, we modified the specifications to our car engines. Our 17 year old Nissan Sentra with 324,000 miles gets around 30 – 35 miles to the gallon. Our 3 year old Honda Civic with 90,000 miles gets around 50 – 55 miles to the gallon.

I am willing to talk to you about any of the above information.

Marvon Newby

GE-3

0012

Written Comment Sheet
 Public Hearing for the Eglin Base Realignment and Closure (BRAC) 2005 Program
 Eglin Air Force Base, Florida

Thank you for your input!
 Please hand this form in or mail before **MAY 12, 2008** to:

Mr. Mike Spaits
 96 CEG/CEV-PA
 Eglin AFB, FL 32542-5000
 Phone: 850.882.2878
 E-mail: spaitsm@eglin.af.mil

NAME: Patricia Kuhn
 ORGANIZATION: Valparaiso resident
 ADDRESS: [REDACTED]
 CITY/STATE: [REDACTED]
 DATE: April 15, 2008

Please note that 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. Addresses will not be published in the EIS document; however, by including your name and address, it will become part of the public record. 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.

PLEASE PRINT

DATE: April 15, 2008

My father was in the Air Force, my husband was in the Air Force, I have spent all of my considerable life living on or near Air Force Bases. I have never before seen such blatant disregard for the welfare of a community near a base. Valparaiso is a thriving small town. Are we to be tossed aside and our lives destroyed? Please NO!

**** CONTINUE ON BACK FOR MORE SPACE ****

0013

GEORGE H NEWMAN

May 2, 2008



The following public comments are in response to Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin AFB Draft Environmental Impact Statement (EIS) of March 2008

F-35 NOISE WILL BE A SIGNIFICANTLY GREATER PROBLEM THAN PRESENTED

The EIS report is inaccurate and grossly understates the magnitude of the F-35 noise related problems. The NOISEMAP model used in Eglin’s EIS relied entirely upon NOISEFIL data that failed to include noise signatures from the F-35B (Short Takeoff Vertical Landing “STOVL”) that will be flown at Eglin AFB by USMC aviators—NOISEFIL database contained only F-35A noise measurements. As a result, the F-35 noise contours provided in the EIS grossly understate the F-35’s noise in both magnitude and footprint when the USMC’s F-35B’s short takeoff and vertical operations are factored in. Ref. EIS CD Appendices Page E-24, Lines 34-38. The NOISEMAP model used in Eglin’s EIS presented the, “average noise levels on the ground.” Since “average” means the F-35’s noise will be higher and lower than the NOISEMAP model depicts, our community can realistically expect the actual noise contours to be substantially worse in both footprint size and magnitude. Ref. EIS CD Appendices Page E-24, Lines 16-19

NO-6

The EIS did not address the F-35’s serious negative noise impact on our local tourism-based economy—Any economic benefits the F-35 mission brings to this community will be negated by the reduction in tourism and retirement communities. Outdoor activity is the mainstay of our community’s economy. Boating, golf, cycling, swimming, walking the beach are all activities that tourists in the summer and snowbirds in the winter enjoy spending their time and dollars on. Increased noise from 16-plus hours of daily jet noise will drive these tourists and part-time residents away to quieter communities. Just as disconcerting, people who have retired to this beautiful area for the golfing, boating and an outdoor lifestyle will also leave. Any economic benefits the F-35 mission brings to this community will be negated by the reduction in tourism and retirement communities. Qualitatively speaking, those who must live under the F-35’s noise footprint will no longer be able to: Enjoy the gulf breeze through open windows; carry on normal conversations while taking morning or evening walks with a spouse; engage in normal conversation with partners on the golf courses; safely walk, jog, or bike along our roadways because they will not be able to hear approaching traffic; and will not be able to sit/relax outside.

SE-1

Local residents are already paying more to live here due to increased cost of living, property insurance and taxes, and cannot afford expensive noise mitigation upgrades. Noise Mitigation options addressed in the EIS were limited to structural upgrades to reduce external noise impacts on indoor activities. Sound-reducing materials in our homes, schools, hospitals, offices and places of business could relieve some of the 16-plus hours of daily jet noise saturation. The costs of these structural upgrades are financially prohibitive.

NO-2

0013

THE SAFETY OF RESIDENTS UNDER F-35 FLIGHT PATHS WILL BE SERIOUSLY COMPROMISED

F-35 operations at Eglin AFB will present a safety hazard to all residents in the vicinity of their flight-paths. In the long-run, recently graduated military pilots with relatively few high-performance flight hours (some speaking limited English from other countries), will be flying over our community without the safety benefit of instructor pilots in their aircraft. Unlike the F-15, F-16, and F/A-18 two-seat models, the F-35 aircraft will only be produced in the single-seat configuration. This means that every time these pilots fly over our neighborhoods, they will be on their own without instructors in their aircraft to take control during hazardous situations. To minimize mishap potential in the past, the military had previously selected sparsely populated areas for fighter training and ensured the first several fighter-training sorties were flown in two-seat variants of the fighter with an instructor. However, this flight safety margin has been eliminated since the F-35 does not have a two-seat version that will allow an instructor pilot to fly in the same airplane with his ward.

SA-2

The Air Force will be experimenting with F-35 training 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 to hopefully prepare student pilots for this critical phase of training. This creates a recipe for disaster when added to the fact that this experiment in training will be accomplished in the vicinity of our populated neighborhoods.

Adding the estimated 165 daily F-35 training sorties to an already saturated airspace will significantly increase midair collision potential. 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.

SA-3

Pilots new to the F-35 will potentially carry hung live bombs in the vicinity of our populated neighborhoods. We now learn from the EIS that the F-35 training will include carriage and employment of live ordnance. Has the Air Force considered, and is it even feasible, to provide safe corridors for departing F-35s carrying live ordnance and Hung Ordnance Patterns for returning aircraft? One cannot expect pilots new to the F-35, carrying live hung bombs, while experiencing in-flight emergencies, to fly precise ground-tracks around our populated neighborhoods without making mistakes. Even our best and most experienced fighter pilots have and will make fatal errors. Compounding the F-35/Eglin AFB flight safety equation with the addition of student pilots flying with live bombs aboard is at best, very poor judgment.

SA-4

0013

To summarize, Eglin Air Force Base's F-35 Draft EIS presented grossly understated noise contour information—The EIS failed to include/factor in noise data from the substantially louder F-35 short takeoff-vertical landing variant. F-35 operations at Eglin Air Force Base will: Create an unhealthy and uncomfortable noise environment for residents, students, and hospital patients; will result in dwindling tourist related revenue; will result in an exodus of retired/causal residents; will result in increased mishap and midair collision potential; and last but not least, will increase the dropped object potential (including extremely explosive hung ordnance) over our neighborhoods. Considering these major negative factors associated with F-35 operations, one can only conclude that the F-35 should not be based near any populated area, especially an area where tourism/outdoor recreation is the mainstay of their economy. The F-35 should only be based at sparsely populated bases such as Edwards AFB California.

} DO-1

GEORGE H. NEWMAN
Niceville Florida Resident

0014

-----Original
From: Harter [REDACTED]
Sent: Tuesday
To: [REDACTED] AF 96 CEG/CEV
Cc: [REDACTED]
Subj: [REDACTED] AC realignment

May 6, 2008

To: Mr. Mike Spaits
96 CEG/CEV-PA

Re: Eglin Base Realignment and Closure (2005)

Mr. Spaits,

I am writing not only as a local resident, but also as a retired military family member, and a member of the Choctawhatchee Chapter of the Florida Trail Association (FTA), with a strong interest in outdoor recreation on the Eglin Reservation.

I have spent many hours on the Eglin Reservation, hiking, swimming, jeeping, and as a trail volunteer. I believe that these outdoor opportunities are an invaluable part of the lives of thousands of residents and visitors.

I have learned that several of the proposed closure areas for the 7th Special Forces Group (7SFG) will negatively impact the areas we most often use and enjoy.

I strongly urge that alternatives (especially around Duke Field) be considered. Cantonment Alternatives 2A, 2B, 2C and 2D appear to be cost-effective options. Any of these could minimize the impact on outdoor recreation and vehicle traffic on the Reservation.

Please seriously consider these options that allow a compromise between needed mission areas and our use and enjoyment of the area!

[REDACTED]

0015

-----Original Message

From: Crestview Taxi [REDACTED]
Sent: Tuesday, May 06, 2008
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Florada Trail on Eglin (Action Needed)

May 6, 2008

Mr. Mike Spaits

96 CEG/CEV-PA

Eglin AFB, FL 32542-5000

In Re: Eglin Base Realignment and Closure (2005)

Dear Mr. Spaits:

As a member of the Choctawhatchee Chapter of the Florida Trail Association (FTA) I have an ongoing interest in outdoor recreation on the Eglin Reservation. Since 1999, I and other chapter volunteers maintained the Florida National Scenic Trail (FNST). The FNST on Eglin is a recreational asset that is used extensively by both the public and military personnel. Many youth organizations utilize the FNST on Eglin for day and overnight hikes. It is a linear hiking trail that transects the Eglin Reservation from State Road 87 to US 331. Passing through numerous Management Units it co-exists with military missions and other recreational uses. It is maintained totally with volunteer labor, and managed via a partnership that includes Eglin's Natural Resources Branch, US Forest Service (USFS) and FTA. Since 1999, FTA and USFS have expended many thousands of volunteer hours and dollars to build and maintain this trail. All this has been accomplished at no cost to the Air Force. The trail's popularity is demonstrated by a recent front page article in the Northwest Florida Daily News (Jan. 13, 2008).

Several of the proposed cantonment, training and permanent closure areas for the 7th Special Forces Group (7SFG) negatively impacts the current FNST route on Eglin. These include:

- 1. Cantonment, Training Area and Closure area associated with Alternative # 3 south of Range Road 211 near Duck Pond.
- 2. Cantonment Alternative # 5, Training Area Alternative # 4 and the Closure area associated with Alternative # 4 south of Range Road 210 between Buck and Bullhide Branches.
- 3. Cantonment Alternative # 2E south of Range Road 211 between Honey Creek and Range Road 220.

LU-3

Selection of any of the above alternatives would require the closure and/or rerouting of one or more miles of the FNST. Selection of the alternatives impacting Duck or Jr. Walton Ponds would close much used public hunting, camping, and fishing recreation areas. All of the 7SFG alternatives noted above are relatively close to civilian population areas along the Reservation's northern boundary. To minimize any potential civilian impact it is requested that alternatives around Duke

LU-2

0015

Field be fully considered. Cantonment Alternatives 2A, 2B, 2C and 2D appear to be cost effective selections. Any of these four would result in minimal impact on outdoor recreation and vehicle traffic on the Reservation.

There is a strong and long tradition of outdoor recreation on the lands currently occupied by the Eglin Reservation. Prior to the last 1930's the Choctawhatchee National Forest managed these lands for public benefit and recreation. Public recreation can be easily balanced with current military missions and training requirements. Please consider the maintenance of this balance when evaluating the various cantonment and training options.

LU-2

Sincerely,

Alvin Blocker

[Redacted signature block]

0016

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

From: steve & mindy spanovich [REDACTED]
Sent: Tuesday, May 06, 2008 12:00 PM
To: Bouchard Jacqueline E Ms CIV USAF AAC/JAV; Spaits Mike CIV USAF 96 CEG/CEV
Subject: Statement of Concerns Eglin Range/BRAC EIS

Mike,

As per our discussion, this is my statement. Thank you.

Dear Sir, Ma'am,

I recently attended a Base Realignment and Closure (BRAC) public hearing addressing the proposed land use of the Eglin AFB range complex by the 7th Special Forces Group (7th SFG) when they move from Ft Bragg in FY11.

I am outraged that Eglin AFB officials have validated the 7th SFG's land

use proposals as contained in the Environmental Impact Study (EIS). I submit that the 7th SFG's requirements, which will impact over 54,000 acres on Eglin, exaggerate the quantity, the location(s) and exclusivity

DO-5

necessary for their cantonment and training areas. In addition to environmental impacts, the quantity of land the 7th SFG alleges it requires will completely decimate recreational use on the Eglin range.

LU-2

Now before I get pummeled for having my priorities mixed up, let me state that training should always come first-I get it. I'm a war fighter, I've been in Air Force Special Operations for almost twenty years and I've lost friends in GWOT; I know the value of training and it

is my priority, I assure you. That being said, I believe in this case the stated training requirements of the 7th SFG can be accomplished without building them an empire on tens of thousands of acres that will result in the elimination of outdoor recreational opportunities and create a public affairs fiasco for Eglin AFB.

The 7th SFG's "Preferred Alternative #3" for their cantonment area, as per the EIS, carves out a gigantic portion of the range located 4 miles west of Duke Field that sits dead center of Eglin's test corridor. Not only will this location undoubtedly conflict with test missions but it also occupies an area that is most popular with outdoor recreation (section 6N). Why 7th SFG would select this as "preferred" is befuddling when one considers that this location is overly remote, offers no "airfield access" (as per the 7th SFG's stated requirement for airfield access) and would require soldiers seeking basic services from Eglin main (dentist, BX, housing, etc) to travel increased distances over other bed down alternatives. Although this alternative is "preferred" by the 7th SFG it is the most damaging to preserving outdoor recreation and I believe their stated requirements would be met equally well if Alternatives 1A, 1B, 1C or even Alternative 4 were chosen. The bottom line is that there are alternatives that would meet both 7th SFG

LU-2

cantonment requirements while minimizing acreage loss to outdoor recreation.

In addition to the cantonment area requested by the 7th SFG, they are also requesting a massive travel corridor that is several miles wide that surrounds the closed areas of range C-73, C-52W. This acquisition would completely eliminate hunting and other outdoor activities even though the area in question would be used only to access the impact area formed by the aforementioned ranges.

0016

LU-2

It is clear to me that the 7th SFG has designs on controlling large expanses of the Eglin complex and are not interested in exploring equitable multi-use range plans. I find it interesting that despite 7th

SFG not commanding this level of priority at Bragg (as to demand thousands of acres) they think they can demand it at Eglin? It is inherently unfair to grant 7th SFG that property when one considers that

there are several AFSOC units that conduct identical training and have the same national priority as 7th SFG, yet none of them have "exclusive use" privileges. Whether you're the 20th SOS or 23 STS, we share the range and I recommend someone at Eglin tell the Army to get in line. I would strongly advise Eglin not to buy into what has all the earmarkings of an inflated "requirement." From an outsiders perspective it appears that the Army bullied their way in. If so, I hope Eglin does

not acquiesce. We should accommodate that which is reasonable-not that which is grandiose and extravagant. I must say that with all the areas already closed on Eglin, the numerous outlying airfields etc, why do we feel we must close thousands and thousands of additional acres? If these areas were offered to 7th SFG and they refused them, then perhaps they need to understand that you don't always get what you want.

In closing, before a complete ban on hunting and outdoor recreation is enacted I would recommend that we look at "limited" hunting/outdoor recreation alternatives or declaring the area a "primitive weapons" area. I hope fairness and creativity prevail, and if we do this smartly, everyone with a stake in the range will get fair use of this precious resource.

v/r

Steve Spanovich

Ft Walton Beach



0017

-----Original Message-----
 From: Dave Coggin [redacted]
 Sent: Thursday, April 10, 2008
 To: Spaitz Mike CIV USAF 96 CEG/CEV
 Subject: F-35 Program

In respect to F-35 program, I own a home at [redacted] Valparaiso. From what I have read in the Beacon News paper [redacted] living in a noise hazard zone. I purchased this home in 1968 retired from USAF at Eglin in 1974. I am now 74 years of age. It will be very difficult to relocate and start over at this point. To sell out and relocate is poor option at this point, not only is the real estate market in bad shape from the debacle failed financial institutions, but finding someone willing to buy in a noise hazard area are pretty slim if any. Does the Government/USAF have any plans to buy the properties in the affected area?. What is expected start-up date for the test/training program? I appreciate any info you can provide. Dave Coggin

SE-2
 DO-6

0018

May 1, 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

In Re: Eglin Base Realignment and Closure (2005)

Dear Mr. Spaits:

As a member of the Choctawhatchee Chapter of the Florida Trail Association (FTA) I have an ongoing interest in outdoor recreation on the Eglin Reservation. Since 1999, I and other chapter volunteers maintained the Florida National Scenic Trail (FNST). The FNST on Eglin is a recreational asset that is used extensively by both the public and military personnel. Many youth organizations utilize the FNST on Eglin for day and overnight hikes. It is a linear hiking trail that transects the Eglin Reservation from State Road 87 to US 331. Passing through numerous Management Units it co-exists with military missions and other recreational uses. It is maintained totally with volunteer labor, and managed via a partnership that includes Eglin's Natural Resources Branch, US Forest Service (USFS) and FTA. Since 1999, FTA and USFS have expended many thousands of volunteer hours and dollars to build and maintain this trail. All this has been accomplished at no cost to the Air Force. The trail's popularity is demonstrated by a recent front page article in the Northwest Florida Daily News (Jan. 13, 2008).

Several of the proposed cantonment, training and permanent closure areas for the 7th Special Forces Group (7SFG) negatively impacts the current FNST route on Eglin. These include:

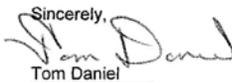
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LU-3

Selection of any of the above alternatives would require the closure and/or rerouting of one or more miles of the FNST. Selection of the alternatives impacting Duck or Jr. Walton Ponds would close much used public hunting, camping, and fishing recreation areas. All of the 7SFG alternatives noted above are relatively close to civilian population areas along the Reservation's northern boundary. To minimize any potential civilian impact it is requested that alternatives around Duke Field be fully considered. Cantonment Alternatives 2A, 2B, 2C and 2D appear to be cost effective selections. Any of these four would result in minimal impact on outdoor recreation and vehicle traffic on the Reservation.

LU-2

There is a strong and long tradition of outdoor recreation on lands currently occupied by the Eglin Reservation. Prior to the last 1930's the Choctawhatchee National Forest managed these lands for public benefit and recreation. Public recreation can be balanced with current military missions and training requirements. Please consider the maintenance of this balance when evaluating the various cantonment and training options.

Sincerely,

Tom Daniel

Copy to:
Mr. Justin Johnson
Eglin Natural Resources Branch

0019

May 1, 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

In Re: Eglin Base Realignment and Closure (2005)

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LU-2/3

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5/5/2008

*1. please enclose
the contents of this
letter
Randy & Susan Creel*

Tom Daniel



0020

May 1, 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

In Re: Eglin Base Realignment and Closure (2005)

Dear Mr. Spaits:

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3. Cantonment Alternative # 2E south of Range Road 211 between Honey Creek and Range Road 220.

Selection of any of the above alternatives would require the closure and/or rerouting of one or more miles of the FNST. Selection of the alternatives impacting Duck or Jr. Walton Ponds would close much used public hunting, camping, and fishing recreation areas. All of the 7SFG alternatives noted above are relatively close to civilian population areas along the Reservation's northern boundary. To minimize any potential civilian impact it is requested that alternatives around Duke Field be fully considered. Cantonment Alternatives 2A, 2B, 2C and 2D appear to be cost effective selections. Any of these four would result in minimal impact on outdoor recreation and vehicle traffic on the Reservation.

There is a strong and long tradition of outdoor recreation on the lands currently occupied by the Eglin Reservation. Prior to the last 1930's the Choctawhatchee National Forest managed these lands for public benefit and recreation. Public recreation can be easily balanced with current military missions and training requirements. Please consider the maintenance of this balance when evaluating the various cantonment and training options.

LU-2/3

5/6/08.

... consider the above letter seriously. Much work & money is involved here.
Susan Fishbaugh

Tom Daniel

0021

-----Original Message
 From: Larry Ankeney [REDACTED]
 Sent: Thursday, May 0
 To: Spaits Mike CIV USAF 96 CEG/CEV
 Subject: Comments on the BRAC plan

Dear Mr Spaits,
 My wife and I have been using the Eglin recreational facilities for over 30 years. Recently, we joined the Florida Trails Association and have spent hundreds of hours clearing, maintaining and enjoying the beautiful hiking trails that run thru Eglin AFB.

It breaks my heart that several of the most beautiful natural areas of the trail system may soon not be available for public access. From what I understand, access to Duck Pond and Jr. Walton Pond may be adversely effected by the BRAC process...this would be such a shame.

My wife and I have not researched the full report, but two of our Association officers have reviewed it and have identified the following sections of the plan that would significantly impact public recreation in areas where the Florida National Scenic Trail passes thru Eglin. We fully support their suggestions as follow:

"Several of the proposed cantonment, training and permanent closure areas for the 7th Special Forces Group (7SFG) negatively impacts the current FNST route on Eglin. These include:

- 1. Cantonment, Training Area and Closure area associated with Alternative # 3 south of Range Road 211 near Duck Pond.
- 2. Cantonment Alternative # 5, Training Area Alternative # 4 and the Closure area associated with Alternative # 4 south of Range Road 210 between Buck and Bullhide Branches.
- 3. Cantonment Alternative # 2E south of Range Road 211 between Honey Creek and Range Road 220.

LU-3

Selection of any of the above alternatives would require the closure and/or rerouting of one or more miles of the FNST. Selection of the alternatives impacting Duck or Jr. Walton Ponds would close much used public hunting, camping, and fishing recreation areas. All of the 7SFG alternatives noted above are relatively close to civilian population areas along the Reservation's northern boundary. To minimize any potential civilian impact it is requested that alternatives around Duke Field be fully considered. Cantonment Alternatives 2A, 2B, 2C and 2D appear to be cost effective selections. Any of these four would result in minimal impact on outdoor recreation and vehicle traffic on the Reservation."

LU-2

As an Air Force retiree and having worked on Eglin for over 18 years, I have always been proud of how Eglin has balanced public access and the critical missions that Eglin supports. Please consider the maintenance of this balance when evaluating the above cantonment and training options.

Realignments come and go. Public access to the natural treasures that can only be found in these northern Eglin areas should not be sacrificed when there are reasonable alternatives.

Sincerely,
 Larry and Marsha Ankeney, [REDACTED]

0022

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

From: [REDACTED]
Sent: Thursday, May 08, 2008
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Eglin Base Realignment and Closure (2005)

May 8, 2008
Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

In Re: Eglin Base Realignment and Closure (2005)

Dear Mr. Spaits:

As a member of the Appalachian Chapter of the Florida Trail Association (FTA) I have an ongoing interest in outdoor recreation on the Eglin Reservation. Since 1999, I and other chapter volunteers maintained the Florida National Scenic Trail (FNST). The FNST on Eglin is a recreational asset that is used extensively by both the public and military personnel. Many youth organizations utilize the FNST on Eglin for day and overnight hikes. It is a linear hiking trail that transects the Eglin Reservation from State Road 87 to US 331. Passing through numerous Management Units it co-exists with military missions and other recreational uses. It is maintained totally with volunteer labor, and managed via a partnership that includes Eglin's Natural Resources Branch, US Forest Service (USFS) and FTA. Since 1999, FTA and USFS have expended many thousands of volunteer hours and dollars to build and maintain this trail. All this has been accomplished at no cost to the Air Force. The trail's popularity is demonstrated by a recent front page article in the Northwest Florida Daily News (Jan. 13, 2008).

Several of the proposed cantonment, training and permanent closure areas for the 7th Special Forces Group (7SFG) negatively impact the current FNST route on Eglin. These include:

- 1. Cantonment, Training Area and Closure area associated with Alternative # 3 south of Range Road 211 near Duck Pond.
- 2. Cantonment Alternative # 5, Training Area Alternative # 4 and the Closure area associated with Alternative # 4 south of Range Road 210 between Buck and Bullhide Branches.
- 3. Cantonment Alternative # 2E south of Range Road 211 between Honey Creek and Range Road 220.

LU-3

Selection of any of the above alternatives would require the closure and/or rerouting of one or more miles of the FNST. Selection of the alternatives impacting Duck or Jr. Walton Ponds would close much used public hunting, camping, and fishing recreation areas. All of the 7SFG alternatives noted above are relatively close to civilian population areas along the Reservation's northern boundary. To minimize any potential civilian impact it is requested that alternatives around Duke Field be fully considered. Cantonment Alternatives 2A, 2B, 2C and 2D appear to be cost effective selections. Any of these four would result in minimal impact on outdoor recreation and vehicle traffic on the Reservation.

LU-2

0022

There is a strong and long tradition of outdoor recreation on the lands currently occupied by the Eglin Reservation. Prior to the last 1930's the Choctawhatchee National Forest managed these lands for public benefit and recreation. Public recreation can be easily balanced with current military missions and training requirements. Please consider the maintenance of this balance when evaluating the various cantonment and training options.

Sincerely,

Paul Geyer

[Redacted signature block]

0023

7 May 2008

Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

Re: Eglin Base Realignment and Closure

Dear Mr. Spaits:

As a member of the Florida Trail Association I was recently alerted to the fact that portions of the trail through Eglin property are now at risk for closure.

Tom Daniel outlined the specifics for us: Several of the proposed cantonment, training and permanent closure areas for the 7th Special Forces Group (7SFG) negatively impacts the current FNST route on Eglin. These include:

- 1. Cantonment, Training Area and Closure area associated with Alternative # 3 south of Range Road 211 near Duck Pond.
- 2. Cantonment Alternative # 5, Training Area Alternative # 4 and the Closure area associated with Alternative # 4 south of Range Road 210 between Buck and Bullhide Branches.
- 3. Cantonment Alternative # 2E south of Range Road 211 between Honey Creek and Range Road 220.

} LU-3

Since the trail is on the northern boundary of Eglin Reservation and close to I-10 and populated areas I would hope that reconsideration could be made.

Thank you for your time and consideration.

Sincerely,

Elizabeth Clark

Elizabeth A. Clark



0024

Robert R Bachelor



8 May 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

Dear Mr. Spaits:

In the Wednesday 7 May 2008 *Bay Beacon* there is an article about the negative effect of the 2005 AICUZ on property values in Valparaiso. The noise levels in the EIS for BRAC 2005 show an increase over the current noise levels associated with current air operations conducted at Eglin AFB. In addition, there is a statement that the Air Force considers noise above 65 decibels inconsistent with residential use. I am concerned about both of these aspects of this article and request you address these questions in the final EIS.

- 1. It is apparent from the article that property values in Valparaiso will decrease with the increased noise levels due to F-35 operations. I anticipate there may be a similar effect on rental properties. I own two rental properties in Valparaiso. If the noise from F-35 training flights causes me to reduce the rent in my properties to achieve occupancy, what is my recourse with respect to monies lost? SE-2
- 2. The *Beacon* article also states that noise above 65 decibels is inconsistent with residential use. Not only are my two rental properties well within the 65 DNL noise contours in the EIS, my house is also within this same contour. I would like you to confirm the accuracy of the statement in the *Beacon* and identify the Air Force source material. LU-1

I anticipate that the situation described above directly effects my current and future financial standing. If my property values are adversely affected and my rental income is reduced, I would like to know if I have any recourse through some form of formal notification to the Air Force. Also, the noise level compatibility statement needs to be addressed as sometimes what is reported may not be completely accurate.

I recognize that you are very busy at this time, however, I would appreciate and look forward to the amended EIS.

Very truly yours,

Robert R Bachelor



0025

-----0
 From: [REDACTED]
 Sent: [REDACTED]
 To: Spaits Mike CIV USAF 96 CEG/CEV
 Subject: City of Valparaiso

Dear Mr. Spaits:
 I attended one of the public hearings, Niceville High School, and looked at the charts on the large screen about what BRAC means to our area. One of the words used, was "INTEGRITY". I cannot comprehend HOW this BRAC committee can determine "INTEGRITY" with what it has in store for the City of Valparaiso. We came to Eglin in 1965, lived 3 years on base, in 1968 we bought our home. My husband was a pilot in the 33rd TAC Wing, flew the F-4 aircraft. We have always been so very proud of him and the SOUND of FREEDOM has always meant a lot to our family, 4 children who all live in Valparaiso and own homes. Two of our children live in the area where the planes take off and land zone. One has already experienced from a realtor making mention of the unsaleability of her home because of the information put out by the AF. It is already devalued. How will the AF compensate for the losses incurred? I also heard homes in Valparaiso will be devalued if one lives within a 5 mile perimeter of Eglin AFB. That means all of us that live near Lewis Middle School.
 Has anyone driven through our city and observed the lovely homes, parks, waterfront, churches, schools.
 Does anyone involved with BRAC CARE?
 Another point I observed from the charts shown that evening, was, I think Eglin/BRAC is trying to stuff too much into the on base area. Any help you can give us will be greatly appreciated.
 Thank you,
 Diane E. Miller

} SE-2

[REDACTED]

0026

-----Original Message
From: Bob Deckert [REDACTED]
Sent: Sunday, May 11, 2008
To: Spaitis Mike CIV USAF 96 CEG/CEV
Subject: Eglin Base Realignment and Closure

Dear Mr. Spaitis,
May 11, 2008

I am writing to you regarding the proposed cantonment and training closure areas currently being considered on Eglin Reservation. I am a member of the Florida Trail Association and belong to the Choctawhatchee Chapter, one of eighteen chapters state wide that manage the Florida Trail (FT). I have been an active volunteer for over seven years now and am only one of numerous that have contributed thousands of hours of time and money to help develop and maintain the portion of the FT that runs through the Reservation. The FT is one of eight National Scenic Trails in America and the segment of that trail that crosses Eglin is regarded statewide, as an exemplary model for hiking trail! It serves as a fabulous source of education and outdoor recreation for many.

Tom Daniel, is a Trail Coordinator for the FTA and he is a pioneer of the Eglin Section of trail. In recent discussions with him and with other members of our Chapter, we are concerned that some of the alternatives being considered for closure will have a negative impact on the trail. I urge you to strongly consider his proposals when making your decisions regarding the options available. I cannot emphasize enough my own feelings of support for our military and their missions nor can I emphasize what a vital link in the FT, Eglin is. It is my fervent hope that we can continue the shared use of this most valuable resource.

Sincerely,

Bob Deckert
Fort Walton Beach, Florida

0027

-----Original
 From: Cross [REDACTED]
 Sent: Sunday
 To: Spaits Mike CIV USAF 96 CEG/CEV
 Subject: Comments on the BRAC EIS: 11 May 08
 Importance: High

Request you consider these comments concerning the impact of housing the J35 training program near the city of Valparaiso:

1. The information on noise levels of the J35 was not available until Mar 08, late for most residents of Valparaiso to consider, understand and respond. The March noise information was informative, however a bottom line comparison summation would have alerted individuals of the severity of these noise levels for locations near Valparaiso. This type summation was not provided. As a result I predict there will be widespread complaints as the aircraft starts appearing. This will be very late to address the noise problem. Essentially the general populace is currently unaware of the severity, because its difficult relating technical noise numbers/comparison information when compared to actually observing the J35 (noise) flying overhead. Noise mitigation measures needs to be planned for in the form of:

} NP-1

- * extremely limit the number of flights using the North South runway, } NO-2
- * construct runway noise barriers for takeoffs, } NO-2
- * study high altitude decent landing profile, } NO-2
- * utilize maximum modeling and simulation for training, to reduce the number of actual flying missions } NO-2

It is essential that the J35 aircraft utilize the East West runway to the maximum and not the North South runway, to minimize the noise over the city of Valparaiso. } NO-2

2. The city of Valparaiso is a bird sanctuary, and although the study addresses this area, it should be noted the ecology of the bayous around this area are already under sever stress due to increasing number of cars, jet boats, housing, etc. If extreme noise levels from the J35 are added, the wildlife will certainly be negatively affected. There are currently high levels of aquatic wildlife, including migratory birds, in the surrounding bayous of Valparaiso. Eliminating noise stresses on these species should be a high priority. } BI-1

3. Fuel dumping should not be allowed near any residential areas. There are already high levels of cancer in many areas around the base. This concern was not included in the study but should have been. In the meantime no carcinogens or emissions should be discharged into the environment from activities related to the J35 and its missions. } HM/W-1

4. Housing this many high priced aircraft in one area should be considered a security risk. Dispersing aircraft to others areas such as Duke Field would help mitigate this potential problem. } DO-1

Regards,
 Bob Cross

0028

Comments on the Proposed Implementation Of The Base Realignment And Closure (BRAC) 2005 Decisions And Related Actions At Eglin AFB, FL

The proposed Littoral and Riverine Training areas are in/on waterways open to the public. How often will these areas be closed to the public? How will the public be notified? An example: The current system of providing Public Information Notices on the day of the test for road closures is not acceptable for businesses and service industries because it denies us the chance to schedule service calls the day before. Please see the May 9, 2008, Northwest Florida Daily News Local section for an example of this late notification. If I leave home before the newspaper arrives I don't know about the closure until I or one of my employees is sitting in the stopped traffic. Similar closure notifications will not be acceptable for the closure of water training areas. Does Eglin "own" these water training areas and how will be public be denied entry? Currently, the Coast Guard and Marine Patrol are used to harass (boarding, safety inspections, etc.) the public into leaving water training and test areas when a Notice to Mariners has not been issued. How much noise from these training activities will be experienced on the private land north of the Riverine Training Area?

SA-10

NO-3

The noise contours depicted throughout this document depend on the air traffic controllers to keep aircraft in the flight paths denoted in the figures. I have spoken with the FAA representative for our area to complain about military and civilian commercial traffic over my home. He informed me that the air traffic controllers are military and under Eglin AFB not the FAA. As such, he directed me to contact Eglin Public Affairs. Ms. Piggott was aware of several noise complaints but I don't think she was cognizant of the technical issues. I have been lead to believe that all Air Traffic Control transmissions are recorded. How often do these controllers allow departure of air traffic from the normal routes? I would like to suggest that a statistical sample of the number of times that air traffic is relieved of the constraints of the current flight paths around Eglin AFB be collected and incorporated into this document. My home lies near the route taken by military and commercial flights that depart Eglin AFB to the East. Twice in the past month military helicopters have flown directly over my house at very low levels. This is an example of military aircraft obviously outside the flight paths depicted in this document. My concern is that if the air traffic controllers allow departures from the prescribed flight path at today's rate with even noisier aircraft my home will become untenable. There is no assurance in the document that future air operations will not deviate from the proposed flight paths as is the case today. Will any of the proposed operations be exempt from the proposed flight paths in the immediate vicinity of Eglin AFB?

SA-8

SA-8

SA-8

How will the public know to whom to address their complaints about noise issues for the low level flight operations over Alabama?

NO-3

H. H. Caldwell
[Redacted signature]

0029

13 May 08

Mike Spaits, Public Affairs Officer
96 CEG/CEVPA
501 DeLeon Street, Suite 101
Eglin AFB, FL 32542-5133

Concerns regarding the Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin AFB, FL; March 08 Draft EIS

1. The adaptive management process described (pg ES-1) is an eloquent description of an Environmental Management System (EMS) feedback approach. The public, however, deserves to be made aware of Executive Order 13423 which mandates [via Instructions for Implementing EO 13423, II.A&B] that “each agency shall, at *all* appropriate organizational levels, ..., develop, implement and maintain an EMS to be used to identify and address agency environmental issues. The EMS shall reflect the EMS *elements* and framework found in ISO 14001:2004(E).. {and} ensure their EMS is fully implemented by December 2008.” While the language of an adaptive management process is a reasonable approximation to the language and framework of an EMS, the words “fully implemented” includes application of ISO 9000-series standards as elements of the NEPA process.

a. The atmospheric attenuation model in ISO 9613-1 is thus mandated by Executive Order, yet NoiseMap has historically used the outdated and non-physical SAE Aerospace Recommended Practice 866A per the FAA-FAR Part 36 {Noise Control Act of 1974?}. Further, ISO 9613-1 is **known to be deficient** in modeling high-performance jet noise, including the F-35, by all those professionally involved in military aircraft noise predictions [para 3]. This is not “new knowledge”, but obscured from public discussion.

NO-6

2. Adaptation of an EMS requires organizational change at all levels of the Air Force and Navy. This change is made especially difficult by the false underlying assumption that aircraft noise is “the sound of freedom” – it is unwanted sound, annoying in the working environment, deeply disturbing to some and potentially harmful to those continuously or continually exposed to high enough levels. I think Maj Yolitz [Organizational Change: Is the USAF Doing it Right?, March 1997] said it well: “At the deepest level of organizational culture are the group’s shared assumptions. These tend to be those ideas, concepts, or beliefs the group does not question or debate, therefore they tend to be extremely difficult to change.”

a. In regard to military aircraft noise, litigious at a minimum since (i) aircraft noise is actually celebrated in the Air Force Song, (ii) there is documented technical conflict between Executive-mandated ISO and Congressionally-mandated SAE models of atmospheric propagation [para 1], (iii) NEPA provides litigation as the only means of addressing such issues, allowing questionable estimates when technically valid methods are available and (iv) the Information Quality Act 2001 [IQA01, Public Law 106-554 §515 was implemented by 10 Feb 03 DoD memorandum and subsequent Air Force guidance] also applies since the issue of “best science” has not been resolved.

0029

3. Please refer to Tables 7-10,-11 and their discussion (p 7-17,-18). First, note that footnote * says “estimated data based on differential of F-16 on takeoff versus airspace conditions and ‘ratioed’ to F-35 measured takeoff values”. The F-35 was measured recently at 1000ft AGL. A ‘ratio’ means that the published F-35 SEL-vs-distance function would follow the documented table values for F-16 – yet they fall significantly below those levels at 2000ft and beyond. That is, an acoustic-energy ratio would yield a constant SEL difference (114dB at 2000ft, 104dB at 5000ft, 93dB at 10,000ft ref 1000ft datum). The tabled values are a suspicious representation of known aeroacoustic propagation models applicable to high-performance jet engine noise. The existence of Nonlinear Aeroacoustic Propagation (NLAP) has been known since British measurements of Concorde noise and later publications [1978-87]. It seems possible that the F-35 SEL-vs-distance function tabulated uses the deficient ISO 9613-1 (~ANSI S1.26-95) model while the other aircraft SEL-vs-distance functions use SAE ARP 866A, which is also known to be deficient at non-std-day atmospheric conditions [para 4]. NLAP is generated by all four aircraft at the power settings documented in both tables [there are several historic and current AIAA papers on the subject, particularly AIAA 2006-2702 which discusses the threshold of nonlinearity]. NLAP essentially shifts high-amplitude acoustic energy from midrange to higher, more hearing-sensitive frequencies. NoiseMap calculates noise propagation SEL-vs-distance functions using Omega10. Were NLAP implemented in Omega10, it modifies the A-weighted SEL-vs-distance function, which would tend to flatten out with distance, meaning currently-mandated [AF EIA, 32 CFR Part 989 §32, requires NoiseMap] methodology systematically under-predicts long-range noise levels. Attached Figure 4 shows a 1992 comparison between SAE and ISO (ISO~pANSI at that time) models and the effect of pure linear acoustic propagation on predicted noise levels at less than the reference distance (1000ft, or ~325m) [6th Int’l Symposium on Long-Range Sound Propagation, page 1]. Continued research to ascertain the extent to which the known deficiency yields legally significant ($\Delta 1.5\text{dB}$) effects has been procedurally blocked [by FAR Subpart 3.6] for two years.

NO-6

a. The quality of information published in Tables 7-10,-11 must be ensured pursuant to IQA01 and OMB/OSD/AF/Navy aircraft development program instructions and guidance. Release of existing measured third-octave-band SPL time histories, associated meteorological data and adequate resources are required for development of physically accurate NLAP SEL-vs-distance functions compatible with NoiseMap, for all measured flight operations of F-18C/D, F-18E/F, F-22 and F-35 aircraft.

4. Both Tables 7-10,-11 [footnote 1] “used standard acoustical conditions (70°F and 59% relative humidity)” (RH). This fact contributes to the assertion [p 7-17] that “SEL analysis has limited use because there are no accepted methodologies by which impacts to the environment are defined..”. NoiseMap sound exposure predictions are based on a Typical temperature and relative humidity as determined by procedures given in AMRL-TR-76-116 [copy attached]. The Typical weather for Eglin AFB is closer to 70°F and 70%RH [attached Figure 9]. Attached Figure 5 shows the SEL-vs-distance differences inherent in the SAE ARP, a deficiency in the model mandated by FAA-FAR Part 36.

NO-6

a. The EIS should use Eglin Typical weather conditions in these tables.
 b. Again, the SAE ARP is inconsistent with best science, as required for an EMS which compels use of applicable ISO standards. [para 1&2]

0029

5. The Draft EIS attempts [p 7-17 line 29] to downplay the role of SEL-vs-distance functions. NoiseMap DNL predictions are made by producing similar SEL-vs-distance functions using its Omega 10 subroutine, see published AAMRL Tech Reports for detailed explanation. Few NoiseMap subroutines have been subjected to peer review as IQA01 suggests is required. SEL-vs-distance functions are generated for each aircraft operating condition and used repeatedly to estimate SEL values at 100,000+ ground-level grid points. All SEL values at each grid point are acoustic-energy-summed (with a 10dB nighttime penalty) to yield Day-Night Average Sound Exposure Levels. These discreet grid values are smoothed to produce AICUZ noise contours (e.g. Fig 7-12,-13 p 7-42,-43). While the NoiseMap methodology is the best available, it is based on an unscientific recommended practice although scientific methods of atmospheric attenuation are known. Further, since the F-35 is much louder than other aircraft operating in the region, it is invariably the dominant contributing operation at all relevant grid points. Acoustic energy sum rules mean that a systemic SEL increase of 2dB @2kft, 5dB @5kft etc result in a very nearly equal increase in DNLs at the respective distances. While there are other effects such as lateral attenuation (ground impedance relative to elevation angle) and terrain, and a mix of aircraft operations, these are small in relation to increases due to F-35 noise atmospheric attenuation methods. It is reasonable to examine DNL contours at 2-5kft range and consider that the actual DNL could well be approximately 2-5dB higher.

a. As mapped in Figures 7-12,-18 (pgs 7-42&-51) real-world DNL experienced in Eglin main base ops, administrative and community service areas could be under-predicted by 2dB and by almost 5dB in the housing area near Daytona Road. Equivalent discrepancies at long ranges are possible at Duke field and in neighboring communities.

b. The EIS should certainly include mapping of 90dB DNL contours since these noise levels, which cause hearing damage, impact parts of SW Valparaiso (under APZ II).

c. The modeled flight altitudes over Valparaiso and Niceville should be published so that the public can use photographic altimetry to verify the minimum flight altitude required for compliance with maximum noise level predictions over their communities.

NO-6

6. Even without the discrepancy due to noise propagation modeling, the predicted noise contours create serious concerns about speech interference and occupational health of all those exposed to high noise levels. Environmental noise levels in administrative office areas should not exceed 65dB to avoid interference with office work and communication. OSHA limits workers to 85dB 8-hour average in work environments. ISO limitations discussed on page 7-16 relate to much lower SEL events than planned for F-35 departures over Valparaiso. DNL is averaged over 15 daylight hours plus 9 night-time penalty hours. If all the flights were conducted in daytime, one can easily compute an 8-hour average noise exposure level by adding 2dB to the local DNL. The increase in level is solely due to the fact that DNL noise exposures are averaged over quiet nighttime hours: so an 8-hr exposure level \approx DNL+ 10log(24/15).

NO-4

a. The EIS should calculate OSHA 8-hr noise exposures expected in all work, home and outdoor environments on-base and off-base. Flight operations may need to be scaled back to reduce noise exposure exceeding the occupational health limit, particularly for housing, community and administrative areas near Duke Field (Fig 7-13 pg 7-43).

7. The Draft EIS proposes to mitigate the high noise levels that base workers would be

NO-6

0029

exposed to by either [p 7-31] (a) use of a different model aircraft as "chase plane" and/or (b) addition of noise attenuation measures to homes and other structures on- and off-base.

- a. The use of a chase plane should be evaluated as an alternative in the EIS.
- b. The costs of adding noise attenuation measures to, or purchasing, off-base properties should be assessed for planning of Readiness and Environmental Protection Initiative (REPI) funds. Many private properties are affected in SW Valparaiso, whose noise abatement would add substantially to F-35 beddown required infrastructure costs.
- c. The adverse impacts from installation of noise-attenuating architectural alterations to Eglin historic structures must also be considered.

8. NEPA requires that potential environmental impacts be considered at all stages of development & acquisition programs. Estimation of environmental noise impacts requires a valid high-performance aircraft flight noise model based on engine and aircraft *design* parameters. NASA has developed such a model which is valid for civil aircraft but which has problems modeling high-speed jets similar to those described in para 3&4.

NO-6

- a. The F-35 program milestone decision authority approved a significant increase in engine thrust, and thus flight noise, without substantive consideration [para 2] of the environmental impacts (or adverse effect on operational suitability) of this decision.
- b. Program office engineers used chevron nozzles, which *could* reduce engine noise and improve operational suitability. Engine design engineers chose not to take advantage of their potential by selecting chevrons which don't impinge on the exhaust jet flow-field. The consequences of increased environmental noise were again not considered [para 2].
- c. R&D work to complete a high-performance aircraft noise model that is useful to design engineers and program decision authorities must be supported until completion.

9. The F-35 proposes to produce 2443 and beddown over 1700 aircraft in the United States. While the Eglin Draft EIS addresses beddown of 107 F-35 aircraft, it required *two auxiliary airfields* to do so, even while exposing employees to high noise levels. The Draft EIS supports the insight that it will be extraordinarily difficult, if it is possible, to locate enough Compatible Use Zones for the remaining F-35 aircraft - even if all US Air Force and Navy installations (and the few auxiliary airfields available to them) are used to their fullest.

DO-1

- a. Future beddowns will almost certainly require *extensive* use of REPI funds to acquire sufficient compatible land and runways necessary to support F-35 program plans.
- b. The beddown requirements of over 1700 F-35 aircraft at US installations appear contrary to the intentions of BRAC, in that *more* air installations could well be required. Congress may need to decide whether to proceed with F-35 or BRAC plans with regard to the future number of air installations nationwide.
- c. The AF & Navy might consider anchoring the aircraft carrier John F. Kennedy offshore to provide additional runway space for the F-18 and carrier version of the F-35.

WAYNE R. LUNDBERG, Ph.D.
Aerospace Engineer

- Attachments
- 1. 4 Figures from earlier papers



0030

-----Original Mess
 From: Jackie Edge [REDACTED]
 Sent: Monday, May [REDACTED]
 To: Spaits Mike CIV USAF 96 CEG/CEV
 Subject: BRAC

Dear Sir,

Letters to the Editor, the Spout Off column, quotes from elected officials and some personally known people from my county (Okaloosa) harp on not offending Eglin. They say if we express thoughts that may rock your boat, that you will pick up your marbles and move away. However, I cannot let you think that everyone approves of your Brac plans by no one speaking up.

As a civilian, I may not have a clear picture of the Brac plans. It is my understanding that the noise from planes that we currently hear is going to increase because the planes coming in make more noise and because there will be many more in numbers and because missions will increase. From what I read, I understand that this noise increase will be detrimental to my life style and my health. I heard you say in a meeting that it is not IF Brac is coming but How Brac is to be implemented. You then found all ideas that would save Valparaiso and parts of Niceville unacceptable.

NO-3

On May 2, 2008 Lois Walsh is quoted in our local paper "We are committed to our military/community partnership and want to ensure the safety of all our citizens." I may be taking this out of context as the article is regarding the communities using land owned by the US government. But if Eglin is committed to ensuring the safety of ALL of our citizens then shouldn't they be looking at a plan that would not destroy one city of about 6500 plus a number (exact number has not been printed) of people in another city. Remember now that this parcel of property we call home is primarily the largest asset & in many cases the only asset of value we own. Remember that these two cities were established prior to Eglin although in your speeches, you claim these cities are encroaching on Eglin. Remember that had it not been for one citizen living in Valparaiso, there would be no Eglin. I have concerns also that the crash record may increase with the new trainer planes coming in. If this noise & crash increase is not correct, then one idea is for you to purchase this land and use it for housing. Roads and infrastructure are already in place and it is close to Eglin. I acknowledge that the majority of these homes exceed forty years of age and therefore must be destroyed and replaced to be acceptable for the military.

SA-1

LU-4

From what I've read, you are looking for the cheapest way out, and destroying Valparaiso & parts of Niceville is the cheapest on the Air Force. Will it also be the cheapest on the US government and therefore on the taxpayers? These properties will not become a ghost town overnight but over time they surely will. Per the Bay Beacon article in the May 7, 2008 paper, the VA has begun using the noise level of the CURRENT planes to devalue property. Because of this devaluation, the owner interviewed now owes more than the current appraisal. Think what it will do when the new louder planes (and increased numbers of

SE-2

0030

planes/missions) come to town, throw in a crash or two and see how long the town survives. It will become a collection of foreclosed homes for mortgages or unpaid taxes. SE-2

If the taxpayers can pay for these very high priced planes, surely, they can pay for the correct implementation of Brac (a new runway that does not destroy people & properties). This area embraces Eglin and enough land was taken/purchased from our ancestors by the Choctawhatchee National Forest and given to the military to accomplish their needs without destroying some citizens and their properties for the advancement of others.

In looking back before you proceed further:

Eglin is and has been an economic boost to Okaloosa & surrounding counties. Eglin has allowed hunting and recreation on portions of these properties as per the agreement between the military & the Choctawhatchee Nat'l Forest as they have allowed designated sites for recreation ie ballpark, sawmill site etc. Eglin has donated properties for the building of roads and schools.

The surrounding areas have been limited to things such as building heights, road closures for missions, during the early period our ancestors had limited access to Choctawhatchee Bay which was the source of their employment ie food for their families. We have endured the noise, the occasional dropping of a plane part, one household bombed, several plane crashes and agent orange spraying (without our knowledge and therefore we continued to hunt and eat the deer, hogs & turkey and caught the fish that we ate and sold throughout many states, and who knows what else that we have not been privy to.) We have done this with very little fussing.

Now is the time to fuss. Our country was not founded to have our government intentionally set out to destroy the lives and properties of over 6500 people in the name of money. If your choice of implementation would not be pleasing for your home town, your home and your parents home, your schools and the homes of your children and even yes The White House, then please don't chose it for us. I don't know why the runway was laid out to fly over Niceville & Valparaiso but the choice was yours. It appears had it been shifted some 3,000 or so feet, that this "problem" of being ethical or being cheap would not be an issue now.

Please don't destroy the lives and homes of your fellow Americans.

Sincerely,

Jackie Edge



0031

May 11, 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin Air Force Base, FL 32542-5000

Dear Mr. Spaits:

As a member of the Western Gate Chapter of the Florida Trail Association, I have worked closely with Eglin Air Force Base in the development of a national recreational asset, the Florida National Scenic Trail (FNST). This trail traverses over 60 miles of the base along State Road 87 and then eastward to US 331. The trail is an important asset to local residents, military personnel, and visitors to the area. It is also serves to connect young people and youth organizations, such as the Boy Scouts and Girl Scouts, to the natural world.

The work between the Florida Trail Association, the U.S. Forest Service (USFS), and Eglin Air Force Base in closing a large gap in the FNST, serves as a model of cooperation and partnership. The U.S. Forest Service serves as the federal administrator of the FNST. The routing of the trail also serves as a success story of trail design and layout to reduce future mission conflicts while still allowing public trail use. In addition, innovative trail user tracking was initiated to protect mission needs and has worked perfectly to date. The USFS and FTA have also secured over 15 million dollars to purchase land including a critical piece of the Northwest Florida Greenway across Nokuse Plantation. Additional lands are being pursued north of Eglin that will better connect the FNST, while providing for an improved base buffer.

Due to the significance of the Florida National Scenic Trail in its current location as a recreational and scenic corridor, I would like to comment on several of the options for the proposed cantonment, training, and permanent closure areas for the 7th Special Forces Group (7SFG). I am supportive of the 7th Special Forces Group being located on Eglin. However, the following alternatives are not recommended due to negative impacts to the FNST. These alternatives also negatively impact other recreational uses and are most closely located to civilian population areas along the northern boundary of Eglin.

- Cantonment, Training Area and Closure Area associated with Alternative #3 south of Range Road 211 near Duck Pond.
- Cantonment Alternative #5, Training Areal Alternative #4, and the Closure Area associated with Alternative #4 south of Range Road 210 between Buck and Bullhide Branches
- Cantonment Alternative #2E south of Range Road 211 between Honey Creek and Range Road 200.

LU-3

The following alternatives would have a minimum impact on the FNST and other outdoor recreation on Eglin. As such, I recommend your selection of one of these alternatives as the preferred alternative.

- Alternative #2A
- Alternative #2B
- Alternative #2C
- Alternative #2D

0031

My recommendation of one of the above four alternatives is also that they best represent a balance recognizing recreational use as both beneficial to the public and to the military. The cooperation and partnership between Eglin and the FTA and USFS has produced many mutual benefits, including much needed funding to protect critical corridors connecting to Eglin Air Force Base. These lands, while providing important recreational and environmental benefits, also provide an increased level of base buffering and protection of military air space. LU-3

I look forward to continuing to work with Eglin Air Force Base to connect the public to natural resources through hiking and the FNST while protecting the military mission.

Sincerely,

Vernon Compton

Vernon Compton

0032

May 8, 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

In Re: Eglin Base Realignment and Closure (2005)

Dear Mr. Spaits:

As a member of the Choctawhatchee Chapter of the Florida Trail Association (FTA) we have an ongoing interest in outdoor recreation on the Eglin Reservation. Since 2004, we and other chapter volunteers maintained the Florida National Scenic Trail (FNST). The FNST on Eglin is a recreational asset that is used extensively by both the public and military personnel. Many youth organizations utilize the FNST on Eglin for day and overnight hikes. It is a linear hiking trail that transects the Eglin Reservation from State Road 87 to US 331. Passing through numerous Management Units it co-exists with military missions and other recreational uses. It is maintained totally with volunteer labor, and managed via a partnership that includes Eglin's Natural Resources Branch, US Forest Service (USFS) and FTA. Since 1999, FTA and USFS have expended many thousands of volunteer hours and dollars to build and maintain this trail. All this has been accomplished at no cost to the Air Force. The trail's popularity is demonstrated by a recent front page article in the Northwest Florida Daily News (Jan. 13, 2008).

Several of the proposed cantonment, training and permanent closure areas for the 7th Special Forces Group (7SFG) negatively impacts the current FNST route on Eglin. These include:

- 1. Cantonment, Training Area and Closure area associated with Alternative # 3 south of Range Road 211 near Duck Pond.
- 2. Cantonment Alternative # 5, Training Area Alternative # 4 and the Closure area associated with Alternative # 4 south of Range Road 210 between Buck and Bullhide Branches.
- 3. Cantonment Alternative # 2E south of Range Road 211 between Honey Creek and Range Road 220.

LU-3

Selection of any of the above alternatives would require the closure and/or rerouting of one or more miles of the FNST. Selection of the alternatives impacting Duck or Jr. Walton Ponds would close much used public hunting, camping, and fishing recreation areas. All of the 7SFG alternatives noted above are relatively close to civilian population areas along the Reservation's northern boundary. To minimize any potential civilian impact it is requested that alternatives around Duke Field be fully considered. Cantonment Alternatives 2A, 2B, 2C and 2D appear to be cost effective selections. Any of these four would result in minimal impact on outdoor recreation and vehicle traffic on the Reservation.

LU-2

There is a strong and long tradition of outdoor recreation on the lands currently occupied by the Eglin Reservation. Prior to the last 1930's the Choctawhatchee National Forest managed these lands for public benefit and recreation. Public recreation can be easily balanced with current military missions and training requirements. Please consider the maintenance of this balance when evaluating the various cantonment and training options.

Sincerely,

Paul and Wallis Mayo



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SCOPING MEETING
EGLIN BRAC PROGRAM 2005
EIS SCOPING MEETING
NICEVILLE HIGH SCHOOL
NICEVILLE, FLORIDA

APRIL 15, 2008

Transcript of public scoping meeting held April 15,
2008, 6:30 p.m. to 7:50 p.m. at Niceville High School,
Niceville, Florida. Reported by Gertrude B. Downs,
FPR, Notary Public in and for the State of Florida.

APPEARANCES:

Mike Spaits
Public Affairs Representative for
Environmental Management, Eglin Air Force Base

Randall Rowland
Civil Engineering Group
Environmental Management Division
Eglin Air Force Base

Col. Thomas Cumbie
Hearing Officer
United States Air Force

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1 JENNIFER GEESLIN: Good evening ladies and
2 gentlemen. As you can see, we're about to begin.
3 We're going to go ahead and move into our formal
4 Air Force presentation this evening and then we'll
5 take a ten-minute break, time permitting, and move
6 into our public hearing oral testimony portion of
7 this evening. If you have not yet had the
8 opportunity to sign up, you can do so at our
9 ten-minute break which will occur about 7 o'clock.

10 So first and foremost, before we get started,
11 I'd like to ask you to dig into your pockets, and
12 your handbags and turn off your cell phones,
13 Blackberries, pagers, anything that you might have.
14 We've got a media recording the meeting this
15 evening, as well as our court reporter, and it's
16 very important that we are getting an accurate
17 record of this evening. So if you can turn those
18 off or to the vibrate position, we would appreciate
19 it.

20 Also, just a couple of admin things.
21 Obviously if we have some type of emergency this
22 evening, our exits are to our rear. If you also
23 need a restroom, just go out the doors you came in,
24 and the restrooms are on your right-hand side.
25 Anytime in the evening if you want a little snack,

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1 we've got some cookies and some Chex Mix, water,
2 soft drinks over here in the cooler, and I think
3 that's all of our admin things, so thank you for
4 coming tonight and welcome to the public hearing
5 for the Eglin BRAC 2005 Program. And without
6 further adieu, I will turn the floor over to Eglin
7 Air Force Base Public Affairs Officer, Mike Spaits.

8 MIKE SPAITS: Thanks, Jennifer.

9 Good evening and welcome to the public
10 hearings for the proposed base realignment and
11 closure, also known as BRAC 2005 decisions at Eglin
12 Air Force Base. My name is Michael Spaits. I am
13 from Eglin Air Force Base Environmental Public
14 Affairs. Because we want to ensure we provide an
15 accurate public record, our presentation will be a
16 scripted format. This hearing is designed to
17 provide you an opportunity to comment on the Draft
18 Environmental Impact Statement known as the EIS.

19 Before we begin the Air Force presentation, I
20 would like to introduce our hearing officer for
21 tonight's meeting, Col. Thomas Cumbie.

22 COL. CUMBIE: Good evening ladies and
23 gentlemen. I'm Col. Tom Cumbie. As Mr. Spaits
24 indicated, I will be the presiding officer for this
25 public hearing on the Draft Environmental Impact

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1 Statement for the Eglin BRAC 2005 Program. This
2 hearing is being held in accordance with the
3 provisions of the National Environmental Policy Act
4 and the regulations that are published by the
5 Council on Environmental Quality.

6 The purpose of this hearing is to receive
7 public comments, that is your comments, on the
8 Draft Environmental Impact Statement, commonly
9 referred to as the Draft EIS. Before moving
10 forward with the Air Force briefing on the proposal
11 and the Draft EIS overview, I'd like to explain my
12 role in this hearing. I am a full-time Air Force
13 military criminal trial judge based at Eglin Air
14 Force Base, but I am not assigned there or -- nor
15 am I assigned to any of the commands associated
16 with Eglin or with this proposal. I have not been
17 involved in the development of the Draft EIS, and
18 I'm not here to act as a legal advisor to the Air
19 Force representatives of this proposal.

20 My role as presiding officer is simply to
21 ensure that we have a fair, orderly and impartial
22 hearing and that all who wish to be heard will have
23 the opportunity to speak. In summary, it's
24 important that you understand that I will be
25 serving as an impartial moderator for this hearing.

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1 The hearing will be conducted in two parts.
2 First, an Air Force presentation, and second, an
3 opportunity for you to provide oral testimony. We
4 will begin with the Air Force presentation which
5 will take approximately 30 minutes, then we will
6 receive your comments on the Draft EIS. Mr.
7 Spaits, the floor is yours.

8 MIKE SPAITS: Thank you, sir.

9 Now I'd like to introduce Mr. Randall Rowland
10 from Eglin Air Force Base Environmental Management
11 Division. He will discuss the environmental
12 process, EIS timelines, and a summary of the
13 environmental findings.

14 In addition, we have in the audience Commander
15 of the 96th Air Base Wing, Col. Eric Pohland. Also
16 in the audience are representatives from various
17 Air Force commands as well as United States Special
18 Operations Command. Mr. Rowland?

19 RANDALL ROWLAND: Thanks, Mike.

20 As Mike said, my name is Randall Rowland. I
21 am from the Base Environmental Management Division
22 here at Eglin, and I'm here to brief you on the
23 2005 BRAC Program Decisions for Eglin Air Force
24 Base, and a little bit about the National
25 Environmental Policy Act.

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1 The Air Force has developed an EIS, which is
2 the most detailed environmental analysis required
3 by NEPA, or the National Environmental Policy Act.
4 The BRAC EIS will provide the decision maker
5 detailed information to help her understand the
6 potential impacts of each proposed alternative, and
7 to help her make an informed decision. The Deputy
8 Assistant Secretary of the Air Force for
9 installations, currently Ms. Kathleen Ferguson, is
10 the decision maker for this EIS. The current scope
11 of the EIS will address the first two BRAC 2005
12 program requirements: The establishment of the
13 Joint Strike Fighter integrated, or initial joint
14 training site, and the relocation of the 7th
15 Special Forces Group Airborne from Fort Bragg,
16 North Carolina, to Eglin Air Force Base.

17 This EIS evaluates alternative ways for
18 establishing the Joint Strike Fighter initial joint
19 training site cantonment area, and establishing the
20 7th Special Forces Group cantonment area, and also
21 accommodating the training requirements for both
22 the JSF and the 7th Group.

23 According to law, BRAC must be implemented as
24 stated in the approved BRAC commission's
25 recommendations. Therefore, by BRAC law, the Air

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1 Force's proposed alternatives address how and not
2 if BRAC should be implemented at Eglin. As
3 required by NEPA, the National Environmental Policy
4 Act, the Air Force must identify and analyze a
5 reasonable range of alternatives to the proposed
6 action. The reasonable alternatives are
7 alternatives that meet the Air Force's underlying
8 purpose and need for the proposed action. Within
9 the range of reasonable alternatives, the Air Force
10 is not required to consider highly speculative
11 alternatives.

12 Also required by NEPA, the Air Force must
13 consider the no-action alternative, or an
14 alternative considering changes to Eglin Air Force
15 Base even if BRAC actions were not implemented.
16 However, it should be noted the BRAC actions will
17 be implemented at Eglin, as required by law, and
18 the no-action alternative within the EIS will
19 simply reflect the baseline, or current conditions,
20 at Eglin and within the surrounding areas which
21 will then be used for analysis purposes.

22 This slide shows the current Eglin BRAC 2005
23 EIS schedule. You can see that the Air Force
24 published a notice of availability for the Draft
25 EIS, and we're already halfway through the

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1 public-comment period.

2 After we conclude the public hearings, we will
3 respond to input and comments received, modify the
4 EIS if needed, and publish the final document later
5 this year in August 2008. Thirty days after the
6 final EIS is released to the public, the Air Force
7 expects to sign a record of decision, or ROD, and
8 the ROD will state whether the proposed actions
9 will be implemented and which siting alternative
10 has been selected. The Air Force expects
11 preparation of the EIS and the signing of the
12 Record of Decision to be completed in September
13 2008.

14 BRAC 2005 decision means the following for
15 Eglin Air Force Base: First, relocating the 7th
16 Special Forces Group Airborne from Fort Bragg,
17 North Carolina, to Eglin. This includes adding
18 approximately 2,200 military personnel, and
19 providing training resources for those 7th Group
20 personnel. Second, establishing the Joint Strike
21 Fighter initial joint training site at Eglin Air
22 Force Base. This would involve adding about 2,300
23 military, civilian, and contractor personnel to
24 Eglin Air Force Base. Bringing in about 107
25 primary assigned F-35 aircraft representing three

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1 variant models, and then providing flight and
2 maintenance training for Joint Strike Fighter
3 personnel.

4 The purpose for the action in this EIS is to
5 implement the BRAC 2005 Program as required by law,
6 and it includes four actions which we will review
7 in detail in the upcoming slides.

8 The first of those is to construct the 7th
9 Special Forces Group cantonment area. And a
10 cantonment, as we discuss it here, is almost like a
11 small city. It includes administrative offices,
12 classrooms, dormitories, infrastructure and
13 services, and some equipment storage.

14 The second of the actions is to accommodate
15 the 7th Group training requirements. The third to
16 construct the Joint Strike Fighter initial joint
17 training site and associated cantonment area, and
18 the fourth to accommodate Joint Strike Fighter
19 flight operation requirements.

20 There are a variety of ways to implement each
21 of these alternatives and each action has its own
22 defined needs and requirements, and each
23 alternative must meet the underlying purpose and
24 need of the BRAC program.

25 Each action requires an independent decision.

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1 The first action for realignment of the 7th Group
2 requires the establishment of a cantonment area to
3 provide an area to prepare the 7th Special Forces
4 Group for wartime missions.

5 The 7th Group cantonment area needs access to
6 the flight line that includes rapid and secluded
7 deployments, convenient access to Eglin Air Force
8 Base operating support functions, and seclusion for
9 operation security and force protection.

10 The cantonment area requirements include the
11 following: Administrative areas including,
12 barracks offices, classrooms and motor pools, a
13 location with adequate acreage for security and
14 future expansion of the cantonment area and
15 munitions storage area, and the ability to
16 transport munitions.

17 The need requires that they have proximity to
18 training ranges, ideally no more than ten minutes
19 transport time for timely transport -- timely
20 deployment, excuse me, timely deployment area,
21 timely emergency response, access to major
22 transportation artery within 20 miles to a
23 communications farm, minimal environmental
24 restrictions, avoidance of unexploded ordnance
25 areas, and compatibility with surrounding land

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1 uses, noise levels and safety restrictions.

2 The current alternative locations can be
3 grouped into the following five geographical
4 locations: Eglin Main Base, Duke Field area, area
5 west of Duke Field, area north of Eglin Main, and
6 the area near DeFuniak Springs. This slide
7 illustrates all of the 7th Group cantonment
8 locations.

9 The second action proposed for the 7th Group
10 beddown that has been addressed in this EIS was
11 associated with training of the 7th Group. The
12 purpose of this proposed action is to provide
13 adequate ranges for the 7th Group missions while
14 maintaining range access for current and future
15 uses.

16 The Air Force has performed an extensive
17 evaluation of Eglin's range to determine whether
18 adequate ranges existed and identified possible
19 alternatives. As a result of this study, more
20 refined alternatives have been developed.

21 Specifically, the 7th Group training requires
22 13 new training ranges covering more than 6,000
23 acres of training area, approximately physical
24 43,000 training hours per year, including wheeled
25 vehicle use, including Humvees and heavy trucks,

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1 fixed and rotary wing aircraft, live and inert
2 ordnance, such as guns and hand grenades, water
3 operations using small rubber boats.

4 Training ranges are divided into two groups
5 referred to as Group 1 and Group 2 ranges. Group 1
6 ranges are comprised mostly of small-caliber
7 weapons and will be dedicated to the 7th Group
8 training activities. Group 2 ranges are comprised
9 mostly of larger caliber weapons and are not
10 dedicated to the 7th Group for utilization.

11 As a result of the range training alternative
12 narrowing process, the following locations on the
13 chart were identified as possible alternatives to
14 be evaluated. Alternative 3, east and west side,
15 this is the preferred alternative in the EIS.

16 Some range areas may be conditionally closed
17 to public use for safety reasons during the 7th
18 Group ground maneuvers and/or construction phase.
19 This slide illustrates all of the 7th training
20 locations.

21 BRAC calls for the establishment of the F-35
22 Joint Strike Fighter initial joint training site at
23 Eglin Air Force Base. It is an integrated training
24 center because both pilots and maintenance training
25 will occur at the same site. BRAC established

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1 Eglin as a joint training site for the Air Force,
2 Navy, and Marine Corps. In addition, we expect the
3 United Kingdom and other international partners in
4 the Joint Strike Fighter development program to
5 participate at various times at the training
6 center.

7 The training site will teach pilots and
8 maintenance technicians how to properly operate and
9 maintain the F-35 JSF air system and the purpose of
10 the NEPA action is to provide a cantonment area for
11 that initial joint training site.

12 The F-35 training site needs to be close to
13 the Eglin flight line and runways and have adequate
14 acreage or existing facilities to support the new
15 mission. In addition, access to Eglin's operating
16 support functions is critical.

17 The associated requirements to meet the
18 purpose and need of the JSF training site include
19 establishing a cantonment or administrative area
20 between 100 and 200 acres in size, providing 31
21 facilities totaling approximately 5.6 million
22 square feet and a munitions storage area, bedding
23 down 107 primary F-35 aircraft and allowing for
24 airfield operations.

25 Alternatives for the proposed action are

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1 associated with finding an appropriate location for
2 the JSF cantonment area. In arriving at the
3 proposed alternative locations for the JSF site,
4 the Air Force in coordination with the joint
5 program office developed a list of minimum
6 requirements for JSF training center and applied
7 them to the Eglin military complex to identify
8 potential sites for development. Those areas that
9 meet all of the criteria were included as potential
10 alternatives. The minimum requirements included an
11 airfield with two 8,000 foot runways plus aircraft
12 support and recovery requirements, available
13 utilities, fueling access and auxiliary ground
14 equipment, approximately 170 to 180 acres
15 contiguous to the flight line, physical security
16 and avoidance of wetlands and floodplains.

17 Because Chocktaw, Duke and Hurlburt Fields
18 have only one runway, they were not under
19 consideration for the JSF integrated joint training
20 site cantonment location. Furthermore, Camp Rudder
21 is not under consideration as it does not meet the
22 needed runway requirements and its location and
23 logistics are not practical.

24 The remaining possibilities include two
25 potential locations at Eglin Main Base. This slide

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1 illustrates the two JSF cantonment locations. Two
2 proposals have been developed to bracket the Joint
3 Strike Fighter training requirements at the
4 different airfield options at Eglin Air Force Base.
5 These alternatives include three airfields referred
6 to as Eglin Main, Duke Field, and Chocktaw Field.
7 These airfields include some similarities such as
8 the amount of flight training, the use of the
9 designated airspace and ordnance use.

10 Before we show the alternative, we would like
11 to illustrate the present contours associated with
12 the Eglin Air Force Base as well as the two
13 outlying fields, Duke and Chocktaw Fields. The
14 outer blue line contour represents the 65 DNL
15 baseline noise contour for each airfield. In other
16 words, the contour represents the noise level based
17 on the current flight operations at each location.
18 Note that the inner line, as the lines move inward,
19 they represent a 5 decibel DNL increase in noise
20 level.

21 Noise impacts associated with -- associated
22 with the JSF influence other environmental
23 resources such as land use, socioeconomics and,
24 therefore, this slide illustrates the noise
25 contours associated with Alternative 1. The next

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1 slide illustrates noise contours associated with
2 Alternative 2.

3 After the proposed actions and alternatives
4 are identified, the BRAC 2005 Program EIS will
5 examine potential impacts to the human environment
6 that could be affected by these proposals.
7 Environmental resources that will be evaluated
8 include air quality, biological resources, cultural
9 resources, hazardous material, land use, noise,
10 outdoor recreation, physical resources, safety,
11 socioeconomics, solid waste, transportation, and
12 utilities.

13 I'd now like to briefly summarize the
14 environment issues that have been found and
15 addressed in the Draft EIS.

16 For the 7th Group cantonment area under any
17 alternative, transportation would continue to be
18 adversely impacted. Alternatives 3 and 5 would
19 require extensive utility development both on-site
20 and off-site. And for the 7th Group training,
21 Alternative 3 may adversely impact recreation
22 associated with Duck Pond and management Unit 6.
23 Additionally, some impacts have been identified
24 associated with the JSF integrated joint training
25 site.

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1 Similar to the 7th under any alternative
2 transportation would continue to be adversely
3 impacted. For Alternative 1, 17 roadways would be
4 potentially impacted. Of these 17, only 6 would
5 result in a perceived adverse impact. For
6 Alternative 2, 18 roadways would be potentially
7 impacted roadway segments, and of these 18 only 8
8 would result in perceived adverse impact. For the
9 baseline, there are 9 road segments deemed
10 deficient surrounding Eglin Air force Base today.

11 For the Joint Strike Fighter training,
12 regional airspace is currently congested and the
13 addition of the Joint Strike Fighter would add to
14 that congestion.

15 Land uses currently under the runway
16 approaches are under high levels of noise and
17 increased noise levels are expected to affect
18 recommended land uses in adjacent communities.
19 People off base subject to noise levels of 65
20 decibel DNL or greater are estimated to increase
21 from the baseline of 2,113 to 6,757 for the Joint
22 Strike Fighter flight training Alternative 1, and
23 11,156 people for Alternative 2.

24 The JSF noise level would represent perceived
25 adverse impacts to residents and sensitive

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1 receptors under expanded noise contours. This also
2 includes off-base residents around the airfield in
3 military training ranges and special-use air space.

4 This concludes the Air Force presentation.
5 I'd like to note that the Draft Environmental
6 Impact Statement is just that, a draft document,
7 and an error was found on figure 7-10, page 7-39.
8 An errata sheet has been sent to the local
9 libraries and posted on our Eglin public website
10 for that page change, and anyone that requested a
11 copy of the document at the public scoping will be
12 mailed that replacement page for their document.

13 I'd like to now turn over the meeting to the
14 hearing officer, Col. Cumbie.

15 COL. CUMBIE: Thanks, Randall.

16 I would like to take a quick ten-minute break
17 before we begin the public testimony of the evening
18 where I will hear your comments and concerns. If
19 you would like to speak and did not already sign
20 up, please do so during the break at the sign-in
21 table in the foyer. Let's take a ten-minute break.

22 (Intermission)

23 JENNIFER GEESLIN: If you would take a seat,
24 we're going to begin the actual testimony portion.
25 And it's really important that we're able to hear

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1 you when you speak, so anyone that comes up to a
2 microphone, if we ask you to speak a little louder,
3 please do so. And if at any time you cannot hear
4 our judge, please just wave a hand, and we'll make
5 him talk a little bit louder. He's a little soft
6 spoken, so if you can't hear, just let us know.

7 Can everyone hear me in the back? This
8 microphone level okay? Okay, I get the thumbs up.
9 Okay, great. I'll turn it back over to our judge.

10 COL. CUMBIE: Ladies and gentlemen, I have
11 been accused of many things in my life but being
12 soft spoken has never been one of them.

13 We have now reached the second part of this
14 hearing which is your opportunity to provide the
15 Air Force with your comments on the Eglin BRAC 2005
16 program Draft EIS and to make statements for the
17 record. Our court reporter here is recording
18 everything that is stated during this portion of
19 the hearing.

20 The public hearings and comment period are
21 part of the Environmental Impact Analysis process.
22 This comment process gives you, the public, the
23 opportunity to provide the Air Force with your
24 issues and concerns about the draft EIS and
25 information on your community relevant to the

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1 analysis. These comments will be part of the
2 official record and included in the final EIS.
3 This will ensure that Air Force decision makers
4 benefit from your local knowledge and are aware of
5 your concerns about the environmental analysis for
6 the EIS.

7 Throughout the comment process I ask that you
8 keep in mind that this is not an arena for debate
9 nor is this hearing designed as a
10 question-and-answer session. Rather, this hearing
11 is a venue the Air Force uses to gather your
12 concerns and any additional data or recommended
13 changes you may have, whether they are through oral
14 or written comments, regarding the environmental
15 analysis and the environmental impacts identified
16 under the proposed action and alternatives. We ask
17 that you focus your comments on the environmental
18 issues related to the proposal. Non-environmental
19 issues will take away from time for other oppor --
20 for others' opportunity to comment on the Air
21 Force's analysis of the environmental concerns and
22 will not add to the adequacy of the analysis used
23 in this EIS. If you do have any questions, Air
24 Force, 7th Special Forces Group Airborne and Joint
25 Strike Fighter representatives are available in the

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1 display area and may be able to answer your
2 questions following the hearing.

3 You can officially comment tonight in several
4 ways. First, you can speak now and have it
5 recorded by the court reporter. Second, you may
6 provide comments in writing by submitting them
7 during this hearing or through the mail. Or third,
8 give extended written remarks to the court reporter
9 as part of your presentation.

10 When you signed in at the hearing, if you wish
11 to speak this evening, you should have checked the
12 box on your registration card. If you have not
13 done so and would like to speak at this time,
14 please raise your hand and Ms. Geeslin will sign
15 you up.

16 (No response from audience.)

17 If you'd like to turn in your written comments
18 at this hearing, you may give them to any Air Force
19 representative located in the room or at the
20 sign-up table. Written comments will be accepted
21 throughout the comment period or until 12 May,
22 2008. If you do not turn in your written comments
23 at this hearing, please send comments to the
24 address shown here on the slide or as provided in
25 materials available to you at this meeting.

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1 Comments made at all the public hearings or
2 provided in writing throughout the public-comment
3 period will be given equal consideration and are
4 all a part of the official record.

5 In order to move through the testimony
6 efficiently, I ask that you would observe the
7 following rules: Elected officials that choose to
8 comment will be given an opportunity to speak first
9 then we will hear from agency and organizational
10 representatives. And finally, private citizens
11 will be called upon in the order in which they
12 signed up to speak. I will announce your name.
13 Please stand and address your remarks to me so that
14 I can hear your comments clearly and so that the
15 court reporter can easily record your statement.
16 Please speak clearly and slowly. State your full
17 name and spell it out so that we can record it
18 correctly.

19 If you're representing someone or some group
20 other than yourself, please let me know. We need
21 this information to make sure that the court
22 reporter gets an accurate record. Please do not
23 provide any personal information in your comments
24 that you do not want to see published in the final
25 EIS.

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1 Each person will be allotted three minutes to
2 speak. This applies to everyone, public officials,
3 spokespersons, and individuals. You do not have to
4 speak for the full three minutes, however, if you
5 do choose to speak for the three minutes, a yellow
6 card will be raised when you have only 30 seconds
7 remaining. When your three minutes has ended, a
8 red card will be raised, and at that point, you
9 need to end your statement. Following your
10 presentation, I may ask you to sit down so that I
11 call on the next person.

12 Out of respect for others -- out of respect
13 for others who would like to make comments, I ask
14 that you please honor your three minutes and any
15 request I might have for you to stop speaking if
16 you go over your time limit. If you think more --
17 if you think you have more comments than you can
18 present during the time allotted, make the most
19 important comments first. If you don't get a
20 chance to voice all of your comments, you could and
21 should submit them in writing. If you have a
22 written statement already prepared, you may hand it
23 in, read it out loud within the time limit or do
24 both. Any way you present it, it will be part of
25 the official record and included in the final EIS.

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1 If we have heard from all of those who wish to
2 speak, and you would like an opportunity to expand
3 on your original remarks, you may have a chance at
4 the end of the hearing if time allows. This
5 hearing is scheduled to end at approximately 8 p.m.

6 I also ask that you please not repeat what
7 another speaker has said. If you agree with the
8 previous speaker, or a particular issue, you may
9 state your agreement. This will allow more time
10 for other speakers.

11 I'd like to begin with the list of oral
12 testimony, and, please, If I should butcher
13 anyone's name, please allow me to apologize for
14 doing that first rather than later. We will first
15 hear from Valparaiso City Commissioner Mr. Thomas
16 Miller.

17 COMMISSIONNER MILLER: Thank you for giving me
18 a chance to speak. In my case, this aircraft
19 probably won't affect me because I already gave my
20 ears to the Air Force.

21 We came here in '65 with the F -- the 33rd. I
22 raised four children. Those children all live in
23 Val-P. They're all married and have children, and
24 my concern is that the noise level of this aircraft
25 is going to cause more damage to peoples' hearing

SA-5

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1 and possibly the vibrations to their body than the
2 likeliness one of the airplanes falling out of the
3 sky and hitting them, and that's my concern. Thank
4 you.

SA-5

5 COL. CUMBIE: Thank you, sir. And now we will
6 hear from Valparaiso Mayor, Mr. Bruce Arnold.

7 MAYOR ARNOLD: I'm Valparaiso Mayor, John D.
8 Arnold, Jr. We in Valparaiso feel that all of the
9 13 affected resource elements depicted in the study
10 can be fairly and easily mitigated with standard
11 construction techniques and existing technology
12 except in one. That one is excessive high noise
13 levels for jets that go over Valparaiso as a result
14 of the Joint Strike Fighter Force training at
15 Eglin.

16 Two training options are proposed. Alternate
17 1 has 51 percent of the F-35 flights originating at
18 Eglin. With that alternative all of Valparaiso
19 will experience noise levels above the 65 DB level.
20 It breaks down as follows: 40 percent of the city
21 will be above 70 DB, 25 percent of those 75 DB,
22 10 percent above 80 DB, and 13 above the 85 DB, and
23 only 10 percent between 60 -- 60 and 65 -- between
24 65 and 70 DB. These figures were extrapolated from
25 charts the Air Force provided the jailer's

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1 committee, and I'll have a few of those distributed
2 now.

3 With Option 2, only 35 percent of the F-35
4 takeoff occur at Eglin. The noise levels were not
5 quite as severe but still unacceptable as
6 34 percent of the city would experience noise in
7 excess of 65 DB, 40 percent over 70 DB, 23 percent
8 over 75 DB, 14 percent over 80 DB, and 13 percent
9 over 75 DB. Only 7 percent of the city would
10 experience noise levels in the acceptable area from
11 60 to 65 DB.

12 U.S. EPA and the Air Force both have stated
13 that levels above 65 DB are not suitable for
14 residential purposes. With the above numbers
15 quoted, residential living with either option would
16 be intolerable. Businesses would experience
17 transaction difficulties, and the two public
18 schools could not function in the north.
19 Valparaiso would be devastated. We would become a
20 ghost town. Most of the homes would go on the
21 market as no one would choose to live in this very
22 high unacceptable noise level.

} SE-4
} SE-5
} SE-2

23 In Valparaiso, we have 1,800 homes, 120
24 store-front businesses, 10 churches and 2 public
25 schools. Valparaiso has over 6,500 residents, and

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1 we feel it is unconscionable for the Air Force and
2 the DOD to wipe out an entire city.

3 In early December 2007, the City submitted 54
4 pages of written questions and comments for the
5 preliminary EIS at the request of the Air Force.
6 After review of the Draft EIS document provided 11
7 days ago, it was apparent that many of these
8 questions are not addressed properly. We will
9 again update our concerns and -- in writing, and
10 will submit them by the established due date of 11
11 May.

12 Since learning about the BRAC decision to
13 relocate USA the Joint Strike Force at Eglin the
14 City has repeatedly asked for noise contours and
15 beddown information only to be turned down.

16 COL. CUMBIE: Thank you, Mayor Arnold. We'll
17 now hear from Valparaiso City Commissioner,
18 Mr. Hayward Strong.

19 COMMISSIONER STRONG: Hayward Strong,
20 Valparaiso Commission.

21 I have two concerns, but one concern that the
22 mayor was talking about was noise. After reading
23 the executive summary, I have a feeling that the
24 noise contours will even be greater. I see no
25 addressing of environmental situa -- in the

NO-6

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1 simulation of the noise contours, so I suspect it's
 2 going to be greater. I think runway 1-9 coming
 3 over Valparaiso and part of Niceville is not
 4 viable. I think the other end of the runway 0-1
 5 is -- impacts, of course, Eglin Air Force Base
 6 housing and maybe the hospital. The safety issue
 7 bothers me also.

NO-6

NO-7

8 Again, we are bringing in a lot of airplanes,
 9 a lot of pilots. Some of them are trained pilots
 10 just out of school. We're going to bring them in.
 11 We're going to have lots of sorties over populated
 12 areas. We're then going to load them up with
 13 explosive ordnance, and fly them over this
 14 populated area. I think we have both a major noise
 15 problem, and we have a safety problem which is, I
 16 think, unacceptable. So my suggestion is that this
 17 runway 1-9 is certainly not viable for our city;
 18 0-1 is probably not good for Eglin Air Force Base,
 19 and, therefore, this runway should be abandoned.
 20 And out in the 30-30 area across 85 you should
 21 build another runway which will completely clear --
 22 be a win for all of our cities and all of our
 23 people too. Thank you.

SA-2

DO-1

24 COL. CUMBIE: Thank you. And we will now hear
 25 from Mr. -- these next couple of names we weren't

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1 able -- we weren't able to read the names very
2 clearly, so if I mess these up, please forgive me,
3 but Mr. Ron Oak?

4 MR. OAKLE: I'm a concerned citizen. I live
5 in Niceville.

6 JENNIFER GEESLIN: Sir, can you come up to the
7 microphone, please?

8 COL. CUMBIE: Sir, if I could get you to come
9 up here just so that our court reporter will be
10 able to make sure she hears everything that you
11 say.

12 MR. OAKLE: My name's Ron Oakle. I live in
13 Niceville. I live up the end of Boggy Bayou, and
14 we're already impacted by noises. The Air 20s fly
15 up the bayou and hit the throttles just about right
16 over our house. And once we bring these sorties
17 in, I agree with Bruce Arnold and Hayward that it's
18 going to be a real problem for the whole area. And
19 the problem that I have is there's nowhere in this
20 study do I see them address that. We're talking
21 about problems but no solutions. Thank you.

NO-3

22 COL. CUMBIE: Thank you, sir. And we have a
23 Mr. Miller. I can't tell whether it's Den, or
24 Dean, or something close to that. I apologize if
25 I --

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1 MRS. DIANE MILLER: It's me.

2 COL. CUMBIE: Yes, ma'am. I guess I've gotten
3 it completely wrong.

4 MRS. DIANE MILLER: I just put D.E. Miller.

5 COL. CUMBIE: Okay.

6 MRS. DIANE MILLER: I came here for -- to
7 Eglin Air Force Base in 1965. We lived on the base
8 for three years, found a beautiful home in
9 Valparaiso in 1968, lived here ever since. It's a
10 wonderful small town.

11 Bruce (inaudible). We have two children with
12 homes in Val-P. If there are airplanes coming
13 over, it's going to ruin the property values of my
14 children's home. It probably isn't going to do a
15 whole heck of a lot for mine, either.

SE-2

16 What I want to know is, that airplane could be
17 out at Edwards Air Force Base in the middle of the
18 desert where it's not going to affect anything like
19 it's going to around Valparaiso. And quite
20 personally I feel with all the real estate and
21 politics that goes around on this area, the reason
22 they want this airplane here is because we have an
23 all-volunteer service now, right? These people
24 have to be kept happy, and they want to come to
25 Eglin, not out in the desert.

DO-1

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1 JENNIFER GEESLIN: Ma'am, can you please state
2 your full name for the court reporter?

3 MRS. DIANE MILLER: Diane Miller.

4 COL. CUMBIE: Thank you.

5 MRS. DIANE MILLER: That's what's behind it.

6 And that's why we can't get anything done with
7 anybody around here because it's all being
8 controlled up there. They like Eglin also.

9 COL. CUMBIE: Thank you, ma'am.

10 Mr. James Finn.

11 MR. JAMES FINN: James Finn. I'm from Fort
12 Walton Beach. My question -- I have one question,
13 and I have a concern. When I was at the first one
14 at the civic center, they didn't address
15 transportation on the EIS at that time, and I asked
16 them about it, and they said it would be at this
17 one. My question is, if the Army goes in to Duke
18 or any of the other proposed areas, I had suggested
19 at that one that they talk at the federal level
20 about getting State Road 85, or 285, or both of
21 them changed to federal highways so they could be
22 federally funded and not have to deal with
23 Tallahassee.

24 When you have an EIS here identifying
25 transportation issues, it doesn't break it down as

TR-3

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1 to whether that harm -- Army heavy vehicles are on
2 the range roads or are those on roads on 85 trying
3 to get to Eglin Main on a daily basis, adding
4 impact to thinly paved 85. It doesn't meet federal
5 highway standards. It's meeting state standards.

TR-3

6 When we start putting Humvees and heavy
7 vehicles on there, that road's going to deteriorate
8 heavier and faster. And if the Army's going to be
9 doing the movements that they normally do typically
10 at Fort Bragg going to Polk, we're going to see
11 different impact down here than we're used to, and
12 I'm concerned about that and what's being addressed
13 in the EIS as far as transportation, ground
14 transportation, is concerned with.

TR-4

15 I know everybody else is worried about the
16 Strike Fighter and what the noise levels are going
17 to be. They're problems, too, but the Army's going
18 to be here first, and they're going to start
19 impacting us a lot sooner than everybody else is.
20 We still don't have an evacuation route to get to
21 Alabama. We can get to Crestview, but we can't get
22 any farther than that.

TR-5

23 So before you bring in another 5,000 people,
24 you better start thinking of how to get them out of
25 here during a hurricane. And that road is the only

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1 one we have, so we need to find a way to get it
2 better. And the Army's just going to impact it
3 more. That's what I'm concerned about.

TR-5

4 COL. CUMBIE: Thank you, sir. Mr. Ralph
5 Hurbeson?

6 MR. RALPH HURBESON: My name is Ralph
7 Frederick Hurbeson. I live on [REDACTED]

9 Six o'clock every morning I have the
10 transports flying out over my house shaking
11 double-paned windows. Okay, I can imagine what
12 it's going to be when the Strike Fighter goes. Not
13 only that, for four years in the City of Los
14 Angeles, I worked in a noisy (inaudible). It had
15 87 decibels. We have an awful lot of young
16 families around here, and the young ladies that are
17 going to be pregnant, 87 decibels there's a
18 permanent affect on the unborn fetus.

SA-6

19 COL. CUMBIE: Mr. Chris Romick?

20 MR. CHRIS ROMICK: Good evening, my name is
21 Chris Romick. I'm here on behalf the JTL Capital.
22 I have a short statement that I'd like to read.
23 JTL owns 1,500 acres of property around Chocktaw
24 Field at Escribano Point where it intends to
25 develop a residential community. I note that the

LU-1

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1 Draft EIS when -- assesses potential impacts
2 associated with the alternatives for flight
3 training at Chocktaw considers only the current
4 state of the property surrounding the field and
5 does not take into consideration the compatible or
6 potential use of that land.

7 On the two separate occasions JTL previously
8 wrote to the EIS to provide information on their
9 planned development so that this could be
10 considered as part of the EIS process they also
11 offered to meet with the EIS consultants to provide
12 detailed information, maps, et cetera, and have
13 received no response.

LU-1

14 The Final EIS should consider the impact of
15 flight training on the compatible and potential use
16 of the land of the off-base property around
17 Chocktaw Field, around all fields for that matter,
18 and not evaluate it solely on the present condition
19 or present use. In closing, JTL remains available
20 to meet with the EIS consultants. They're ready to
21 provide detailed information on their plans so that
22 the Final EIS is truly based on the best possible
23 information available. Thank you.

24 COL. CUMBIE: Thank you, sir. Mr. James
25 Martino?

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1 (No response.)

2 Mr. Martino must have stepped out. I'll put
3 his name at the end of the list and call again
4 before we close. Mr. Robert Bachelor.

5 MR. ROBERT BACHELOR: My name is Bob Bachelor.
6 I live in Valparaiso. I have lived there since
7 1975 -- '87, and also in the community since 1975.

8 COL. CUMBIE: Mr. Bachelor, if I could get you
9 to step into that microphone just a little bit.
10 Thank you, sir.

11 MR. ROBERT BACHELOR: Okay. I have two
12 comments on the EIS. The first comment relates to
13 figures ES-12 and ES-13. Those are noise contour
14 maps, the DNL contour maps, showing both the
15 four -- alternatives number 1 and number 2. The
16 maps are a composite, both of takeoff and
17 landing-noise levels, and further, they are DNL,
18 which means it's an average noise level over a
19 24-hour period. I think we need a better
20 indication of what the noise level will be produced
21 by this aircraft so I will also make a written
22 comment that the -- the instantaneous noise level
23 be added to the EIS. These would be contour maps
24 in the landing patterns at several points for both
25 runways so that we who live near those runways can

NO-4

NO-5

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1 get a better idea as the aircraft goes by what the
2 noise we will be experiencing at that time.

NO-5

3 My second comment concerns page 7-85 related
4 to aircraft mishaps. Very briefly, I think the EIS
5 should be updated to address training mishaps and
6 not necessarily just the mishaps associated with
7 mature aircraft as long as they've been inventoried
8 in the Air Force and Marine Corp fleet. Thank you.

SA-1

9 COL. CUMBIE: Thank you. I would ask the
10 remaining people that would like to comment, if you
11 would, if you would lean into that microphone when
12 speaking. It seems if you get more than about six
13 or eight inches from it, it starts to -- it starts
14 to lose its effect.

15 So we'll now hear from Gregory Lundstrom?

16 MR. LUNDSTROM: I'm afraid if I lean into it,
17 it will go into my belly button, but you're on.

18 As I look around, the auditorium here, the
19 courtroom, whatever, I have a real problem with it
20 because unless I'm just ill informed or have been
21 out of touch, I think that we have a basic problem
22 with this hearing today in that it's a
23 non-emergency hearing, and in your court, as in any
24 court, nobody could schedule a non-emergency
25 hearing on two-days notice.

NP-1

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1 The vast majority of Okaloosa, Walton, and
2 Santa Rosa County find their news from the local
3 newspaper. The vast majority found out about this
4 hearing today by Sunday's newspaper. This
5 auditorium found out about this hearing more than
6 two months ago yet the public finds out about it
7 two days ago. That is just patently unfair. You
8 can't even get your hands around this
9 multi-hundred-page document and digest it in two
10 days.

11 This May the 12th date up here, you know, they
12 slipped this Draft EIS into the public register in
13 Washington on March the 28th, but it doesn't appear
14 in our local paper. It doesn't come to our
15 attention. So out of the 45 days that the National
16 Environmental Protection Act requires notice,
17 period, comment period, we've been basically
18 cheated out of 15 days.

19 Now, that's not to say there aren't -- I don't
20 live in Valparaiso or I'd be saying what Mayor
21 Arnold said, you know, and I think it's nice at the
22 beginning of a recession to have this big training
23 come into town, but I do have a serious problem
24 that this auditorium is not standing room only. So
25 that's my thoughts.

NP-1

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1 COL. CUMBIE: Thank you, sir.

2 Mr. Lawton Rockman?

3 MR. LAWTON ROCKMAN: Hello, my name is Lawton

4 Rockman. I'm president of the Northwest Florida

5 Dog Owner's Association. We are concerned about

6 the closed areas that they plan on closing, the

7 recreation part of it. Our concern is the hunting,

8 but it will affect a lot of the recreation that

9 Eglin reservation is known for. You've got walking

10 trails. You've got fishing ponds. You've got

11 hunting areas. Turkey people, we've got people

12 that turkey hunt. Those are what we are concerned

13 about. And we don't think they need to close down

14 some of the areas that they're closing down. And

15 if they are going to close down some of these

16 areas, they need to open up some other areas so we

17 don't lose a lot of recreational areas.

18 When they do close these recreation areas

19 down, they -- these people that are using these

20 closed areas are going to move to the other areas

21 that are open. And during hunting season, that

22 could, you know, prevent or cause a problem,

23 because the more people you have in a smaller area

24 hunting, the more accidents there may be.

25 That's our biggest concern, and we'd like to

LU-2

SA-7

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1 have -- see that addressed in some of the closed
2 areas. Thank you.

3 COL. CUMBIE: Thank you, sir. Mr. Mark
4 Williams?

5 MR. MARK WILLIAMS: Sir, those who know me
6 know I can't say too much in three minutes. I'll
7 submit my comments written.

8 COL. CUMBIE: Thank you. Mr. Steve Spanovich?

9 MR. STEVE SPANOVICH: Sir, I've chosen to
10 decline. Thank you.

11 COL. CUMBIE: Thank you. Miss Tammy Johnson.

12 MS. TAMMY JOHNSON: Tammy Johnson, City of
13 Valparaiso. I would like to finish reading Mayor
14 Arnold's comments, please.

15 "Since learning about the BRAC decision to
16 locate the JSF at Eglin Air Force Base, the City of
17 Valparaiso has repeatedly asked for noise contours
18 and beddown information only to be turned down. We

NP-2

19 are proud to be the home of Eglin Air Force Base,
20 and we will be just as proud to have the moniker

21 Fighter Town USA with the F-35 here. We also
22 understand the economic benefit to our region that
23 this new mission will generate, and we fully
24 support the economic property, however, unless the
25 F-35 noise is significantly mitigated, this

NO-2

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1 progress will come at the expense of the City of
2 Valpariso. NO-2

3 The City has in the past offered suggestions
4 to minimize noise impacts on Valpariso, and they
5 have fell on deaf ears. We want to continue to be
6 good neighbors and cooperate with Eglin to make
7 this new mission a success, but without (inaudible)
8 our city, it is our desire to sit down and face --
9 sit down face to face with the decision makers in
10 the Department of Defense to find acceptable
11 solutions to significantly reduce aircraft noise to
12 acceptable levels over Valpariso." Thank you.

13 COL. CUMBIE: Thank you.
14 (Off the record. Court reporter changes disks.)

15 COL. CUMBIE: Mr. Bob Cross.

16 MR. BOB CROSS: Bob Cross, I'm a Valpariso
17 resident 35 years. I have a couple of questions.

18 First, the numbers that's been depicted in
19 this report, 65 DB, I would just like to know if
20 any of you military or civilians represented here NO-3
21 tonight have actually heard a JS-35 aircraft? Can
22 you answer or respond to that? That includes
23 anyone here in the audience.

24 COL. CUMBIE: No, sir, not right now, but I
25 think we would probably have someone who would be

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1 able to answer that question for you.

2 MR. BOB CROSS: The reason for the question
3 is, living here around the end of the runway for 35
4 years, the only one that I can really -- there are
5 several objection of noise -- noise level, but the
6 ones that I recall is the F-4. The F-4 with
7 afterburners was very loud. If this thing is a lot
8 louder than that, we don't want it. F-15 was
9 great. We'll take it any day.

NO-3

10 The other comment I have is, living there for
11 a good while, this is a critical comment to you as
12 an Air Force representative is that the Air Force
13 does not seem to care as much as they used to in
14 years past, and I noticed a change probably about
15 six or eight years ago.

16 It seems like you have some of the National
17 Guard C-130s flying at 500 feet at 11 o'clock at
18 night. No cause for that. It's over residential
19 areas. They could be -- in the other -- in the
20 years past, they've stayed over the water. They've
21 moved away from the populated areas early on in
22 their flight patterns. Like for you to consider
23 that and show some concern for the citizenry
24 around, close and around the airport -- around the
25 airport.

DO-2

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1 I have several concerns. One is -- these are
 2 not necessarily in order. One is Valpariso is a
 3 bird sanctuary. I take that very strong. We have
 4 quite a number of birds and migratory birds in the
 5 area. I didn't see that in the environmental
 6 statement. Maybe I missed it, but I wonder if
 7 there's been a study on the birds in the area close
 8 in to Valpariso and what will happen to them
 9 whenever these noise are coming around.

BI-1

10 The other is -- two others. One is how much
 11 fuel dump will the aircraft do right at the last
 12 over populated areas. And the other is it seems
 13 very strange to me that 107 aircraft of the most
 14 sophisticated in the world, the most expensive
 15 would not take into consideration the security in
 16 these days and times. It seems like you're putting
 17 too many assets at one point in this country,
 18 whether it's Valpariso or what. I would put them
 19 apart, you know, 30 or so from here and there.
 20 Thank you.

HM/W-1

GE-1

21 COL. CUMBIE: Thank you, sir. Mr. Jeff
 22 Watson.

23 MR. JEFF WATSON: I'll pass.

24 COL. CUMBIE: And Mr. Jim Bailey.

25 MR. JIM BAILEY: My name is Jim Bailey. I was

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1 born and raised on Eglin Air Force Base. My only
2 neighbors growing up were the Canadian generals at
3 Eglin Air Force Base, and I can represent them
4 tonight and represent other people as well,
5 including the president of the United States, and
6 the congress in the early 1900's when they studied
7 and designated this area as ecologically one of the
8 most sensitive in the world, and one of the, what
9 led to be less than 20 national forests in the
10 world. So this land and this area environmentally
11 was supported by presidents and congress that I can
12 represent tonight, the thousand or so forest
13 rangers that started to stroll onto this area in
14 1907 with the advent of this land that we're
15 talking about that was legislated to be protected
16 forever ecologically for our children started to
17 occur, and then there were at least a thousand
18 forest rangers that started and worked here and
19 dedicated their lives to protecting this
20 environment.

21 Another group of folks I'd like to represent
22 tonight is -- are people that President Franklin
23 Roosevelt asked to serve in the Conservation Corps.
24 There were 200 plus people from Niceville and
25 Valpariso that answered that call in the -- in the

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1 United States' worst depression time, and they
2 spent their time making sure that the environmental
3 concerns of the United States of America were made
4 right here in northwest Florida and on this
5 particular land. Those people, if they were here
6 tonight, I'm sure would have strong words to say.

7 In addition to that, I think it would be
8 fitting to recognize what President Truman said to
9 returning servicemen from World War II at Eglin Air
10 Force Base when he said we no longer need your
11 services with the war department fighting World War
12 II, but we need your services in the government to
13 maintain the ecological systems in the -- in the
14 forests and the Eglin Reservation when it comes to
15 ecology, and we invite you to be forest rangers
16 working for the government side by side with
17 representatives to ensure that -- that, that
18 happens. And many of the people returning from the
19 service answered that call. Many of which I know
20 personally and many of which may be surviving still
21 that could testify. But certainly, I'm here
22 tonight to -- to tell you that legislatively,
23 legally -- and these are my introductions, sir. I
24 can get my three minutes.

25 COL. CUMBIE: Go ahead, please, sir.

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1 MR. JIM BAILEY: I can make my statements in
2 three minutes.

3 Essentially you're running into legal, moral,
4 and ethical problems with your proposal as it
5 affects the environment. Cooperatively I know
6 firsthand because my only neighbors were the
7 Canadian generals, and I lived at a forest-ranger
8 station here, and I can tell you strongly that the
9 cooperative efforts between the groups were in
10 sync, and it appears that the leadership has
11 changed dramatically, as the gentleman before me
12 has stated. And that, that cooperative effort is
13 not in the best interest of the other groups that
14 I'd like to represent, and that's all the unborn
15 folks that -- that the legislation and all those
16 people dedicated their lives for.

17 They quite simply were -- it was a requirement
18 of the United States to make this area so
19 ecologically sensitive to be protected for our
20 unborn kids for many, many years to go, and so this
21 fails on the issue of -- of the environment. Thank
22 you.

GE-1

23 COL. CUMBIE: Thank you. Just to make sure,
24 Mr. James Martino?
25 (No response.)

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1 Apparently not. That appears to have covered
2 all of the individuals on the list who had
3 indicated they would like to speak. Was there
4 anyone that we missed?
5 (No response.)

6 Apparently not. And I indicated to
7 everyone -- it seemed that everyone got the
8 opportunity to say what they wanted to say within
9 the three minutes allotted, but we do have a little
10 time left over, and was there anyone who didn't
11 have the opportunity to finish their comments?
12 Yes, ma'am.

13 MRS. DIANE MILLER: I'd like to just add one
14 thing, please. Please save Valpariso. Thank you.

15 COL. CUMBIE: Thank you, ma'am.

16 Ladies and gentlemen, that concludes the
17 public hearing. Thank you for your participation
18 and input. Please remember that the public-comment
19 period for the Eglin BRAC 2005 Program Draft EIS
20 will extend through 12 May, 2008, and you can leave
21 your written comments here for me or send them to
22 the address shown. This public hearing is now
23 adjourned. Thank you for attending.
24 (Public hearing adjourned at 7:50 p.m.)

25

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STATE OF FLORIDA
COUNTY OF BAY

REPORTER'S CERTIFICATE

I HEREBY CERTIFY that the foregoing is a true and accurate transcript of the public hearing for the Eglin BRAC 2005 program held April 15, 2008, 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 28th day of April 2008.

Gertrude B. Downs, FPR

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SCOPING MEETING
EGLIN BRAC PROGRAM 2005
EIS SCOPING MEETING
CRESTVIEW COMMUNITY CENTER
CRESTVIEW, FLORIDA

APRIL 16, 2008

Transcript of public scoping meeting held April 16, 2008, 6:30 p.m. to 7:10 p.m. at Crestview Community Center, Crestview, Florida. Reported by Gertrude B. Downs, FPR, Notary Public in and for the State of Florida.

APPEARANCES:

Mike Spaits
Public Affairs Representative for
Environmental Management, Eglin Air Force Base

Randall Rowland
Civil Engineering Group
Environmental Management Division
Eglin Air Force Base

Col. Thomas Cumbie
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1 JENNIFER GEESLIN: Welcome to the public
2 hearing for the BRAC 2005 Program. We're really
3 glad all of you took the time to come out this
4 evening. We really appreciate how active the
5 communities are throughout this process.

6 A few admin things before we get started.
7 First of all, the restrooms are here to your right.
8 If we have an emergency of some kind, we have three
9 exits to the room. One this way, one this way, and
10 one in the rear. I really look like a flight
11 attendant right now. If you need a snack, we got
12 some snacks back here. We've got some Chex Mix,
13 cookies, water, coke, that type thing. And we do
14 have a court reporter here this evening to help us
15 ensure we get an accurate record of these hearings,
16 so if you would at this time, look into your
17 pockets or your purses and turn off all cell
18 phones, Blackberries, pagers, tracking devices,
19 anything you might have that might be making some
20 noise. That way if we don't have any background
21 noise during the hearing, we would really
22 appreciate it.

23 Okay, and at this time, I will introduce our
24 first speaker from Eglin Air Force Base, he is the
25 Environmental Public Affairs Officer, Mr. Mike

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1 Spaits. Mike, over to you.

2 MIKE SPAITS: Thank you, Jennifer.

3 Good evening. Welcome to the public hearings
4 for the proposed base realignment and closure, also
5 known as BRAC 2005 decisions at Eglin Air Force
6 Base. My name is Michael Spaits. I am from Eglin
7 Air Force Base Environmental Public Affairs.

8 Because we want to ensure we provide an
9 accurate public record for our presentation, this
10 will be a scripted format. This hearing is
11 designed to provide you an opportunity to comment
12 on the Draft Environmental Impact Statement also
13 known as the EIS. Before we begin the
14 presentation, I'd like to introduce our hearing
15 officer for tonight's meeting, Col. Thomas Cumbie.

16 COL. CUMBIE: Good evening ladies and
17 gentlemen. I am Col. Tom Cumbie --

18 (Audience indicates they can't hear Col. Cumbie.)

19 COL. CUMBIE: -- I have been threatened to not
20 touch this microphone. They are going to give me
21 the microphone a little later on, but unless you
22 want some more of what you got a little earlier,
23 I'll just try to scream at you for the first couple
24 of minutes. If you can't hear me, please raise
25 your hand.

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1 (Off the record. Microphone adjustments made.)

2 COL. CUMBIE: As I said a minute ago, I'm Col.
3 Tom Cumbie. As Mr. Spaits indicated, I'll be the
4 presiding officer in this public hearing for the
5 Draft Environmental Impact Statement for Eglin BRAC
6 2005 Program. This hearing is being held in
7 accordance with the provisions of the National
8 Environmental Policy Act and the regulations that
9 are published by the Council on Environmental
10 Quality.

11 The purpose of this hearing is to receive
12 public comments, that is your comments, on the
13 Draft Environmental Impact Statement commonly
14 referred to as the Draft EIS. Before moving
15 forward with the Air Force briefing on the proposal
16 and the EIS overview, I'd like to explain my role
17 for this hearing. I am a full-time Air Force
18 military criminal trial judge based at Eglin Air
19 Force Base, but I'm not assigned there nor am I
20 assigned to any of the commands associated with
21 Eglin or with this program. I've not been involved
22 in the development of the Draft EIS, and I'm not
23 here to act as a legal advisor to the Air Force
24 representatives of this proposal.

25 My role as a presiding officer is simply to

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1 ensure that we have a fair, orderly, and impartial
2 hearing and that all who wish to be heard will have
3 the opportunity to speak. In summary, it's
4 important that you understand that I'll be serving
5 as an impartial moderator for this hearing.

6 The hearing will be conducted in two parts.
7 First, an Air Force presentation, and second, an
8 opportunity for you all to provide oral testimony.
9 We'll begin with the Air Force presentation which
10 will take approximately 30 minutes, then we will
11 receive your comments on the Draft EIS. Mr.
12 Spaits.

13 MIKE SPAITS: Thank you, sir.

14 Okay, now I'd like to introduce Mr. Randall
15 Rowland from Eglin Air Force Base Environmental
16 Management Division. He will discuss the
17 environmental process, the EIS timelines, and a
18 summary of the environmental findings to date.

19 In addition, we have in the audience the
20 Commander of the 96th Air Base Wing, Col. Eric
21 Pohland. Also in the audience are representatives
22 from various Air Force commands and the Department
23 of Defense. Rowland?

24 RANDALL ROWLAND: Thank you, Mike.

25 Good evening, my name is Randall Rowland. I'm

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1 here from the Base Environmental Division, and I'm
2 here to brief on the 2005 BRAC Program Decisions
3 for Eglin Air Force Base, and also a quick briefing
4 on the National Environmental Policy Act
5 procedures.

6 The Air Force has developed an EIS, an
7 environmental impact study, which is the most
8 detailed environmental analysis required by NEPA,
9 or the National Environmental Policy Act. The BRAC
10 EIS will provide a decision maker detailed
11 information to help her understand potential
12 impacts of each proposed alternative, and to help
13 her make an informed decision. The Deputy
14 Assistant Secretary of the Air Force for
15 installations, currently Ms. Kathleen Ferguson, is
16 the decision maker for this EIS.

17 The current scope of the EIS will address the
18 first two BRAC 2005 program requirements: The
19 first is to relocate the 7th Group -- 7th Special
20 Forces Group Airborne from Fort Bragg to Eglin Air
21 Force Base, and the establishment of the Joint
22 Strike Fighter initial training site.

23 This EIS evaluates alternative ways for
24 establishing the 7th Group cantonment area --
25 establishing the Joint 7th Special Forces Group

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1 cantonment area, and then accommodating training
2 requirements for both the Joint Strike Fighter and
3 7th Group.

4 According to law, BRAC must be implemented as
5 stated in the approved BRAC commission's
6 recommendations. Therefore, the BRAC law and the
7 Air Force's proposed alternatives address how and
8 not if BRAC should be implemented at Eglin. As
9 required by NEPA, the Air Force must identify and
10 analyze a reasonable range of alternatives to the
11 proposed action. The reasonable alternatives are
12 alternatives that would meet the Air Force's
13 underlying purpose and need for the proposed
14 action. Within the range of reasonable
15 alternatives, the Air Force is not required to
16 consider highly speculative alternatives.

17 Also required by NEPA, the Air Force must
18 consider a no-action alternative, or an alternative
19 considered -- considering no changes to Eglin Air
20 Force Base even if the BRAC actions were not
21 implemented. However, it should be noted the BRAC
22 action will be implemented at Eglin, as required by
23 law, and the no-action alternative within this EIS
24 will simply reflect the baseline, or current
25 conditions, at Eglin and within the surrounding

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1 areas which will then be used for analysis
2 purposes.

3 This slide shows the current Eglin BRAC 2005
4 EIS schedule, and you can see that the Air Force
5 published a notice of availability for the Draft
6 EIS, and we're already halfway through the
7 public-comment period.

8 After we conclude the public hearings, we will
9 respond to the input and comments received tonight,
10 modify the EIS if needed, and publish the final
11 document later this year in August 2008. Thirty
12 days after the final EIS is released to the public,
13 the Air Force expects to sign a record of decision,
14 or ROD. The ROD will state whether the proposed
15 action will be implemented and which siting
16 alternatives have been selected. The Air Force
17 expects preparation of this EIS and the signing of
18 the Record of Decision to be completed in September
19 2008.

20 The BRAC 2005 decision means the following for
21 Eglin Air Force Base: First, relocating the 7th
22 Group from Fort Bragg, North Carolina, to Eglin Air
23 Force Base. This includes approximately 2,200
24 military people, and providing training resources
25 for the 7th Group personnel. Second, establishing

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1 the Joint Strike Fighter initial joint training
2 site at Eglin Air Force Base. This would involve
3 adding about 2,300 military, civilian, and
4 contractor personnel to Eglin Air Force Base,
5 bringing in about 107 primary assigned F-35
6 aircraft representing three variant models, and
7 providing flight and maintenance training for JSF.

8 The purpose for the actions in this EIS is to
9 implement the BRAC 2005 Program. As required by
10 law, it includes four actions which we will review
11 in detail in the upcoming slides.

12 First to construct the 7th Group cantonment
13 area. A cantonment area in this case is almost
14 like a small city. It includes administrative
15 offices, classrooms and dormitories,
16 infrastructure, services, and equipment storage;
17 second to accommodate the 7th Group training
18 requirements; third to construct the Joint Strike
19 Fighter initial joint training site and associated
20 cantonment area; and then fourth to accommodate
21 Joint Strike Fighter operation requirements.

22 There are a variety of ways to implement each
23 of these alternatives. Each action has its own
24 defined needs and requirements, and each
25 alternative must meet the underlying purpose and

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1 need of the BRAC program.

2 Each action requires an independent decision.

3 The first action for the realignment of the 7th
4 Group requires establishment of a cantonment area
5 to provide an area to prepare the 7th Group for
6 wartime missions.

7 The 7th Group cantonment area needs access to
8 a flight line that includes rapid and secluded
9 deployments, convenient access to the Eglin Base
10 operating support functions, and seclusion for
11 operational security and force protection.

12 The cantonment area required -- requirements
13 include the following: Administrative areas,
14 including barracks, offices, classrooms, and motor
15 pools, a location with adequate acreage for
16 security and future expansion of the cantonment
17 area and munitions storage area, and the ability to
18 transport those munitions.

19 The need requires that they have proximity to
20 training ranges, ideally no more than ten minutes
21 transport time for timely deployment air lift,
22 timely emergency response, access to major
23 transportation artery, within 20 minutes of a
24 communications farm, minimal environmental
25 restrictions, avoidance of unexploded ordnance

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1 areas, and compatibility with surrounding land
2 uses, noise levels and safety restrictions.

3 The current alternatives locations can be
4 grouped into the following five geographical
5 locations: Eglin Main Base, Duke Field, area west
6 of Duke Field, area north of Eglin Main, and area
7 near DeFuniak Springs. This slide illustrates all
8 of the 7th Group cantonment locations.

9 The second action proposed for the 7th Group
10 beddown that has been addressed in this EIS is
11 associated with training for the 7th Group. The
12 purpose of this proposed action is to provide
13 adequate ranges for the 7th Group missions while
14 maintaining range access for current and future
15 use.

16 The Air Force has performed an extensive
17 evaluation of Eglin's range to determine whether
18 adequate ranges existed and identified possible
19 alternatives. As a result of this study, more
20 refined alternatives have been developed.

21 Specifically, the 7th Group training requires
22 13 new ranges covering more than 6,000 acres of
23 training area, approximately 43,000 training hours
24 per year, including wheeled vehicle use like
25 Humvees and heavy trucks, fixed and rotary wing

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1 aircraft, live and inert ordnance, such as guns and
2 hand grenades, and water operations using small
3 rubber boats.

4 Training ranges are divided into two groups,
5 Group 1 and Group 2 ranges. Group 1 ranges are
6 comprised mostly of small-caliber weapons and will
7 be dedicated to 7th Group training activities.
8 Group 2 ranges are comprised mostly of larger
9 caliber weapons and are not dedicated to the 7th
10 Group for utilization.

11 As a result of the range training alternative
12 narrowing process, the following locations on the
13 chart were identified as possible alternatives to
14 be evaluated. Alternative 3, east and west side,
15 is the preferred alternative in this case.

16 Some range areas may be conditionally closed
17 to the public use for safety reasons during the 7th
18 Group ground maneuvers and/or construction phase.
19 This slide illustrates all of the 7th Group
20 training locations.

21 BRAC calls for the establishment of the Joint
22 Strike Fighter initial joint training site at Eglin
23 Air Force Base. It is an integrated training
24 center because both pilot and maintenance training
25 will occur at the same site. BRAC established

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1 Eglin Air Force Base as the training -- joint
2 training site for the Air Force, Navy, and Marine
3 Corps. In addition, we expect the United Kingdom
4 and other international partners in the Joint
5 Strike Fighter development program to participate
6 at various times in the training center.

7 The training site will teach pilots and
8 maintenance technicians how to properly operate and
9 maintain the F-35 JSF air system. The purpose of
10 the NEPA action is to provide a cantonment area for
11 the initial joint training site.

12 The F-35 training site needs to be close to
13 the Eglin flight line and runways and have adequate
14 acreage for existing facilities to support the new
15 mission. In addition, access to Eglin's Base
16 operating support functions is critical.

17 The associated requirements for meeting the
18 purpose and need for a Joint Strike Fighter
19 training site include establishing a cantonment, an
20 administrative area between 100 and 200 acres in
21 size, providing 31 facilities at approximately
22 5.6 million square feet, and a munitions storage
23 area and bedding down 107 primary assigned F-35
24 aircraft for allowing the airfield operations.

25 The alternatives for this proposed action are

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1 associated with finding an appropriate location for
2 the Joint Strike Fighter cantonment area. In
3 arriving at the proposed alternative locations for
4 the JSF site, the Air Force in coordination with
5 the joint program office developed a list of
6 minimum requirements for the JSF training center
7 and applied them to the entire Eglin military
8 complex to identify potential site for development.
9 Those areas meeting all of the criteria were
10 included as potential alternatives. The minimum
11 requirements included an airfield with two 8,000
12 foot runways plus aircraft support and recovery
13 requirements, available utilities, fueling access
14 and auxiliary ground equipment, approximately 170
15 to 180 acres contiguous to the flight line,
16 physical security and avoidance of wetlands and
17 floodplains.

18 Because Chocktaw, Duke and Hurlburt Fields
19 have only one runway, they are not under
20 consideration for a Joint Strike Fighter integrated
21 training site cantonment location. Furthermore,
22 Camp Rudder is not under consideration as it does
23 not meet runway requirements, and its location and
24 logistics are not practical.

25 The remaining possibilities include two

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1 potential locations at Eglin Main Base. This slide
2 illustrates the two Joint Strike Fighter cantonment
3 locations. Two proposals have been developed to
4 bracket the projected Joint Strike Fighter training
5 requirements at the different airfield options at
6 Eglin Air Force Base. These alternatives include
7 the airfields referred to as Eglin Main, Duke
8 Field, and Chocktaw Field. These airfields include
9 some similarities such as the amount of flight
10 training, the use of the designated airspace, and
11 ordnance use.

12 Before we show you the alternative, we'd like
13 to show an illustration of the present noise
14 contours associated with the Eglin Air Force Base
15 as well as the two outlying fields, Duke and
16 Chocktaw. The outer blue line contour represents
17 the current 65 decibel DNL contour. Noise --
18 baseline noise contours for each airfield, in other
19 words, the contours represent the noise levels
20 based upon the current flight ops at each location.
21 Note that each inner line represents a 5 decibel
22 increase in noise level.

23 Noise impacts associated with the Joint Strike
24 Fighter influence other environmental resources
25 such as land use and socioeconomics and, therefore,

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1 this slide illustrates the noise contours
2 associated with Alternative 1. The next slide
3 illustrates will show the noise contours associated
4 with Alternative 2 also included in the EIS.

5 Two proposals have been developed to bracket
6 the projected Joint Strike Fighter training
7 requirements at the different airfield options at
8 Eglin Air Force Base. However, the level of
9 operations in the special-use air space -- I'm
10 sorry, that's -- I got to a different point in the
11 script. I'm sorry.

12 After the proposed actions and alternatives
13 are identified, the BRAC 2005 Program EIS will
14 examine potential impacts to the human environment.
15 Environmental resources that will be evaluated
16 include those listed on the slide in front of you.

17 I'd now like to briefly summarize the
18 environment issues that have been found and
19 addressed in the Draft EIS. For the 7th Group
20 cantonment area under any alternative,
21 transportation would continue to be adversely
22 impacted. Alternative 2, 3, and 5 would require
23 extensive utility development both on-site and
24 off-site. And for the 7th Group training,
25 Alternative 3, it may impact -- adversely impact

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1 recreation associated with Duck Pond and management
2 Unit 6 on Eglin. Also, regardless of which
3 training alternative is selected, approximately
4 54,000 acres of land will be conditionally closed,
5 potentially impacting recreational opportunities.
6 Additionally, some impacts have been identified
7 associated with the JSF integrated joint training
8 site.

9 Similar to the 7th Group, under any
10 alternative, transportation would continue to be
11 adversely impacted. For Alternative 1, 17 road
12 segments would be potentially impacted. Of those
13 17, only 6 would result in a perceived adverse
14 impact from this action. For Alternative 2, 18
15 road segments would be potentially impacted, and of
16 these 18, only 8 would result in a perceived
17 adverse impact. For the baseline, there would --
18 there were 9 road segments deemed deficient
19 surrounding Eglin Air Force Base.

20 For the Joint Strike Fighter training,
21 regional airspace is currently congested and the
22 addition of JSF would add to that congestion. Land
23 uses currently under the runway approaches are
24 under high levels of noise. The increased noise
25 levels are expected to affect recommended land uses

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1 in adjacent communities. People offbase subject to
2 noise levels of 65 decibel DNL or greater are
3 estimated to increase from the baseline of 2,113
4 people to 6,757 for JSF alternative training,
5 Alternative 1, and 11,156 people for Alternative 2.

6 The Joint Strike Fighter noise level would
7 represent perceived adverse impacts to residents
8 and sensitive receptors under the expanded
9 contours. This also includes offbase residents
10 around the airfield and military training ranges
11 and special-use air space.

12 This concludes the Air Force presentation.
13 I'd like to note that the Draft Environmental
14 Impact Statement that was distributed is just that,
15 a draft document, and had an error on page 3-79,
16 figure 7-10. An erratum sheet has been sent to the
17 local libraries and placed on the Eglin public
18 website, and a replacement page has also been
19 mailed out to anyone requesting a copy of the
20 document.

21 I'd like to now turn the meeting back over to
22 Col. Cumbie.

23 COL. CUMBIE: Thanks, Randall.

24 I'd like to take a quick ten-minute break
25 before we begin the public testimony of the evening

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1 where I hear your comments and concerns. If you
2 would like to speak and did not already sign up
3 earlier, if you'd please do so during the break at
4 the sign-in table in the back of the room. Let's
5 take a quick break.

6 (Intermission)

7 JENNIFER GEESLIN: Okay, guys, time to get
8 started on the second portion of our meeting. If I
9 could get everyone to come back up and take a seat
10 so we can start the hearing. Okay, before we -- I
11 turn the mic back over to the judge, obviously
12 we're having a little bit of audio difficulties
13 this evening. We did do five dry runs, so we're
14 really not sure what's going on, but we really did
15 test the system out and --

16 (Comment from the audience.)

17 JENNIFER GEESLIN: I know. I know. So I
18 apologize. And if we get that screechy sound --
19 the mic that we're having trouble with is the
20 judge's microphone, obviously -- and I'm going to
21 (inaudible) a little bit, so if we get it, we're
22 going to turn it off our way and then we'll just
23 really try and sound off for -- for everyone
24 tonight. And I apologize again for the audio
25 difficulties that we're having. Sir, the floor is

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1 yours.

2 COL. CUMBIE: We have now reached the second
3 part of this hearing which is your opportunity to
4 provide the Air Force with your comments on the
5 Eglin BRAC 2005 Program Draft EIS and to make
6 statements for the record. Our court reporter is
7 recording everything stated during this portion of
8 the hearing.

9 The public hearing and comment periods are
10 part of the Environmental Impact Analysis process.
11 This comment process gives you, the public, the
12 opportunity to provide the Air Force with your
13 issues and concerns about the draft EIS and
14 information on your community relevant to the
15 analysis. These comments will be part of the
16 official record and included in the final EIS.
17 This will ensure that the Air Force decision makers
18 benefit from your local knowledge and are aware of
19 your concerns about the environmental analysis for
20 this EIS.

21 Throughout the comment process I'd ask you to
22 keep in mind that this is not an arena for a debate
23 nor is this hearing designed as a
24 question-and-answer session. Rather, this hearing
25 is a venue for -- the venue the Air Force uses to

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1 gather your concern and any additional data or
2 recommended changes you may have, whether they be
3 oral or written comments, regarding the -- oral or
4 written comments regarding the environmental
5 analysis and the environmental impacts identified
6 under the proposed actions and alternatives. We
7 ask that you focus your comment on the
8 environmental issues related to this proposal.
9 Non-environmental issues take away from time
10 others' opportunity to comment on the Air Force's
11 analysis of environmental concerns and will not add
12 to the adequacy of the analysis used in this EIS.

13 You can officially comment in several ways.
14 You can speak now and have it recorded by the court
15 reporter. You can provide your comments in writing
16 by submitting them during the hearing or through
17 the mail, or you may give extended written remarks
18 to the court reporter as part of your presentation.

19 When you signed in at the hearing, if you wish
20 to speak this evening, you should have registered
21 on the speaker sheets. If you've not done so and
22 would like to speak at this time, if you'd please
23 raise your hand and Ms. Geeslin will sign you up.
24 (Inaudible) anybody that wanted to speak have the
25 opportunity to sign up.

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1 If you'd like to turn in your written comments
2 at this hearing, you may give them to any Air Force
3 representative -- representative located in the
4 room or at the sign-in table. Written comments
5 will be accepted throughout the comment period or
6 until 12 May, 2008. If you do not turn in your
7 written comments at this hearing, please send
8 comments to a point -- it would be on the slide
9 except it's not going to be on the slide because of
10 the microphone backfeed, but it is provided in the
11 materials available to you here in the meeting.

12 Comments made at all the public hearings or
13 provided in writing throughout the public-comment
14 period will be given equal consideration and are a
15 part of the official record.

16 In order to move through the testimony
17 efficiently, I ask that you observe the following
18 rules: Elected officials that choose to speak --
19 choose to comment will be given an opportunity to
20 speak first then we'll hear from agencies and
21 organizational representatives. And finally,
22 private citizens will be called upon in the order
23 in which they signed up to speak. When I announce
24 your name, please stand and address your remarks to
25 me so that I can hear your comments clearly and so

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1 that the court reporter can easily record your
2 statement. Please speak clearly and slowly. State
3 your full name and spell it out so that we can
4 record it correctly.

5 If you're going to represent someone or some
6 group other than yourself, please let us know. We
7 need this information to make sure that the court
8 reporter gets an accurate record. Please do not
9 provide any personal information in your comments
10 that you would not like to see published in the
11 final EIS.

12 Each person will be allotted three minutes to
13 speak, and this applies to everyone. You don't
14 have to speak for the full three minutes, however,
15 if you do choose to speak for three minutes, a
16 yellow card will be raised when you have only 30
17 seconds remaining. And when your three minutes has
18 ended, a red card will be raised, and you will need
19 to end your statement. Following your
20 presentation, I ask you to sit down so we can call
21 on the next person.

22 Out of respect for others, if you would like
23 to make comments, I ask that you please honor the
24 three minutes and any request that I might have for
25 you to stop if you go over this time. If you think

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1 you'll have more comments than you can present in
2 the allotted time, please make the most important
3 comment first. If you don't get a chance to voice
4 all of your comments, you can and should submit
5 them in writing. If you have a written statement
6 already prepared, you may hand it in, read it aloud
7 within the time limit, or do both. Any way you
8 want to present it, it will be part of the official
9 record and included in the final EIS.

10 If we have heard from all of those who wish to
11 speak, and you'd like an opportunity to expand on
12 your original remarks, you'll have that chance at
13 the end of the hearing if time allows. This
14 hearing is scheduled to end at approximately 8
15 o'clock.

16 I also ask that you please not repeat what
17 another speaker has said. If you agree with the
18 previous speaker on a particular issue, you may
19 certainly state your agreement. This will allow
20 more time for other speakers should that become
21 necessary.

22 It appears that our first speaker tonight is
23 Col., retired, Joseph Masterson?

24 COL. MASTERSON: My name is Joseph Masterson,
25 M-A-S-T-E-R-S-O-N, Colonel United States Army,

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1 retired. As such, I'm interested in the presence
2 of more Army personnel here. Are they going to be
3 permanently assigned here or is this strictly a
4 training base for them? Will there be family
5 housing? Is there a requirement for them for
6 housing off base?

DO-3

7 Another concern or curiosity, what's to happen
8 to the newly refurbished and enlarged regional
9 airport that we now have instead of having to go to
10 Pensacola or some of those other places to depart?
11 That's all I'm concerned with right now. Thank
12 you.

DO-4

13 COL. CUMBIE: Thank you, sir. Mr. Mike Roy?

14 MR. MIKE ROY: I'm Mike Roy, R-O-Y, president
15 of the area chamber of commerce. We feel that we
16 have been informed all along in the BRAC process by
17 Eglin, and our Mac community as well as our
18 chamber, and we concur with what has been going on.
19 We support wholly the environmental impact studies
20 that have been going on, and we just want to
21 know -- want you to know that we back what Eglin is
22 proposing.

23 COL. CUMBIE: Mr. Chris Romig?

24 MR. CHRIS ROMIG: I'm Chris Romig, R-O-M-I-G.
25 I'm here on behalf of JTL Capital. I have two

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1 comments I'd like to make tonight regarding the
 2 alternative for flight training. First is that the
 3 property south and west of Chocktaw Field called
 4 Escribano Point is presently zoned low-density
 5 residential. JTL began planning a residential
 6 community well before the BRAC decision in 2005 but
 7 under either alternative, noise from the F-35 will
 8 severely and negatively impact the ability for JTL
 9 to develop a sustainable community.

LU-1

10 Second comment regards the limited
 11 alternatives. The EIS alternatives for flight
 12 training appear to be very limited to the two that
 13 have been briefed, the outsource of the noise and
 14 the periphery of the base where it impacts the
 15 offbase community primarily. You'd think with a
 16 multi-million dollar program being fielded here, at
 17 least an alternative to look at a new runway in the
 18 interior of the base that would have less impact on
 19 the community would be considered. Thanks very
 20 much.

DO-1

21 COL. CUMBIE: Thank you. And, please, if I
 22 butcher your name, I apologize, Miss Sally Bluemel?

23 MISS SALLY BLUEMEL: I just wanted to make one
 24 comment that was addressed at the break.

25 COL. CUMBIE: Okay.

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1 MISS SALLY BLUEMEL: Thank you.

2 COL. CUMBIE: Well, we had a very short list
3 tonight, and it appears that everyone had the
4 opportunity to say what they needed to say within
5 their allotted three minutes, but if there's anyone
6 who has not had the opportunity to speak, please
7 let us know.

8 (No response.)

9 Ladies and gentlemen, that concludes the
10 public hearing. Thank you for your participation
11 and input. And one other thing, please remember
12 that the public comment period for the Eglin BRAC
13 2005 Program Draft EIS will extend through
14 May 12th, 2008. And you can bring your written
15 comments here to me or send them to the address in
16 the envelopes that's at the table. Thank you all.

17 (Public hearing concluded at 7:10 p.m.)

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STATE OF FLORIDA
COUNTY OF BAY

REPORTER'S CERTIFICATE

I HEREBY CERTIFY that the foregoing is a true and accurate transcript of the public hearing for the Eglin BRAC 2005 program held April 16, 2008, at Crestview Community Center, Crestview, 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 29th day of April 2008.

Gertrude B. Downs, FPR

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SCOPING MEETING
EGLIN BRAC PROGRAM 2005
EIS SCOPING MEETING
MONROEVILLE WATER WORKS
MONROEVILLE, ALABAMA

APRIL 17, 2008

Transcript of public scoping meeting held April 17, 2008, 6:30 p.m. to 7:05 p.m. at the Monroeville Water Works, Monroeville, Alabama. Reported by Gertrude B. Downs, FPR, Notary Public in and for the State of Florida.

APPEARANCES:

Mike Spaits
Public Affairs Representative for
Environmental Management, Eglin Air Force Base

Randall Rowland
Civil Engineering Group
Environmental Management Division
Eglin Air Force Base

Col. Thomas Cumbie
Hearing Officer
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1 JENNIFER GEESLIN: Let's go ahead and get
2 started. We have some refreshments in the corner
3 if you'd like to grab some. Over here are some
4 Chex Mix, and there's plenty for you before we get
5 started, so help yourself. It's here for you so --
6 I'm not saying you need caffeine to make your
7 briefing. We'll try to make this as exciting as
8 possible, I promise.

9 UNIDENTIFIED 1: Well, in Monroeville,
10 Alabama, we need a little excitement, so...

11 JENNIFER GEESLIN: That's why we're here.

12 UNIDENTIFIED 2: Bring it on.

13 COL. CUMBIE: You're going to be sorely
14 disappointed.

15 JENNIFER GEESLIN: Okay, we didn't set the
16 mics up in this room. It seemed pretty cozy to us
17 when we got here, so if at any point throughout the
18 evening you can't hear, raise your hand, and we'll
19 have folks from the stage kind of sound off a
20 little bit more.

21 Welcome to the Eglin BRAC Public Hearing for
22 the Eglin BRAC 2005 Program. A lot of folks coming
23 ask me this question so I'll say it in front of the
24 crowd. The public hearing is sort of at the
25 halfway point of this process so that's what we're

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1 here to talk about the Draft Environmental Impact
2 Statement and let you know what that document says
3 and where we are in the process. And obviously you
4 had the opportunity to look at some of our boards
5 and talk to some of our subject-matter experts that
6 are here with us this evening who really know
7 what's in this document and where this project is
8 going.

9 Again, help yourself to refreshments. There's
10 restrooms on either side in the foyer, and of
11 course we have emergency exits behind you to the
12 side or right back here beyond our court reporter.
13 Please let her go first. And then I'll just
14 introduce our first speaker, and he's from Eglin
15 Air Force Base. He's the Environmental Public
16 Affairs Officer up there, so if you ever have any
17 questions, he's the right guy to talk to. He's
18 also the person on the back of your brochure and on
19 the comment sheet, he's the point of contact for
20 this project, Mr. Mike Spaits.

21 MIKE SPAITS: Thank you, Jennifer.
22 Good evening and welcome to the public
23 hearings for the proposed base realignment and
24 closure, also known as BRAC 2005 decisions at Eglin
25 Air Force Base. My name is Michael Spaits. I am

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1 the Environmental Public Affairs Officer for Eglin
2 Air Force Base, and because we want to ensure we
3 provide an accurate public record, our presentation
4 this evening will be a scripted format.

5 This hearing is designed to provide you an
6 opportunity to comment on the Draft Environmental
7 Impact Statement known as the EIS. Before we begin
8 Air Force presentation, I would like to introduce
9 our hearing officer for tonight's meeting, Col.
10 Thomas Cumbie.

11 COL. CUMBIE: Good evening ladies and
12 gentlemen. I'm Col. Tom Cumbie, and as Mr. Spaits
13 indicated, I'll be the presiding officer at this
14 public hearing for the Draft Environmental Impact
15 Statement for Eglin BRAC 2005 Program.

16 The hearing is being held in accordance with
17 the provisions of the National Environmental Policy
18 Act and the regulations that are published by the
19 Council on Environmental Quality. The purpose of
20 this hearing is to receive public comments, that is
21 your comments, on the Draft Environmental Impact
22 Statement commonly referred to as the DEIS.

23 Before moving forward with the Air Force
24 briefing on the proposal and the EIS overview, I'd
25 like to explain my role in this process. I'm a

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1 full-time military criminal trial judge. I'm
2 stationed at Eglin Air Force Base, but I'm not
3 assigned there nor am I assigned to any of the
4 commands associated with Eglin Air Force Base or
5 this proposal. I've not been involved in the
6 development of the Draft EIS, and I'm not here to
7 act as a legal advisor for the Air Force
8 representatives of this proposal.

9 My role as presiding hearing officer is simply
10 to ensure that this proceeding is conducted in a
11 fair, orderly, and impartial manner and that all
12 who wish to be heard will have the opportunity to
13 speak. In summary, it's important that you
14 understand that I'll be serving as an impartial
15 moderator for this hearing.

16 The hearing will be conducted in two parts.
17 First, the Air Force presentation, and second, an
18 opportunity for you all to provide public
19 testimony. We'll begin with the Air Force
20 presentation which will take approximately 30
21 minutes and then we will receive your comments on
22 the Draft EIS. Mike.

23 MIKE SPAITS: Thank you, sir.

24 Now I'd like to introduce Randall Rowland from
25 the Eglin Air Force Base Environmental Management

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1 Division. He will discuss the environmental
2 process, the EIS timelines, and a summary of the
3 environmental findings to date.

4 In addition, we have in the audience the
5 Commander of the 96th Civil Engineer Group, Col.
6 Dennis Yates. Also in the audience are
7 representatives from various Air Force commands and
8 the Department of Defense. Randall?

9 RANDALL ROWLAND: Thank you, Mike.

10 As Mike said, my name is Randall Rowland. I'm
11 here from the Environmental Management Division at
12 Eglin, and I'm here to brief on the BRAC 2005
13 Program Decisions for Eglin and then a little bit
14 about the National Environmental Policy Act.

15 The Air Force has developed an EIS,
16 Environmental Impact Statement, which is the most
17 detailed environmental analysis required by NEPA.
18 The BRAC EIS will provide the decision maker
19 detailed information to help her understand
20 potential impacts of each proposed alternative and
21 help her make the most informed decision. The
22 Deputy Assistant Secretary of the Air Force for
23 installations, currently Ms. Kathleen Ferguson, is
24 the decision maker for this EIS.

25 The current scope of the EIS will address the

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1 first two BRAC 2005 program requirements. The
2 first of those is the relocation of the 7th Special
3 Forces Group Airborne from Fort Bragg, North
4 Carolina, to Eglin Air Force Base, and then the
5 second, to establish the Joint Strike Fighter
6 initial joint training site at Eglin.

7 This EIS evaluates alternative ways for
8 establishing the 7th Group cantonment area at
9 Eglin, establishing the Joint Strike Fighter
10 initial joint training site, cantonment area, and
11 then accommodating the training for both the Joint
12 Strike Fighter and the 7th Group.

13 According to law, BRAC must be implemented as
14 stated in the approved BRAC commission's
15 recommendations. Therefore, the BRAC law -- by
16 BRAC law the Air Force's proposed alternatives
17 address how and not if BRAC should be implemented
18 at Eglin Air Force Base. As required by NEPA, the
19 Air Force must identify and analyze any reasonable
20 range of alternatives to the proposed action. The
21 reasonable alternatives are alternatives that would
22 meet the Air Force's underlying purpose and need
23 for the proposed action. Within the range of
24 reasonable alternatives, the Air Force is not
25 required to consider highly speculative

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1 alternatives.

2 Also required by NEPA, the Air Force must
3 consider a no-action alternative, or an alternative
4 considering changes to Eglin Air Force Base even if
5 the BRAC actions were not implemented. However, it
6 should be noted that the BRAC actions will be
7 implemented at Eglin as required by law, and the
8 no-action alternative within this EIS will simply
9 reflect the baseline, or current conditions, at
10 Eglin and within the surrounding areas which will
11 then be used for analysis purposes.

12 This slide shows the current Eglin BRAC 2005
13 EIS schedule, and you can see that the Air Force
14 published a notice of availability for the Draft
15 EIS, and we're currently about halfway through the
16 public-comment period.

17 After we conclude the public hearings, we will
18 respond to the input and comments received, modify
19 the EIS if needed, and publish a final document
20 later this year in about August 2008, and then
21 thirty days after the final EIS is released to the
22 public, the Air Force expects to sign a record of
23 decision, or ROD. That ROD will state whether the
24 proposed action will be implemented and which
25 siting alternatives have been selected. The Air

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1 Force expects preparation of the EIS and the
2 signing of a Record of Decision to be completed in
3 September 2008.

4 The BRAC 2005 decision means the following for
5 Eglin Air Force Base: First, relocating the 7th
6 Group from Fort Bragg, North Carolina, to Eglin Air
7 Force Base, and this includes adding approximately
8 2,200 military personnel and providing training
9 resources for the 7th Group personnel. Second,
10 establishing the Joint Strike Fighter initial joint
11 training site at Eglin Air Force Base. This would
12 involve adding about 2,300 military, civilian, and
13 contractor personnel to Eglin, bringing in 107
14 primary assigned F-35 aircraft representing three
15 variant models, and then providing flight and
16 maintenance training for JSF.

17 The purpose for the actions in this EIS is to
18 implement the BRAC 2005 Program as required by law.
19 It includes four actions which we will review in
20 the upcoming slides.

21 The first is to construct the 7th Group
22 cantonment area, and a cantonment area is almost
23 like a small city. It has administrative offices,
24 classrooms and dormitories, infrastructure,
25 services and equipment storage. The second action

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1 is to accommodate the 7th Group training
2 requirements. The third, to construct the Joint
3 Strike Fighter initial joint training site
4 cantonment area. And then the fourth is to
5 accommodate the Joint Strike Fighter flight
6 operations requirements.

7 There are a variety of ways to implement each
8 of these alternatives and each action has its own
9 defined needs and requirements, and each
10 alternative must meet the underlying purpose and
11 need for the BRAC program. Each action requires an
12 independent decision.

13 The first action for the realignment of the
14 7th Group requires the establishment of the
15 cantonment area to provide an area to prepare the
16 7th Group for wartime missions.

17 The 7th Group cantonment area needs access to
18 a flight line that includes rapid and secluded
19 deployments, convenient access to Eglin Air Force
20 Base operating support functions, and seclusion for
21 operational security and force protection.

22 The cantonment area requirements include the
23 following: Administrative areas, including
24 barracks, offices, classrooms, and motor pools, a
25 location with adequate acreage for security and

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1 future expansion of the cantonment area, munitions
2 storage area, and ability to transport munitions.

3 The need requires that they have proximity to
4 training ranges, ideally no more than ten minutes
5 transport time, timely deployment airlift, timely
6 emergency response, access to a major
7 transportation artery, within 20 miles of a
8 communication farm, minimal environmental
9 restrictions, avoidance of unexploded ordnance
10 areas, and compatibility with surrounding land use,
11 noise level, and safety restrictions.

12 The current alternatives locations can be
13 grouped into the following five geographical
14 locations: Eglin Main Base, Duke Field, area west
15 of Duke Field, area north of Eglin Main, and area
16 near DeFuniak Springs. This slide illustrates all
17 of the 7th Group cantonment locations.

18 The second action proposed for the 7th Group
19 beddown has been addressed in this EIS is
20 associated with training of the 7th Group, and the
21 purpose of this proposed action is to provide
22 adequate ranges for the 7th Group missions while
23 maintaining range access for current and future
24 users.

25 The Air Force has performed an extensive

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1 evaluation of Eglin's range to determine whether
2 adequate ranges existed and identified possible
3 alternatives. As a result of this study, more
4 refined alternatives have been developed.

5 Specifically, the 7th Group training requires
6 13 new ranges totaling more than 6,000 acres --
7 acres of training area, approximately 43,000
8 training hours per year, including wheeled vehicle
9 use, Humvees -- such as Humvees and heavy trucks,
10 fixed and rotary wing aircraft, live and inert
11 ordnance, such as guns and hand grenades, and water
12 operations using small rubber boats.

13 Training ranges are divided into two groups,
14 Group 1 and Group 2 ranges. Group 1 ranges are
15 comprised mostly of small-caliber weapons and will
16 be dedicated to 7th Group training activities.
17 Group 2 ranges are comprised mostly of larger
18 caliber weapons and are not dedicated to the 7th
19 Group for utilization.

20 As a result of the range training alternative
21 narrowing process, the following locations on the
22 chart were identified as possible alternatives to
23 be evaluated. Alternative 3, east and west side,
24 is the preferred alternative in the Draft EIS.

25 Some range areas may be conditionally closed

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1 to public use for safety reasons during the 7th
2 Group maneuvers and construction phase. This slide
3 illustrates all of the 7th Group training
4 locations.

5 BRAC calls for the establishment of the F-35
6 Joint Strike Fighter initial training site at
7 Eglin. It is an integrated training center because
8 both pilot and maintenance training occurs at the
9 same site. BRAC established Eglin Air Force Base
10 as a joint training site for the Air Force, Navy,
11 and Marine Corps. In addition, we expect the
12 United Kingdom and other international partners in
13 the Joint Strike Fighter development program to
14 participate at various times in the training
15 center.

16 The training site will teach pilots and
17 maintenance technicians how to properly operate and
18 maintain the F-35 Joint Strike Fighter air system.
19 The purpose of the NEPA action is to provide a
20 cantonment area for the initial joint training
21 site.

22 The F-35 training site needs to be close to
23 the Eglin flight line and runways and have adequate
24 acreage for existing facilities to support the new
25 mission. In addition, access to Eglin's Base

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1 operating support functions is critical.

2 The associated requirements for meeting the
3 purpose and need for the JSF training site include
4 establishing a cantonment or administrative area
5 between 100 and 200 acres in size, providing 31
6 facilities at approximately 5.6 million square
7 feet, and a munitions storage area, bedding down
8 107 primary assigned F-35 aircraft and allowing for
9 airfield operations.

10 The alternatives for this proposed action are
11 associated with finding appropriate locations for
12 the JSF cantonment area. In arriving at the
13 proposed alternative locations for the JSF site,
14 the Air Force coordinated with the joint program
15 office, developed a list of minimum requirements
16 for the JSF training center and applied them to the
17 Eglin military complex to identify potential sites
18 for development. Those areas meeting all of the
19 criteria were included as potential alternatives.
20 The minimum requirements included an airfield with
21 two 8,000 foot runways plus aircraft support and
22 recovery requirements, available utilities, fueling
23 access and auxiliary ground equipment,
24 approximately 170 to 180 acres contiguous to the
25 flight line, physical security avoidance -- and

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1 avoidance of wetlands and floodplains.

2 Because Chocktaw, Duke, and Hurlburt Fields
3 have only one runway, they are not under
4 consideration for a JSF integrated training site
5 cantonment location. Furthermore, Camp Rudder is
6 not under consideration as it does not meet the
7 runway requirements, and its location and logistics
8 are not practical.

9 The remaining possibilities include two
10 potential locations at Eglin Main Base. This slide
11 illustrates the two Joint Strike Fighter cantonment
12 locations. Two proposals have been developed to
13 bracket the projected Joint Strike Fighter flight
14 training requirements at the different airfield
15 options on Eglin Air Force Base. A commonality
16 between both alternatives is the special-use
17 airspace over Alabama. As you can see from this
18 chart, BR 1082 and 1085 are the two training routes
19 that basically loop around the Monroeville area,
20 and they will be utilized by the Joint Strike
21 Fighter.

22 The two special-use airspace routes both have
23 a baseline of about 45 decibels DNL, and DNL is a
24 day night average noise level averaged over a
25 24-hour period. And it's anticipated that these

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1 levels will increase between -- to between 57 and
2 76 decibels DNL, and the population numbers are
3 shown on the slide at the right-hand column. Those
4 are population figures overflowed by those two
5 military training routes.

6 After the proposed actions and alternatives
7 are identified, the BRAC 2005 Program EIS will
8 examine potential impacts to the human environment
9 that could be affected by these two proposals.
10 Environmental resources that will be evaluated
11 include those listed on the slide.

12 Now I'd like to briefly summarize the
13 environmental issues that have been found and
14 addressed in the Draft EIS. For the 7th Group
15 cantonment area under any alternative,
16 transportation would continue to be adversely
17 impacted. Alternatives 2, 3, and 5 would require
18 extensive utility development both on-site and
19 off-site. And for the 7th Group training,
20 Alternative 3 may adversely impact recreation
21 associated with Duck Pond and the management of
22 use -- Unit 6 on Eglin. And also, regardless of
23 which training alternative is selected,
24 approximately 54,000 acres of land will be
25 conditionally closed, potentially impacting

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1 recreational opportunities. Additionally, some
2 impacts have been identified associated with the
3 JSF integrated joint training site.

4 Similar to the 7th Group under any alternative
5 transportation would continue to be adversely
6 impacted. For Alternative 1, 17 roadway segments
7 would potentially be impacted, and of those 17,
8 only 6 would result in a perceived adverse impact.
9 For Alternative 2, 18 roadway segments would be
10 potentially impacted. Of these 18, only 8 would
11 result in a perceived adverse impact, and for the
12 baseline, there were 9 road segments deemed
13 deficient surrounding Eglin Air Force Base.

14 For the Joint Strike Fighter flight training,
15 regional airspace is currently congested, and the
16 addition of Joint Strike Fighter would add to that
17 congestion. Land uses currently under the runway
18 approaches are under high noise levels and the
19 increased noise levels are expected affect -- to
20 affect recommended land uses in adjacent
21 communities. People offbase subject to noise
22 levels of 65 decibel DNL or greater is estimated to
23 increase from a baseline of 2,113 people to 6,757
24 for the flight training Alternative 1, and 11,156
25 people for Alternative 2. All of those people are

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1 in and around the Eglin Air Field operations.

2 The JSF noise level would represent perceived
3 adverse impacts to residents and sensitive
4 receptors under the expanded noise contours. This
5 also includes offbase residents around the airfield
6 and military training ranges and special-use air
7 space.

8 This concludes the Air Force presentation.
9 I'd like to note that in the Draft Environmental
10 there is a mistake, because it is a draft document,
11 on page 3-79, figure 7-10 is incorrect, and a
12 correction sheet has been mailed out to all of the
13 libraries, and the people receiving a Draft
14 Environmental Impact Statement.

15 I would like to turn the meeting back over to
16 Col. Cumbie.

17 COL. CUMBIE: Thank you, Randall.

18 At this point in the hearing what we would
19 normally do is to take a 10-minute recess to allow
20 anyone who would like to speak at the hearing today
21 and did not have the opportunity to sign up to do
22 so, but I think given the limited number of people
23 we have here that we can certainly work that out as
24 we go along in here, saving you folks some time.

25 We've reached the second part of the hearing

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1 which is your opportunity to provide the Air Force
2 with your comments on the Eglin BRAC 2005 Draft EIS
3 and to make statements for the record. Our court
4 reporter here is recording everything that is
5 stated during this portion of the hearing.

6 The public hearings and comment period are
7 part of the Environmental Impact Analysis process.
8 This comment process gives you, the public, the
9 opportunity to provide the Air Force with your
10 issues and concerns about the draft EIS and
11 information on your community relevant to the
12 analysis. These comments will be part of the
13 official record and included in the final EIS.
14 This will ensure that the Air Force decision makers
15 benefit from your local knowledge and are aware of
16 the concerns about the -- aware of your concerns
17 about the environmental analysis for this EIS.

18 Throughout the comment period I'd ask you to
19 keep in mind that this is not an arena for a debate
20 nor is it a hearing designed for questions and
21 answers. Rather, this hearing is a venue the Air
22 Force uses to gather your concerns and any
23 additional data or recommended changes that you may
24 have, whether through your oral comments tonight or
25 written comments regarding the environmental

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1 analysis and the environmental impacts identified
2 with the proposed actions and alternatives. We ask
3 that you focus your comments on environmental
4 issues related to the proposal. Non-environmental
5 issues will take away from others' opportunity to
6 comment on the Air Force's analysis of
7 environmental concerns and will not add to the
8 adequacy of this analysis.

9 You can officially comment in several ways.
10 You may speak now and have our court reporter
11 record it. You may provide your comments in
12 writing by submitting them during this hearing or
13 through the mail, or you may give extended written
14 remarks to the court reporter as part of your
15 presentation.

16 When you signed in at the hearing, if you wish
17 to speak this evening, you should have registered
18 on the speaker sheets, and if you've not done so
19 and would like to speak, please raise your hand at
20 this time and we'll make sure we get you signed up.

21 (No response.)

22 Fair enough.

23 If you'd like to turn in your written comments
24 at this hearing, you may give them to any Air Force
25 representative located in the room or at the

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1 sign-in table. Written comments will be accepted
2 throughout the comment period or until 12 May,
3 2008. If you do not turn in your written comments
4 at this hearing, please send comments to the
5 address shown here on the slide.

6 Comments made at all the public hearings or
7 provided in writing throughout the public-comment
8 period will be given equal consideration and are
9 all part of the official record.

10 In order to officially move through the
11 testimony, I'd ask you to observe the following
12 rules: Elected officials that choose to comment,
13 we'll give them the opportunity to speak first then
14 we'll hear from agency and organizational
15 representatives, and finally, private citizens will
16 be called upon in the order in which they signed up
17 to speak.

18 When I announce your name, you can please
19 stand and address your remarks to me so that I can
20 hear your comments clearly and that our court
21 reporter can easily record your statement. You can
22 please speak clearly and slowly. State your full
23 name and spell it so we can record it for the
24 record.

25 If you're representing someone or some group

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1 other than yourself, please let us know. We need
2 this information to make sure the court reporter
3 gets an accurate record. Please don't provide any
4 personal information in your comments that you
5 would not like to see published in the final EIS.

6 Each person will be allotted three minutes to
7 speak, and this applies to everyone. If you do not
8 have -- you do not have to speak for the full three
9 minutes, however, if you do choose to speak for the
10 full three minutes, a yellow card will be raised
11 when you have only thirty seconds remaining. And
12 when your thirty (sic) minutes has ended, a red
13 card will be raised, and you'll need to end your
14 presentation.

15 With the few people we have here in the
16 audience, that probably seems like an unnecessary
17 way of doing things, but we do it for that reason
18 because in each of the public hearings that we've
19 done, we've done them all the same way, and to
20 ensure that everyone has the same opportunity at
21 all the hearings, and in addition it's kind of
22 fun to watch Jennifer hold up the signs, so -- but
23 I can assure you at the end that if anyone has any
24 comments that will exceed the three minutes, there
25 is going to be plenty of opportunity for you to

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1 make your full comments.

2 Mr. Harold Hamite?

3 MR. HAROLD HAMITE: Yes.

4 COL. CUMBIE: You indicated that you'd like to
5 make comments?

6 MR. HAROLD HAMITE: Sure.

7 COL. CUMBIE: Okay, please do so.

8 MR. HAROLD HAMITE: I'm a little confused at
9 exactly the regimen we should go by to make the
10 comments. I'll try to do my best, and you can
11 correct me if I do wrong.

12 COL. CUMBIE: Any order that you would like.

13 MR. HAROLD HAMITE: My concerns are two-fold.

14 As a pilot, I'm very concerned about the
15 low-altitude routes. I have not understood from
16 the presentations tonight what they would be
17 altitude-wise, and/or speed-wise. I -- I guess
18 that's a question that I don't think you're going
19 to answer right now, but I did not hear that from
20 the presentation. That's a scary thing as a pilot.

DO-7

21 The second thing I'd like to address is the
22 noise levels, which is obvious to all of us in the
23 room as residents of this community and surrounding
24 areas. I got the impression from the presentation
25 that, that was a substantial increase in noise

NO-3

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1 levels that we would expect in the community.

NO-3

2 COL. CUMBIE: Thank you, sir. Mr. Tim Tiray
3 (phonetic), Tirey?

4 MR. TIM TIREY: Tirey, T-I-R-E-Y.

5 Could I get somebody to take us and show us
6 that slide where the airways are and question, so
7 we can pinpoint where Monroeville is?

8 COL. CUMBIE: You want to show him the
9 airspace, Commander?

10 (Member of BRAC team responds affirmatively.)

11 MR. TIM TIREY: Because we -- as a group, we
12 have not read this entire EIS.

13 MIKE SPAITS: Okay, understand we sent out the
14 notices, and we chose the location for a central
15 location to the region.

16 MR. TIM TIREY: Okay.

17 MIKE SPAITS: So that's why you don't see
18 specifically, you know, certain --

19 MR. TIM TIREY: Well, I understand, but we
20 haven't read it is what I'm saying.

21 MIKE SPAITS: Right, sir.

22 MR. TIM TIREY: So what -- what we're
23 concerned about, and I know it's not a
24 question-and-answer thing, but maybe somebody could
25 answer the question. I run the fixed-base

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2020 - 2021

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1 operation at the airport. All I care about in the
2 whole project is how does it affect me. How does
3 it affect the people flying in and around
4 Monroeville when below 1,200 feet, you don't even
5 have to have a radio in this airspace. So, I mean,
6 that's really all -- can you highlight where
7 Monroeville is on that map?

SA-8

8 UNIDENTIFIED 3: Out in the middle of that.

9 MR. TIM TIREY: That's what I thought.

10 UNIDENTIFIED 3: Right. Yeah.

11 MR. TIM TIREY: So those routes, they're
12 existing routes that go around us today. All we're
13 talking about is adding a couple of flights a day
14 or more to those routes.

15 MIKE SPAITS: Yeah, that would be correct,
16 sir.

17 COL. CUMBIE: Thank you, Mr. Tirey. Mr. Tim
18 Averett.

19 MR. TIM AVERETT: Yes. My concerns are as a
20 recreational pilot, just the same thing that Tim
21 said the -- you know, I fly a Cessna 150. I don't
22 want to, I don't want to dog fight with a YF-35, or
23 whatever it is, so I'm just a little concerned
24 about, you know, that part of it, you know, getting
25 in and out around wherever you guys are going to

SA-8

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2021 - 2022

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1 be. And then just a side note, you probably could SA-8
2 do away with all of the concerns that everybody has
3 if you could arrange for us to have a ride in one
4 of those puppies.

5 COL. CUMBIE: You get in line, sir, because
6 I'm one.

7 MR. TIM AVERETT: Yeah, they always let all
8 the dumb reporters do that, you know? Somebody
9 that don't even know how to climb in an airplane
10 gets to go ride with the Blue Angels and everybody
11 else. You know, I've never seen a licensed pilot
12 get to go flying in one of the darned things.

13 COL. CUMBIE: Well, that was a short and sweet
14 comment period, but like I say, if anyone would
15 like to expand on their remarks, we've got plenty
16 of time. Yes, sir?

17 MR. ROY HART: I've got a question.

18 COL. CUMBIE: Sir, could I get you to --

19 MR. ROY HART: Roy Hart, H-A-R-T.

20 COL. CUMBIE: Thank you, sir.

21 MR. ROY HART: I'm one of the longest plane
22 owners in Monroeville. I don't fly now, but are
23 those green routes just burner routes or are you
24 control -- you going to put that all in a DO-6
25 controlled airspace from a certain altitude 1,200

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2022

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1 feet to 50,000 feet or what? I don't -- I didn't
2 catch all your presentation.

DO-6

3 UNIDENTIFIED 4: Those are current military
4 training routes.

5 UNIDENTIFIED 5: They are Victor routes,
6 meaning that we fly individual flight rules. They
7 are published, not only the width, they have an
8 altitude structure, a minimum and a maximum
9 altitude that we can fly, and basically these are
10 the two that we can fly through, and they're Victor
11 routes. They're typically three miles either side
12 of center line, they'll be -- always (inaudible)
13 flight of center line routes. They cannot -- I'm
14 not familiar with the exact altitude structure, but
15 when we modeled it, we flew it at the lowest
16 altitude permissible in that -- in the Victor
17 route.

18 MR. ROY HART: Because I know, my farm -- I
19 know we're not supposed to be getting personal on
20 this, but my farm over in Covington County is right
21 over one of the flight ways, which is about 50
22 miles from Eglin Air Force Base. And I've had
23 phantom, (Inaudible) Phantom, they flew so low over
24 my farmhouse they bent the antenna on my house. So
25 I wondered what kind of control and what kind of

SA-8

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1 regulations you're going to have on your top gun
 2 outlet through there, because I know you guys don't
 3 worry about mid airs. One of my best friends was a
 4 Phantom -- Phantom pilot. He said, you know, we're
 5 flying so fast, we -- if we saw a plane, we
 6 couldn't miss it. And us guys that fly around slow
 7 at 60 miles an hour, you know, here comes a guy
 8 barreling down at 3 o'clock level, it's a -- it's a
 9 real fear. You make my -- you understand what I'm
 10 saying?

SA-8

11 UNIDENTIFIED 4: Yes, sir.

12 MR. ROY HART: What kind of controls will you
 13 set all these pilots and how low an altitude will
 14 they be flying?

DO-6

15 Another thing that concerns me, you know,
 16 we -- we're congested in all this airspace right
 17 here, and y'all got millions of acres in New Mexico
 18 or Arizona, out there, and you've got the whole
 19 Gulf of Mexico. Why in the world are you
 20 concentrating right here in a populated area when
 21 you've got plenty of airspace to fly that there's
 22 nothing? That's all I have to say.

DO-1

23 COL. CUMBIE: Thank you, sir. Anyone else?

24 Yes, please.

25 MR. DON OLIVER: Don Oliver. How you doing?

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2023

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1 COL. CUMBIE: Well. Thank you, Mr. Oliver.

2 MR. DON OLIVER: You know, one concern I have
3 to be voiced is communications. We fly a jet in
4 and out of Monroeville, and I need to know if these
5 jets will be -- what -- will they be speaking to
6 Atlanta Center, or Houston Center, or any center?
7 Because lots of times we fly into Navy guys, and we
8 don't hear from them until we're on a short final
9 ops on directional landing. Who are they speaking
10 to?

SA-9

11 Also, these routes, the slot times, will there
12 be a certain time of day, day and night, or are
13 they going to be spontaneous weekly? And the third
14 comment I would have is the communication. I heard
15 about this meeting two days ago, and it took me a
16 lot of trouble even to find out what this meeting
17 was about right up until the time I showed up. How
18 can we be better informed of where this process
19 goes from here?

DO-6

NP-1

20 MIKE SPAITS: I can address one thing for you,
21 sir. Because this is meant to be a regional
22 meeting, we tried to target as many regional
23 newspapers as possible. The Montgomery newspaper
24 has a daily. We placed ads in there. We
25 encouraged the reporters to write articles on it,

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1 but we did place ads in there several weeks ago.
2 And that's the process for how we try to reach out
3 to a region as large as we were trying to reach
4 here. So we try to find the daily newspaper that
5 serves most of that region and target those.

6 MR. DON OLIVER: With your attention, then, is
7 there a chance, is there a place online I can go
8 to, to follow up on this?

9 MIKE SPAITS: Yes, there is, www.eglin.af.mil
10 is the -- where you can see the EIS online.

11 MR. DON OLIVER: Okay.

12 MIKE SPAITS: And also stay up with any new
13 information that comes out.

14 JENNIFER GEESLIN: That information is also on
15 your brochures, and --

16 MR. DON OLIVER: I saw it just now.

17 JENNIFER GEESLIN: And just -- and something
18 for -- for the folks here, I know a lot of folks
19 haven't received the information previously. We do
20 have CD copies of the Draft EIS with us. So if
21 you'd like a copy of it, we're more than happy to
22 have you leave with one so that way you can take a
23 quick look at it.

24 COL. CUMBIE: Anyone further? Any -- yes,
25 ma'am?

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1 MS. SANDY SMITH: My name is Sandy Smith. I'm
 2 with Bain and Revell (phonetic) Monroeville County
 3 Chamber of Commerce, and I guess our main interest
 4 here is, number one, our airport, to make sure that
 5 there's nothing that will happen with this that
 6 will negatively impact our airport, just to
 7 reiterate what all these gentlemen have said. Our
 8 airport with its 6,100-foot runway, if this -- you
 9 know, we're in a remote area. We have a lot of
 10 people who fly in and out of here, and, you know,
 11 safety is an issue and concern. And we want to
 12 make sure that there's nothing that's going to
 13 adversely impact the safety of getting in and out
 14 of our airport.

DO-8

15 Also, you mentioned roadways. It's hard to
 16 get here, and I hope that none of our roadways in
 17 Monroe County will be adversely affected by this
 18 whatever. You know, that would be a concern.

TR-6

19 And then the noise is the further concern. I
 20 understand it's not going to really impact
 21 Monroeville, but a lot of people move here because
 22 they want to be quiet. And when they're out in the
 23 country, and, you know, I -- I just, that would be
 24 a further concern. It would be a quality-of-life
 25 issue.

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1 And we appreciate what y'all are doing. We
2 just want to protect and maintain the quality of
3 life we have here, too. Thank you very much.

4 COL. CUMBIE: Thank you, ma'am. Any seconds
5 for anyone else? Apparently not.

6 If you would please remember that the
7 public-comment period for the Eglin BRAC 2005 Draft
8 EIS will be extended through the 12th of May 2008.
9 You can leave your written comments here at the
10 meeting or send them to the address shown there on
11 the slide. Ladies and gentlemen, that concludes
12 this public hearing. Thank you very much for your
13 participation and input.

14 (Public hearing concluded at 7:05 p.m.)

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STATE OF FLORIDA
COUNTY OF BAY

REPORTER'S CERTIFICATE

I HEREBY CERTIFY that the foregoing is a true and accurate transcript of the public hearing for the Eglin BRAC 2005 program held April 17, 2008, at Monroeville, Alabama.

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 1st day of May 2008.

Gertrude B. Downs, FPR

GULF BAY REPORTING

3001

-----Original Message
From: Tammy Johnson [REDACTED]
Sent: Friday, April [REDACTED]
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: City of Valparaiso

Mr. Spaits,

We discovered that some of our percentages were incorrect for Alternative 2.

Please see the attached corrected pie chart.

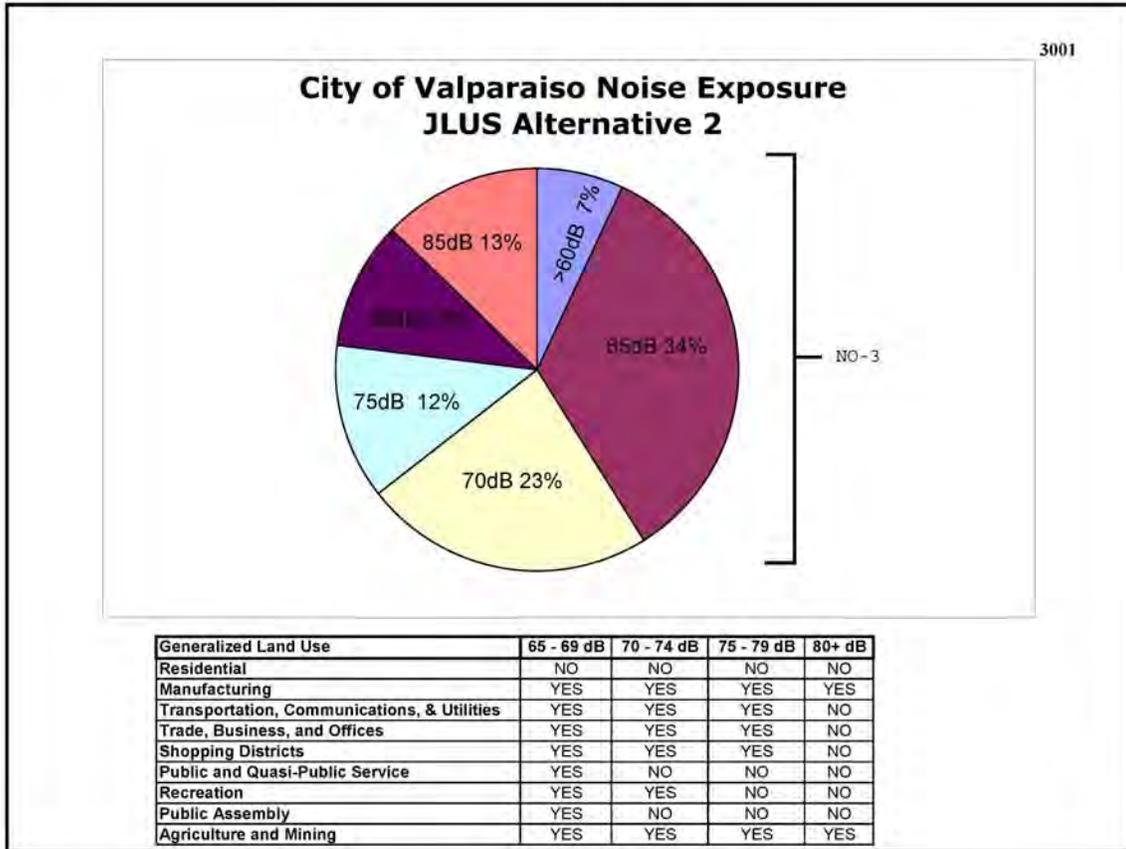
If you have any questions please do not hesitate to contact me.

Tammy Johnson, CMC

City Clerk

City of Valparaiso
[REDACTED]

All e-mails to or from this address are subject to the Florida Records Law, and are considered to be public records



3002

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WFRPC

PAGE 01/03



Bill Roberts, Chairman
 Bill Dozier, Vice-Chairman
 Terry A. Joseph, Executive Director

MEMORANDUM

DATE: Tuesday, April 29, 2008
 TO: Mr. ^{Henry} ~~John~~ McLaurine, Project Manager
 SCIENCE APPLICATIONS INTERNATIONAL CORPORATION
 FAX: (850) 651-1740
 FROM: John Gallagher, Director, Housing & Homeland Security & Emergency Mgmt
 [Redacted]

RE: WFRPC: Project Description:
 MJ 804-4-7-08 Draft Environmental Impact Statement, Implementation BRAC, etc. Eglin AFB
 FL200803274139C

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 & Review Process (IC&RP) for consistency with the West Florida Strategic Regional Policy Plan (WFSRPP). Based upon review of the information submitted, the Planning Council staff finds the proposal generally consistent with the WFSRPP, adopted July 15, 1996. A finding of consistency with the West Florida Strategic Regional Policy Plan does not necessarily affect eligibility or obligate funding of your project. For information about the WFSRPP, please see the WFRPC's web page www.wfrpc.org

	Staff had no additional comments.
X	Please find attached staff comments.

If you have any questions concerning this communication, please refer to the WFRPC # listed above.

P.O. Box 11399 • Pensacola, FL 32524-1399 • P: 850.332-7976 • 1.800.226.8914 • F: 850-637-1923
 4081 East Olive Road; Pensacola, FL 32614
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WFRPC

PAGE 02/03



Bill Roberts, Chairman
Bill Dozier, Vice-Chairman

Terry A. Joseph, Executive Director

MEMORANDUM

To: Mr. Henry McLaurine, Project Manager, Science Application International Corporation (SAIC), 1140 Eglin Parkway, Shalimar, FL 32579
Mr. Mike Spats, Eglin AFB Environmental Public Affairs, 96 CEG/CEVPA, Eglin AFB, FL 32542-5000

From: Mary F. Gutierrez, Environmental Planner, West Florida Regional Planning Council *MFG 4/21/08*

Date: Monday, April 21, 2008

Subject: Environmental Impact Statement for the Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions at Eglin Force Base, Florida. FL200803274139C; RPC# MI 804 4-7-08

The proposal to implement the BRAC 2005 program by relocating the Army 7th Special Forces Group (7SFG) Airborne (A) from Ft. Bragg, N.C. to Eglin AFB and establishing the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) at Eglin. In order to implement this proposal the following actions are required:

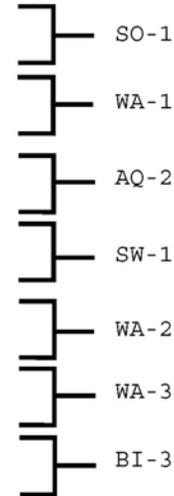
1. Establish a 7SFG(A) cantonment area on Eglin AFB. The cantonment area for the 7SFG(A) includes operations and maintenance facilities; housing; dining facilities, munitions storage and loading facilities, and all supporting construction and operations.
2. Accommodate 7SFG(A) training requirements providing range space, airspace, ground support, and scheduling needed for training missions.
3. Establish the JSF IJTS cantonment area on Eglin AFB that will include training and maintenance facilities, hangars, dormitories, munitions storage and loading facilities, and all supporting construction and operations.
4. Accommodate JSF IJTS flight training requirements within Eglin-managed airspace by providing airfields, airspace, ground support, and scheduling for training missions.

Based on the information provided for the 7SFG(A) Cantonment the best possible alternatives proposed would be 1A: The Triangle, 1B: West Gate; 2D: East of Duke Field. 7SFG(A) Range best possible alternatives proposed would be Alternative 3. These alternatives were chosen based on least potential environmental impacts.

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Please consider the following when making the final selections:

- 1. During the clearing, construction, and final development phases use native species for soil stabilization and landscaping.
- 2. Create a natural buffer along all tributaries, streams, creeks, and rivers: separating structures from the natural environment.
- 3. Reevaluate the potential impacts to air quality based on the recent changes in the ozone standards.
- 4. Consider the practice of recycling for all new/renovated structures and buildings to minimize impacts to landfills. Also consider use of Hurlburt's future Waste-to-Energy facility for disposal of all non-recyclable material.
- 5. Eliminate/Alleviate an increase in stormwater runoff and discharges into surface waters by the use of pervious surfaces as opposed to impervious surfaces.
- 6. Consider use of reclaimed water for landscaping practices and other non-drinking or residential use.
- 7. Make a final assessment factor include no impacts to threatened and/or endangered species.



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3003



Florida Fish
and Wildlife
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*Managing fish and wildlife
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MyFWC.com

April 30, 2008

Ms. Lauren Milligan
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000

Re: SAI #FL200803274139C, Department of the Air Force – Draft Environmental Impact Statement, Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin Air Force Base – Okaloosa, Santa Rosa and Walton Counties

Dear Ms. Milligan:

The Division of Habitat and Species Conservation, Terrestrial Habitat Conservation and Restoration Section, of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated agency review of the referenced Draft Environmental Impact Statement (EIS) document and provide the following comments and recommendations.

Project Description

The proposed action is to implement the 2005 BRAC program, by locating and training, the Army 7th Special Forces Group (7SFG) Airborne (A) from Ft. Bragg, North Carolina, to Eglin Air Force Base (AFB), Florida, and establishing the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) at Eglin AFB. To implement the Eglin BRAC 2005 decision, the Air Force, Army, Navy, and Marine Corps identified required actions at the Eglin Reservation for establishing and accommodating both the 7SFG(A) and the JSF IJTS. BRAC decisions by law must be implemented. The Air Force cannot select the No Action Alternative; therefore, the draft EIS uses the No Action Alternative only for comparative purposes to the action alternatives.

The implementation for the location and training of the 7SFG(A) at Eglin AFB would require construction, personnel relocation, and on-going training. There are five proposed alternative locations on Eglin for the 7SFG(A) cantonment area and five proposed locations for 7SFG(A) training. Facilities identified to support the 7SFG(A) would be constructed over the calendar years (CY) 2008-2011. Approximately 5.1 million square feet (~117 acres) of buildings and hard surfaces would be constructed. Under proposed range training facilities, total acreage required for any 7SFG(A) range alternative would be 53,511.5 acres. Additionally, the draft EIS considers water operations and associated ground maneuver requirements. An approximately 48-square mile area (not defined in any particular shape) is the Army guideline for on-ground training missions.

Beddown and training of the JSF IJTS at Eglin AFB would require demolition, renovation, construction, personnel relocation, and ongoing flight training. The draft EIS identifies two alternative cantonment locations, both close to the Eglin Main Base airfield. Approximately 6.9 million square feet of buildings and hard surfaces would be renovated or constructed from 2008 to 2013 for Alternative 1. The comparable number for Alternative 2 is 7.4 million square feet.

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Area Resources and Condition

Initial screening of fish and wildlife habitat GIS data layers and project maps shows that there is very high potential for several state-listed species to be present on the sites. The draft EIS contains an extensive listing of the rare and imperiled plant and animal species that may occur on Eglin AFB and potentially within the Proposed Actions areas. Present count is 110 for state listed, federally listed, and Florida Natural Areas Inventory (FNAI)-tracked species on the Eglin Reservation. Accordingly, the Threatened and Endangered (T&E) Species Component Plan of Eglin's Integrated Natural Resources Management Plan 2006 (INRMP) addresses many of these imperiled species in the context of overarching mitigation actions that are being conducted for their protection. Annotation by Eglin's Natural Resources Section (NRS) at Jackson Guard of imperiled species that occur on the Reservation is certainly thorough and replete.

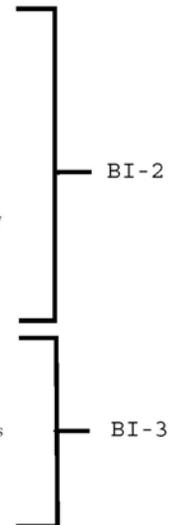
Concerns and Recommendations

The proposed BRAC program consists of four major development items that may affect natural resources on Eglin AFB. As stated well in the Executive Summary of the draft EIS, the habitats of Eglin AFB are home to an unusually diverse biological community including several sensitive species and habitats. The Eglin AFB INRMP provides interdisciplinary strategic guidance for natural resources management. This current INRMP should continue to guide management of biological resources expertly through 2011.

Moreover within the land area of Eglin AFB there are operating constraints based on current agreements with the U.S. Fish and Wildlife Service (USFWS) to protect federally listed threatened and endangered species. We recommend that avoidance and minimization measures detailed in the Final Formal Endangered Species Act Section 7 Consultation with the USFWS (January 2008) of Appendix H-Attachment 2 of the draft EIS be followed during implementation of base realignment construction and activities.

As previously mentioned, Eglin AFB has many state-listed and FNAI-tracked species. Species specific management is not conducted for the majority of state-listed species on Eglin; however, habitat management such as prescribed fire, control of invasive exotic species, and erosion control benefit many of these species. Nonetheless, should state-listed species be encountered prior to or during construction of if any part of the project is expected to disturb, harm, result in capture, or take of state-listed species, their nests or eggs, the applicant should visit <http://myfwc.com/permits/Protected-Wildlife/> for information on permit application requirements and contact the Wildlife Permit Coordinator within the Division of Habitat and Species Conservation with specific permitting questions.

The draft EIS states: "...the biological effects of each individual BRAC action are not likely to adversely affect biological resources, but the aggregate effects of all four actions are likely to adversely affect some biological resources." This is an important point. To some degree individual BRAC actions have the real potential to adversely affect certain biological resources. We offer comments for consideration in regards to BRAC



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implementation and potential impacts on biological resources with special emphasis on imperiled fish and wildlife species.

General comments:

Regarding construction alternatives in general from a biological perspective, alternatives closest to existing areas of urban/landscaped habitat should be considered first, as this would greatly reduce the possibility of increased fragmentation of important sandhill and flatwoods habitats. Creating/improving roads through currently intact sandhills will create barriers and/or potential hazards from vehicles for most of the species addressed in the draft EIS, including the eastern indigo snake (*Drymarchon corais couperi* - Threatened), Florida pine snake (*Pituophis melanoleucus mugitus* - Species of Special Concern), gopher tortoise (*Gopherus polyphemus* - Threatened), gopher frog (*Rana capito sevosa* - Species of Special Concern), flatwoods salamander (*Ambystoma bishopi* - Species of Special Concern) and Florida black bear (*Ursus americanus floridanus* - Threatened).

BI-4

The draft EIS discussed gopher tortoise relocation as an option in areas proposed for construction activities. Certainly, relocation is a valid option for the gopher tortoise, as Eglin contains many additional acres of quality sandhill habitat; however, there is little discussion of the commensal species who utilize gopher tortoise burrows, such as the gopher frog, indigo snake, and pine snake. Consideration should be given to these species as well as gopher tortoises when proposing development on Eglin lands. The state of Florida recently reclassified the gopher tortoise to threatened status and has approved an interim policy. The EIS should incorporate the following interim policy to help protect and conserve gopher tortoises and their habitat:
<http://myfwc.com/permits/Protected-Wildlife/GopherTortoisePermitGuidelines.pdf>

BI-5

The draft EIS refers to using camera surveys of tortoise burrows to survey for indigo snakes immediately before starting construction activities. This method could be effective if construction begins in winter months; however, in warmer months it might not be effective in capturing presence of indigo snakes in the area. Eastern indigo snakes use tortoise burrows year round; however, burrow use is generally more concentrated in winter months. Moreover, commensals within a burrow are hard to detect with a camera because many small commensal species (i.e., gopher frog) house themselves in side chambers, going undetected by a camera video probe. The draft EIS also mentions several times that indigo snakes have not been observed on Eglin since 1999. Indigo snakes are naturally a secretive species and are closely tied to areas with gopher tortoise presence. Their presence should be assumed, given the rarity and declining status of the species, and given the importance of the Eglin base as a high quality sandhill area.

BI-5

A leading concern we have with the activities proposed is the potential increase in fire suppression. The draft EIS states for multiple proposed Alternatives for both Cantonments and Ranges that "Eglin NRS would not be able to burn (the areas) as frequently or as well due to smoke management problems within (developed areas)." In the long term, lack of prescribed fire has the potential to affect the majority of species listed in this draft EIS, including the red-cockaded woodpecker (*Picoides borealis*), gopher tortoise, indigo snake, gopher frog, pine snake, and flatwoods salamander. While it is true that Eglin contains many thousands of acres of quality sandhill, flatwoods, and

BI-6

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riparian habitat, there are few areas left that contain this amount in this quality and contiguity. Prescribed fire is one of the most important processes in maintaining these habitats. Strong consideration should be given to Alternatives whose location limit affects not only the actual acreage being developed, but also the adjacent areas whose habitat quality could be severely diminished over time through the inability to maintain an appropriate fire regime.

The draft EIS states that for areas in which prescribed burning activities could be impacted, mechanical and/or chemical treatments could be used to simulate the benefits of fire (i.e., reduction in hardwood encroachment). Mechanical and chemical methods can be effective in such situations; however, they do not mimic all of the processes fire stimulates in a landscape. These methods are perhaps most beneficial to red-cockaded woodpecker habitats. Moreover, for herpetofaunal species, such as the flatwoods salamander and gopher frog, these methods must be used with caution to avoid chemical contaminants in ephemeral ponds and any alteration of the hydroperiods or introduction of sediments in these ponds from mechanical equipment. Wherever possible, prescribed fire should continue to be employed through ephemeral ponds to reduce hardwood encroachment and encourage herbaceous growth around pond edges which these species require for breeding.

BI-6

Proposed 7SFG(A) cantonment areas (all alternatives):

The BRAC program actions encompass portions of the primary range of the Florida black bear. Primary bear range is defined as area that contains core bear population, habitat that is important to bear movement, and evidence of reproduction. The draft EIS mentions that (paraphrase) "while clearing land would result in loss of potential Florida black bear habitat, the bear's avoidance of the area may serve to benefit bears thru decreased bear/traffic-related incidents." This is only true if a bear would in fact avoid the area in question. Our primary concern is the potential for the project to increase the probability of negative human-bear interactions. This is a cantonment area, with a possible dining facility. Care should be taken to responsibly handle waste, such as installing bear-proof dumpsters, bear-resistant garbage cans, as well as implementing proper disposal measures of oil waste from dining facilities. The draft EIS mentions the cantonment area would be fenced, thus keeping bears out of the area; however, it does not specify the type of fencing that would be used. The type of fencing would greatly influence bear activity in the area. For example, a regular chain-link fence is not a strong deterrent to black bears.

BI-7

We suggest that the planning process include proactive deterrents of potential negative human-bear interactions in order to mitigate potential impacts to and conflicts with the Eglin black bear population. This can be accomplished by providing residents in the cantonment areas with informational materials regarding bears and how to successfully live/coexist in bear country, and should include deterrent measures such as (a) placing garbage on curb the morning of pick-up, (b) removing wildlife feeders, (c) using bear-resistant garbage containers, (d) using electric fencing, (e) securing pet food, (f) cleaning and securing barbecue grills, etc. Staff in our bear management section would be glad to work with you to develop these informational materials.

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The construction of the cantonment area would most likely increase the number of paved roads in the area, thereby increasing traffic and traffic speed. This may serve to increase the number of bear/traffic-related incidents. All sites (except possibly Alternative 5) would increase traffic on State Road 85 (SR 85), an area that has seen an increase in bear roadkills in the last few years (Barbara A. Schmeling, FWC, pers. comm.). Alternative cantonment site 4 would be located between SR 85 and County Road 123 (CR 123), both major bear crossing areas. The majority of bears killed by vehicle collisions on Eglin occur either on SR 85 or CR 123. The increased traffic in the area from the cantonment area may increase the incidences of bear-vehicle accidents. Also, Alternative 5 would increase traffic on CR 285, a major north-south route bisecting black bear primary range.

BI-7

Proposed 7SFG(A) cantonment areas- Alternative 1

Cantonment Alternative 1 should be strongly considered due to its close proximity to the Eglin main base, thus reducing the fragmentation on larger intact sandhill habitat. Moreover, a 100-foot buffer zone would be maintained due to presence of the Okaloosa darter (*Etheostoma okaloosae*). Facilities are centrally located and appear to offer the least amount of disturbance to aquatic systems and fish assemblages.

BI-4

Proposed 7SFG(A) cantonment areas- Alternative 2

Significant botanical sites and outstanding natural areas lie within Alternative 2D and Alternative 2E Cantonment sites. A Florida bog frog (*Rana okaloosae* – Species of Special Concern) location is within the Alternative 2E site. Also, high-quality natural communities that include confirmed gopher frog habitat are juxtaposed to the sites. Managing these habitats through fire would be extremely difficult if a cantonment area were located at the proposed site. The increase in traffic and human settlement in the area would create smoke management problems, limiting the ability of NRS to effectively manage these sensitive areas. With several options available, sites 2D and 2E should be strongly considered for exclusion from the alternative.

BI-2

Development of Alternative 2 would entail constructing a cantonment area as well as adding and improving roads through potential flatwoods salamander habitat and large contiguous sandhill areas. Construction of 7SFG(A) Cantonment Alternative 2 would disturb the prescribed fire regime of habitat adjacent to the area. This would impact areas containing active and inactive cavity trees, as well as current and future supplemental recruitment clusters, of the red-cockaded woodpecker.

BI-2

Under Alternative 2 encroachment on streams seems inevitable. New roads are proposed that will cross waterways (i.e., Juniper Creek). The draft EIS does not address what type of crossings will be constructed (e.g., culverts, short span bridge, or a long span bridge maintaining the floodplain). We strongly recommend that the Okaloosa Darter Management Objectives to the INRMP be strictly followed and the effects of road paving on streams be addressed adequately.

WA-4

Proposed 7SFG(A) cantonment areas- Alternative 3

Alternative 3 does not address a historical collection of state-listed bluenose shiner (*Pteronotropis welaka* – Species of Special Concern) (John R. Knight, FWC, pers. comm.) No riparian buffer was specifically mentioned. Maps provided appear to

BI-3

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encroach on Carr Springs Branch. Strong consideration should be given for establishing and maintaining a riparian buffer zone.

BI-3

Proposed 7SFG(A) cantonment areas- Alternative 4

Alternative 4 references a riparian zone, however this site seemingly has a high hillside slope (for Florida 12%). Erosion is likely to occur here and impact Okaloosa darter habitat. In consideration of aquatic species/fish assemblages that may be present in adjacent wetlands, Alternative 4 may not be as optimal a site. Planning for drainage retention and treatment facilities may need to be intensified. Rigorous monitoring of water runoff may need to be addressed.

BI-8

Proposed 7SFG(A) cantonment areas- Alternative 5

Alternative 5 seemingly makes no reference to riparian buffer zones, except for 100 feet for Okaloosa darter streams and riparian zone width for other streams following Best Management Practices (page 69), with no reference to a defined width.

BI-8

Proposed 7SFG(A) range areas- all alternatives

Lead accumulation into groundwater (and eventually surface water), associated with all proposed munitions ranges would obviously be a concern. The draft EIS cites a technical document (USEPA 1986), stating that only a minimal amount of lead will reach aquatic environments. We have not consulted this document, so our assumption is that there is a scaling issue here. The amount of lead left in the soils seems substantial (e.g., 93,000 pounds of lead left from small arms range/year). If minimal leaching into groundwater occurs at some order of magnitude lower level, and the proposed 93,000 pounds is much greater than the Environmental Protection Agency (EPA) analyzed in this report, then one might expect levels entering water may be of some concern. The amount of lead left in the soil just from small arms range/year seems alarming. Little mention is made how to prevent or minimize this leeching. Moreover, in reference to Alternative 3, the draft EIS states that this site would likely violate EPA standards.

WA-5

Proposed 7SFG(A) range areas- Alternative 1

7SFG Range Alternative 1 includes the possibility of combat maneuvering through areas of confirmed flatwoods salamander breeding ponds. While the same consideration is being given to potential and confirmed flatwoods salamander habitat, the fact that these ponds are confirmed breeding areas should warrant exclusion from any type of disturbance, especially given the amount of similar habitat on Eglin in which these exercises could be conducted.

BI-9

While Eglin's INRMP considers the Santa Rosa Beach mouse (*Peromyscus polionotus leucocephalus*) to be a conservation target, we would like to point out that direct impacts during ground maneuvers could still be possible (as identified under Alternative 1), including maneuvers of a clandestine nature. Additionally, indirect impacts from night maneuvers may alter foraging opportunities and habitat impacts (i.e., loss and fragmentation) due to increased use of existing trails/roads and staging areas for ground maneuvers (Melissa Tucker, FWC, pers. comm.).

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Proposed 7SFG(A) range areas- Alternative 2

Please see general comments about lead leeching from sites. A recommendation for Alternative 2 may be in order here, as well. This is the only site greater than 0.25 miles from a waterbody. The draft EIS mentions that the EPA recommends sites should be at least such a distance away.

WA-5

Proposed JSF Cantonment areas

All of the JSF cantonment areas lie within Eglin Main Base, which is mostly urban. We recommend strongly considering Alternative 1 or 2. Both do not appear to infringe on large contiguous blocks of upland habitat or waterbodies substantially.

BI-4

Proposed JSF Flight Training areas

Both proposed alternatives may adversely affect aquatic systems. The EIS should consider use of wetland buffers and other measures to mitigate impacts. Wetland buffers offer protection not only for water quality but also for movement of wildlife species. The state standard for buffer zones between wetlands and developed areas is designed to entrain runoff materials during storm events. However, literature reviews of wildlife movement in relation to wetlands and associated upland habitats show that larger upland buffers need to be applied in order to fully protect the ability of those wetlands to sustain wildlife; the USFWS has prepared a FAQ sheet that addresses this issue (USFWS, 2001 – attachment A). They recommend that buffers in the range of 95 to 330 feet wide are necessary to maintain the wildlife habitat functions of wetlands with the actual width being a function of topography. Therefore, FWC recommends that construction plans incorporate the USFWS guidance by considering a more appropriate buffer width especially in areas where suitable habitat exists for colonial wading birds, Florida sandhill crane, and various herpetofauna species.

W/F-1

Summary

As stated in the draft EIS, "Eglin's contribution to southeastern conservation is evident in its extraordinary biodiversity and the exemplary quality of its many remnant natural communities." We reiterate this statement to highlight the quality of the area for natural resources and tangible proof of the management efforts of the NRS at Jackson Guard. The draft EIS for the BRAC program is determined to be consistent with our authorities (Chapters 370 and 372, Florida Statutes) under the Florida Coastal Management Program. However, the Proposed Actions, as detailed in EIS has the potential for direct and indirect effects that could adversely impact state-listed species. The Eglin Natural Resources Branch serving as the conduit for proactive management for the Eglin biological resources should allay many fears and alleviate many concerns or impediments to development. Nevertheless, we recommend strong consideration be given to the aforementioned natural resource specific points of concern.

Thank you for this opportunity to comment. If you would like to coordinate further on the recommendations contained in this report, please contact me at [redacted] email at [redacted] and I will be glad to help make the necessary arrangements. If your staff has any specific questions regarding our comments, I

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encourage them to contact Mr. Fred Robinette at [REDACTED]

Sincerely,



Mary Ann Poole, Director
Office of Policy and Stakeholder Coordination

map/cfr
Eglin AFB Realignment Implementation, 1381
ENV 1-3-2

cc: Henry McLaurine, Science Applications International Corporation

3004

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

From: Nancy Model [mailto: [REDACTED]]
Sent: Tuesday, May 06, 2005
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Draft EIS Question

Hello Mr. Spaits - Did the draft 2005 BRAC Decisions EIS consider the impact to US 98 west of Hurlburt Field into Santa Rosa County? I didn't see it mentioned in Chapter 3 Definition of Affected Resources. Since transportation is described in the Executive Summary as an adverse unavoidable impact, it seems that the transportation analysis would have been taken west into Santa Rosa County along US 98 and perhaps north on SR 87. A joint team of the technical advisory committees of the Florida - Alabama TPO and the Okaloosa - Walton TPO just completed a study of the congestion along US 98 from Navarre to Hurlburt Field during the morning commute. Morning traffic congestion had risen to such a level that Hurlburt Field officials called the first meeting last December. Can you also send me a copy of the CD referenced in Appendix B Transportation?

TR-1

Thanks very much.

Nancy Model, Transportation Planner
Santa Rosa County
Division of Community Planning, Zoning and Development
6051 Old Bagdad Highway, Suite 201
Milton FL 32583
Phone: 850-981-7075 FAX: 850-983-9874
Webpage: <http://www.santarosa.fl.gov/zoning/index.html>

3005

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

From: [redacted] (mailto:[redacted])
Sent: Friday, May 09, 2008 12:49 PM
To: Spaitz Mike CIV USAF 96 CEG/CEV
Cc: lwoosley@usgs.gov
Subject: DEIS Eglin Air Force Base Program

Attached are the Department of the Interior's comment letter to the draft EIS for the Eglin Air Force Base Realignment and Closure 2005 Decisions and Related Action.

Gregory Hogue
Regional Environmental Officer
Department of the Interior
Ofc of Environmental Policy & Compliance
75 Spring St., SW, Rm 1144
Atlanta, GA 30303
404-909-0537 (24HR)
404-331-4524 (ofc)
404-331-1736 (FAX)



United States Department of the Interior
 OFFICE OF THE SECRETARY
 Office of Environmental Policy and Compliance
 Richard B. Russell Federal Building
 75 Spring Street, S.W.
 Atlanta, Georgia 30303

3005



ER 08/359
9043.1

May 9, 2008

Mr. Mike Spaits
Public Affairs Officer
96 CEG/CEVPA
Eglin AFB, FL 32542

RE: Draft Environmental Impact Statement for the Eglin Air Force Base Program, Base Realignment and Closure 2005 Decisions and Related Action, Implementation, FL

Dear Mr. Spaits:

The Department of the Interior has reviewed the referenced draft environmental impact statement (DEIS) for the Eglin Air Force Base Program. We have the following comments:

GENERAL COMMENT

The assessment of potential water-resource impacts does not address potential impacts to ground water. Ground water is mentioned as a pathway through which contaminants may migrate to surface water, but it is not assessed as a resource of possible concern, even though the discussion of affected environment identifies the existence of two aquifers beneath the facility that are used for water supply. Mitigation measures called for in the DEIS include ground-water monitoring, but the objective of the monitoring is not specified. Possible impacts to ground water could include infiltration of stormwater runoff containing road surface contaminants and leaching of metals from projectiles and casings from firing ranges. } WA-6

SPECIFIC COMMENTS

Section 3.11.5 Definition of Water Resources, Page 3-61

The description of the two aquifers should include basic information about the ground-water systems, such as depth to water and direction of ground-water flow, to support the discussion of potential contaminant migration presented later in the DEIS. } WA-6

Section 4.11.1.2 subsection "Water Resources", page 4-137 to 4-138; Section 4.11.2.2 subsection "Water Resources", page 4-147; and the parallel sections describing environmental consequences to water resources

The DEIS states that stormwater runoff could increase due to increased impervious areas. "The creation of impervious areas would require the construction of stormwater management systems, (i.e. ponds, swale) to provide on-site storage of stormwater. On-site storage of stormwater would prevent direct discharge of stormwater runoff to surface waters..." (Last paragraph page 4-137 to 4-138). It also is stated that the sandy soils at the facility will provide for high rates of infiltration to the shallow ground-water system. It is suggested that the assessment address potential effects of the infiltration of runoff on ground-water quality. For example, road surface runoff may contain dissolved trace elements, nutrients, and petroleum-related organic compounds, such as polycyclic aromatic hydrocarbons (PAHs), benzene, toluene, ethylbenzene, and xylene (BTEX), and methyl tert-butyl ether (MTBE). Several publications providing information on the water quality of highway runoff are available on-line at <http://ma.water.usgs.gov/fhwa/ndamsp1.htm>. The assessment also could describe the location of the domestic and public water-supply wells with respect to the storm-water management systems, and the direction of ground-water movement, to support any conclusions with respect to potential effects on water supplies.

WA-6

Section 5.10.1.2 subsection "Water Resources", page 5-94, lines 40-41

This section would be improved if it addressed factors that may make the ground-water system more vulnerable to contamination from metals leached from projectiles and casings, such as soil geochemistry, which affects contaminant mobility, and depth to ground water.

WA-6

Section 6.11.1.1 subsection "Soils", page 6-78, lines 30-31

It is suggested that additional information, such as a citation from the scientific literature, be provided to support the statement that "Since Urban Land soils are already disturbed soils; they do not pose an erosion problem." It may be equally plausible that prior disturbance could break any cohesion and make soils *more* susceptible to erosion.

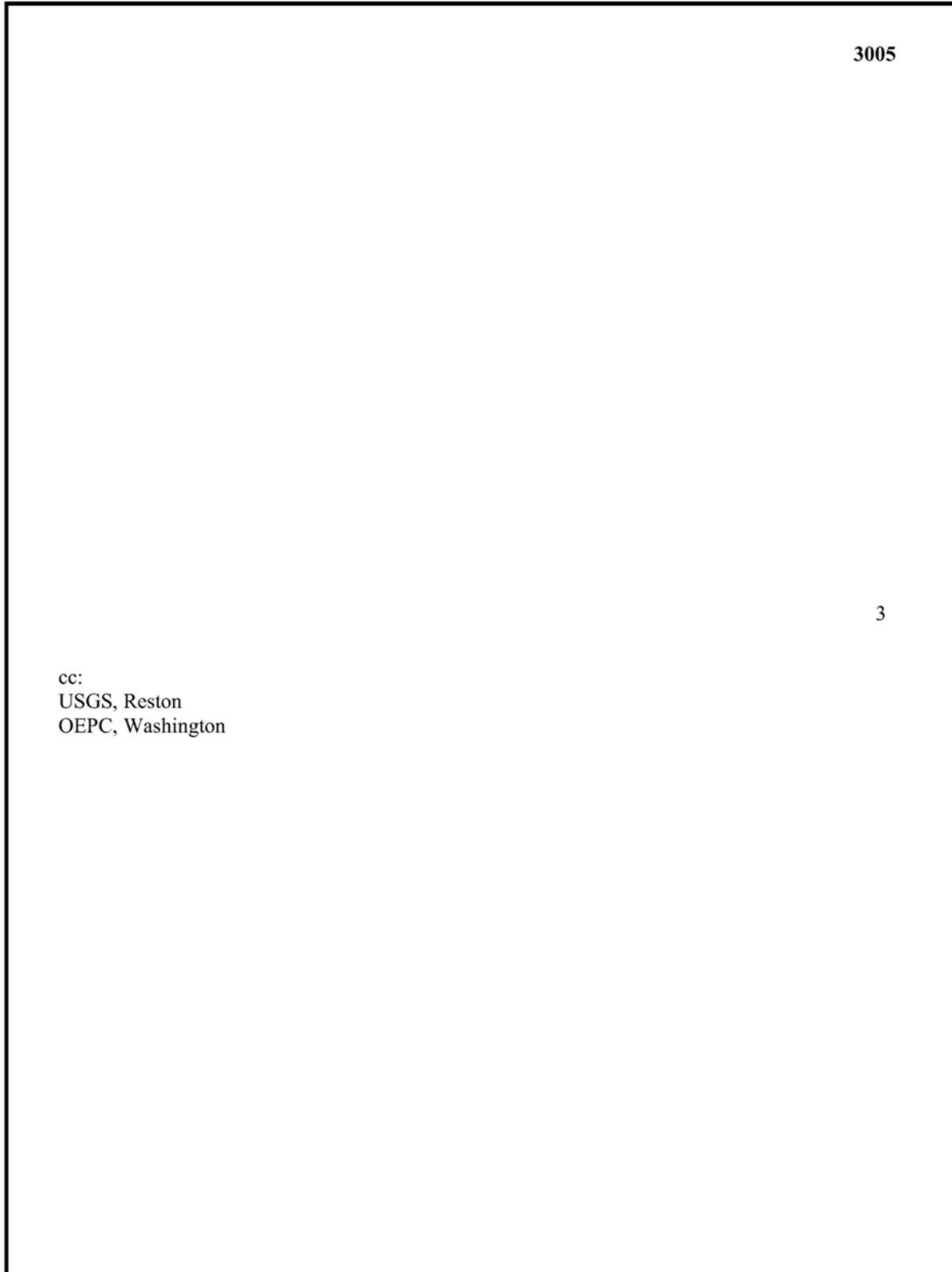
SO-2

Thank you for the opportunity to review and comment on this DEIS. If you have any questions concerning our comments, please contact Lloyd Woosley, Chief of the USGS Environmental Affairs Program, at 703-648-5028 or at lwoosley@usgs.gov. I can be reached at [REDACTED].

Sincerely,



Gregory Hogue
Regional Environmental Officer



3005

3

cc:
USGS, Reston
OEPC, Washington

3006



Board of County Commissioners

State of Florida

Mr. Mike Spaits
Eglin AFB Environmental Public Affairs
96 CEG/CEVPA
Eglin AFB FL 32542-5000

Dear Mr Spaits:

On behalf of the Board of County Commissioners and the citizens of Okaloosa County, I am pleased to offer our comments and recommendations regarding the 2005 Base Realignment and Closure (BRAC) Report decisions to relocate the U.S. Army's 7th Special Forces Group (Airborne) to Eglin AFB from Fort Bragg NC and the establishment of the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) at Eglin.

After careful consideration of the alternatives discussed in the draft EIS, Okaloosa County endorses the 7th Special Forces Group's preferred cantonment location which is approximately 4 miles west of Duke Field on the Eglin Reservation. The site lies under the North-South Flight Corridor, covering approximately 500 acres, lying between Duck Pond to the west and Gopher Creek to the east. This location, while meeting the needs of the Army, will pose the least impact on our citizens and supporting infrastructure.

LU-2

The County also endorses the Joint Strike Fighter's preferred cantonment location which is the current 33rd Fighter Wing location on Eglin Main Base, near the western end of the east-west runway. Additionally, the County endorses JSF Flight Training Alternative 1 as having the least impact on our citizens. However, we note the increased noise impacts on the communities of Valparaiso and Niceville. It is our hope that the Air Force will continue to work with these highly-affected communities to ensure their concerns are heard and addressed. As the EIS states, "The Air Force recognizes that even after the EIS and ROD are complete, the JSF IJTS and 7SFG(A) would need to be managed as a program. Adaptive management principles and tiering of NEPA information will be needed as the DoD services learn more about the aircraft and its capabilities, and subsequently what types of pilot and maintenance training are needed. This is a process of learning; as we learn, we will adapt our training program." Okaloosa County encourages the Air Force, in the course of this adaptive management program, to find ways to mitigate the noise impacts on these two communities, specifically, to the greatest extent possible.

NO-2

In closing allow me to pledge the County's support for these new missions as we welcome them to the Emerald Coast. We stand ready to work with Air Force and community leaders for the smoothest transition possible.

Sincerely,


James Campbell
Chairman

Courthouse
101 E. James Lee Blvd. • Crestview, FL 32536
(850) 689-5030 • FAX: 689-5059

Courthouse Annex
1250 N. Eglin Pkwy. • Shalimar, FL 32579
(850) 651-7100

1804 Lewis Turner Blvd., Suite 100
Fort Walton Beach, FL 32547
(850) 651-7105 • FAX: 651-7142

3007

From: Milligan, Lauren [REDACTED]
Sent: Mon 5/12/2008 12:40 PM
To: McLaurine, Henry C.
Cc: [REDACTED]
Subject: BRAC Actions at Eglin Air Force Base - Florida State Clearinghouse comments

Dear Mr. McLaurine:

RE: Department of the Air Force - Draft Environmental Impact Statement, Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin Air Force Base - Okaloosa, Santa Rosa and Walton Counties, Florida.
SAI # FL200803274139C

Please see the attached state clearance letter regarding the U.S. Air Force's proposed BRAC activities at Eglin AFB. If you have any questions or need further assistance, please don't hesitate to contact me at [REDACTED].
Thank you.

Yours sincerely,

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47
Tallahassee, FL 32399-3000
[REDACTED]

The Department of Environmental

Protection values your feedback as a customer. DEP Secretary Michael W. Sole is committed to continuously assessing and

improving the level and quality of services provided to you. Please take a few minutes to comment on the quality of

service you received. Copy the url below to a web browser to complete the DEP

survey: [REDACTED] Thank you in advance for
completing [REDACTED]

3007



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
 3900 Commonwealth Boulevard
 Tallahassee, Florida 32399-3000

Charlie Crist
 Governor

Jeff Kottkamp
 Lt. Governor

Michael W. Sole
 Secretary

May 12, 2008

Mr. Henry C. McLaurine, Project Manager
 Science Applications International Corp.
 1140 North Eglin Parkway
 Shalimar, FL 32579

RE: Department of the Air Force - Draft Environmental Impact Statement,
 Proposed Implementation of the Base Realignment and Closure (BRAC)
 2005 Decisions and Related Actions at Eglin Air Force Base - Okaloosa,
 Santa Rosa and Walton Counties, Florida.
 SAI # FL200803274139C

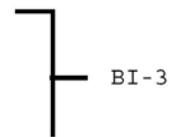
Dear Mr. McLaurine:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced Draft Environmental Impact Statement (EIS).

The Northwest Florida Water Management District (NFWFMD) recommends that Section 3.11.8 of the Draft EIS be revised to reflect the recently implemented Environmental Resource Permitting (ERP) requirements of Chapter 62-346, *Florida Administrative Code (F.A.C.)* - currently regulating stormwater treatment and enacted later in 2008 to regulate wetland impacts as well. The section should also be revised to reflect the NFWFMD regulation of all consumptive uses of water under Chapter 40A-2, *F.A.C.* Staff suggests that additional information specifically outlining wetland impacts, anticipated effects on water resources, mitigation requirements and other applicable permitting requirements within the alternative areas should be included. In addition, an analysis of the cumulative effects of all the anticipated changes at Eglin AFB is recommended to assist agency review of future projects. Please refer to the enclosed NFWFMD letter and contact Ms. Karen Kebart at (850) 539-5999 for further information.



The Florida Fish and Wildlife Conservation Commission (FWC) notes that the potential for several state-listed species to be present on the subject sites is very high. As such, staff recommends that avoidance and minimization measures detailed in the Final Formal Endangered Species Act Section 7 Consultation with the U.S. Fish and Wildlife Service be followed during implementation of the proposed BRAC construction activities. Should



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3007

Mr. Henry C. McLaurine
May 12, 2008
Page 2 of 2

state-listed species be encountered prior to construction or if projects are expected to result in take of these species, the applicant should obtain information on permit application requirements and contact the Wildlife Permit Coordinator. FWC also offers a number of general comments regarding reduction of impacts on gopher tortoises, prescribed fire suppression, human-black bear interaction avoidance, and other listed species habitat effects. Please see the enclosed FWC letter for additional details.

BI-3

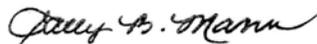
The West Florida Regional Planning Council (WFRPC) requests that the U.S. Air Force consider: the use of native species for soil stabilization and landscaping; the creation of natural buffers along waterbodies; the potential impacts to air quality based on recent ozone standard changes; the practice of recycling within all structures and buildings and use of Hurlburt Field's Waste-to-Energy facility for disposal of non-recyclable material; use of pervious surfaces to reduce stormwater runoff; use of reclaimed water for landscaping and other non-potable uses; and including no listed species impacts in the final assessment of alternatives. Please refer to the enclosed WFRPC letter for further information.

SO-3

Based on the information contained in the Draft EIS and the enclosed state agency comments, the state has determined that, at this stage, the proposed federal activity is consistent with the Florida Coastal Management Program (FCMP). The issues identified by our reviewing agencies must, however, be addressed prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at [REDACTED]

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm
Enclosures

cc: Duncan Cairns, NFWFMD
Mary Ann Poole, FWC
John Gallagher, WFRPC



Florida
Department of Environmental Protection

"More Protection. Less Process"

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Project Information	
Project:	FL200803274139C
Comments Due:	04/30/2008
Letter Due:	05/12/2008
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL IMPACT STATEMENT, PROPOSED IMPLEMENTATION OF THE BASE REALIGNMENT AND CLOSURE (BRAC) 2005 DECISIONS AND RELATED ACTIONS AT EGLIN AIR FORCE BASE - OKALOOSA, SANTA ROSA AND WALTON COUNTIES, FLORIDA.
Keywords:	USAF - IMPLEMENT BRAC 2005 DECISIONS AT EGLIN AFB - OKALOOSA/SANTA ROSA/WALTON
CFDA #:	12.200
Agency Comments:	
WALTON -	
No Comment	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
The WFRPC requests that the U.S. Air Force consider: the use of native species for soil stabilization and landscaping; the creation of natural buffers along waterbodies; the potential impacts to air quality based on recent ozone standard changes; the practice of recycling within all structures and buildings and use of Hurlburt Field's Waste-to-Energy facility for disposal of non-recyclable material; use of pervious surfaces to reduce stormwater runoff; use of reclaimed water for landscaping and other non-potable uses; and including no listed species impacts in the final assessment of alternatives.	
OKALOOSA - OKALOOSA COUNTY	
No Comment	
SANTA ROSA - SANTA ROSA COUNTY	
No Comment	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
DCA has no comment.	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
The FWC notes that the potential for several state-listed species to be present on the subject sites is very high. As such, staff recommends that avoidance and minimization measures detailed in the Final Formal Endangered Species Act Section 7 Consultation with the USFWS be followed during implementation of the proposed BRAC construction activities. Should state-listed species be encountered prior to construction or if projects are expected to result in take of these species, the applicant should obtain information on permit application requirements and contact the Wildlife Permit Coordinator. FWC also offers a number of general comments regarding reduction of impacts on gopher tortoises, prescribed fire suppression, human-black bear interaction avoidance, and other listed species habitat effects.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
Released Without Comment	

3007

ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

Please be advised that the proposed construction activities will require issuance of an Environmental Resource Permit(s) by the Northwest Florida Water Management District in accordance with recently implemented Rule 62-346, F.A.C. As noted in the Draft EIS, the proposed project will also require issuance of a National Pollutant Discharge Elimination System (NPDES) Generic Permit by the DEP's NPDES Stormwater Section in Tallahassee, phone (850) 245-7522.

NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT

The NFWMD recommends that Section 3.11.8 of the Draft EIS be revised to reflect the recently implemented Environmental Resource Permitting (ERP) requirements of Chapter 62-346, F.A.C. - currently regulating stormwater treatment and enacted later in 2008 to regulate wetland impacts as well. The section should also be revised to reflect the NFWMD regulation of all consumptive uses of water under Chapter 40A-2, F.A.C. Staff suggests that additional information specifically outlining wetland impacts, anticipated effects on water resources, mitigation requirements and other applicable permitting requirements within the alternative areas should be included. In addition, an analysis of the cumulative effects of all the anticipated changes at Eglin AFB is recommended to assist agency review of future projects.

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

Visit the Clearinghouse Home Page to query other projects.

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3007



Douglas E. Barr
Executive Director

Northwest Florida Water Management District

81 Water Management Drive, Havana, Florida 32333-4712
(U.S. Highway 90, 10 miles west of Tallahassee)

(850) 539-5999 • (Fax) 539-2777

RECEIVED

MAY 01 2008

OIP / OLGA

MEMORANDUM

TO: Duncan Cairns, Chief, Bureau of Environmental Management and Planning

FROM: Karen Kebart, Senior Water Resource Planner 
Paul Thorpe, Resource Planning Section Director

DATE: April 29, 2008

SUBJECT: Draft Environmental Impact Statement, Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions – SAI # FL200803274139C

Eglin Air Force Base (AFB) proposes implementation of the 2005 Base Realignment and Closure (BRAC) Report decisions by relocating the 7th Special Forces Group (Airborne), or 7SFG(A), to Eglin AFB and conducting joint initial graduate-level pilot training in the Joint Strike Fighter (JSF) for the Navy, Marines, and Air Force at Eglin AFB. As such, four separate but interrelated activities to implement the Eglin BRAC recommendations are identified: (1) development of a cantonment area for the 7SFG(A), (2) range training areas for the 7SFG(A), (3) development of a cantonment for the JSF Initial Joint Training Site, and (4) flight training areas for the JSF. Approximately 5.1 million square feet (117 acres) of buildings and hard surfaces would be constructed from 2008 through 2011. Northwest Florida Water Management (NFWFMD) staff have reviewed the DEIS with respect to wetlands, stormwater management, potable water needs, and habitat impacts. The following comments and recommendations are offered.

It is recommended that Section 3.11.8 note regulation of stormwater under Environmental Resource Permitting (ERP) in accordance with Chapter 62-346, F.A.C. As reflected in Table 2-25, stormwater ERP regulation was initiated in October 2007. Additionally, it is anticipated that wetland regulation in northwest Florida under ERP will be enacted later during 2008. It is also recommended that the section reflect NFWFMD regulation of consumptive uses of water (Chapter 40A-2, F.A.C.). Additional NFWFMD water resource regulations and associated rules may be found at <http://www.nwfwmd.state.fl.us/permits/ruleform.htm>.

WA-2

It would be helpful if additional information were provided to more specifically outline wetland impacts and associated effects on water resources that would be anticipated within the alternative areas. Anticipated wetland mitigation requirements should be outlined as well. Additionally, it is recommended that Table 2-25 be updated to include permit requirements wetland resource impacts.

W/F-2

It would also be useful if, within this or a related future analysis, a cumulative analysis of the effects of all anticipated significant changes at Eglin AFB would be made available. This could generally

CM-1

GEORGE ROBERTS Chair Panama City	PHILIP K. McMILLAN Vice Chair Blountstown	SHARON PINKERTON Secretary/Treasurer Pensacola	PETER ANTONACCI Tallahassee	STEPHANIE BLOYD Panama City Beach
SHARON T. GASKIN Wewahatchka	STEVE GHAZVINI Tallahassee	TIM NORRIS Santa Rosa Beach	JERRY PATE Pensacola	

3007

incorporate, for example, potential effects of proposed new road corridors, proposed Emerald Coast Technology and Research Campus, and potential enhanced use lease decisions being considered.

CM-1

District staff appreciate the opportunity to review this Draft Environmental Impact Statement. If there are any questions, please do not hesitate to contact Paul Thorpe or Karen Kebart at [REDACTED]

3008



STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
46B SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

May 2, 2008

TEL: 334-242-3184
FAX: 334-240-3477

Henry C. McLaurine
SAIC
1140 North Eglin Parkway
Shalimar, Florida 32579

Re: AHC 08-0430
BRAC Air Training EIS
Eglin Air Force Base
Multiple Counties, Alabama

Dear Mr. McLaurine:

Upon review of the latest information submitted by your office, we continue to be concerned about the quality of life issues related to low altitude and night flying over Alabama. Only one figure, ES-4, showed Alabama at all, and this figure showed no towns within the areas where increases are to be expected. How can we know what might be affected? Furthermore, there is no mention of consultation with the US Forest Service relating to the effects on the Conecuh National Forest. This is something we had requested in our earlier correspondence.

NO-3

BI-2

As written, we cannot concur with the EIS as it does not meet the standards set forth in Section 106 of the National Historic Preservation Act. We appreciate your efforts and we look forward to working with you. Should you have any questions, the point of contact for this matter is Greg Rhinehart at [REDACTED]. Please have the AHC tracking number referenced above available and include it with any correspondence.

GE-1

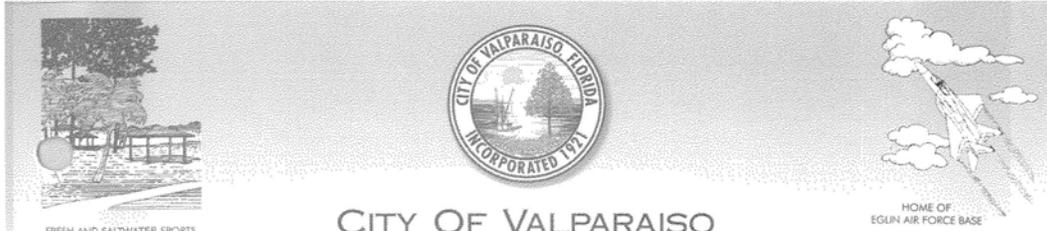
Truly yours,

Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/GCR/gcr

THE STATE HISTORIC PRESERVATION OFFICE
www.preserveala.org

3009



FRESH AND SALTWATER SPORTS
ON CHOCTAWHATCHEE BAY



HOME OF
EGLIN AIR FORCE BASE

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

May 9, 2008

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

SUBJECT: CITY OF VALPARAISO COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT, MARCH 2008, EGLIN BRAC PROGRAM

Dear Mr. Spaits,

The environmental consequences of high noise levels and flight safety over Valparaiso depicted in the BRAC 2005 EIS are totally unacceptable and incompatible with our primarily residential city. It is also felt the draft EIS may be in violation of NEPA guidelines as it fails to adequately address the negative impacts of these two issues. The draft EIS also does not address reasonable alternatives believed required by NEPA.

LU-1

When it became apparent that the two JSF Flight Training Alternatives would significantly impact Valparaiso to the point of destroying the city; it should have been obvious to Air Force planners, that at a minimum, a third alternative to adjust the runways, flight paths, take-offs, etc to remove the exceedingly high noise levels over our city was reasonable and necessary.

NP-5

The table below depicts the percentages of city area that would be subject to extreme noise annoyances.

PERCENTAGE OF CITY AREA AFFECTED BY NOISE LEVELS BY JSF ALTERNATIVES

	Below 65 dB	65-69dB	70-74 dB	75-79 dB	80-84 dB	Above 85 dB
Alternative 1	7%	34%	23%	12%	10%	13%
Alternative 2	0%	10%	40%	23%	14%	13%

The above data was extracted from JLUS Alternatives noise contour maps provided by Air Force Personnel in support of 2005 BRAC Decisions and Related Actions Draft EIS Statement Executive Summary. Supporting maps and pie charts supporting this data are attached as Attachments 2 thru 5. In trying to interpret this data, it is impossible to determine the real noise that residents will experience. The noise data plots are average levels over a 24 hour period. The maps do not show actual peak levels, durations or time of real noise.

NO-5

The EPA and the Air Force have both stated that levels above 65 dB are not suited for residential purposes. The above numbers prove that living with either alternative is intolerable. Businesses will experience transaction difficulties and the two public schools cannot function with the excessive high noise. Valparaiso will be devastated and become a ghost town. Most of the homes will go on the market as no one will choose to live in this very high and unacceptably noisy environment but will remain unsold as FHA and VA financing will be unavailable.

SE-4

SE-5

SE-2

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

3009

There are 1800 homes, 120 businesses, 10 churches, 5 daycares and 2 public schools in Valparaiso. Over 6,400 residents live here and we feel it is unconscionable for Eglin AFB and the Department of Defense to continue to pursue either of the stated alternatives. The proposed alternatives will place a very heavy burden on our citizens. It is incumbent on the Air Force to find an alternative remedy.

The safety issue is also a great concern. The data presented in the EIS misrepresents the actual threat to public safety. We believe that the frequency of Class A mishaps will be greater than one per year since Eglin will be a training installation. Also, the F-35 carriage of live ordnance over our heavily populated area is of serious concern. The EIS tries to assure us that the Air Force has safety procedures in place to prevent inadvertent release of live ordnance, yet there is no data presented to support that assumption.

SA-1
SA-4

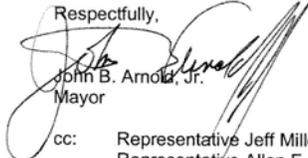
The subject statement neglected to address the economic impact on the adversely affected land masses as a result of the contemplated air operations of the two JSF flight training alternatives. Real estate prices will drop and financing will be unavailable. What will retrofitting existing structures against high noise and high noise created vibrations cost; and what is DOD's responsibility? In addition, the cost of mitigating all negative impacts will be enormous. These are just samples of the economic analysis that needs to be incorporated in the EIS. Our concerns are addressed in more detail in Attachment 1.

SE-2

Valparaiso is a unique place in that 87% of chartered land is owned by the Air Force. It was through donated land that Eglin was established, long after the City was built, as documented in the attached history of Eglin AFB (Attachment #6). How ironic that the Federal government now wants to destroy the city that is the "Home of Eglin AFB".

The mission of Eglin to train F-35 pilots as required by BRAC 2005 will not be compromised if a new alternative is selected. This alternative could solve both the noise and safety issues. Valparaiso wants to work with Eglin to make this new mission a success for everyone in Valparaiso, Okaloosa County, and Eglin Air Force Base. In the past we have requested, and still request, face to face meetings with Department of Defense decision makers to find a solution that is a "win win" for the Air Force, Valparaiso and Okaloosa County. Rather than ask the courts to intervene, we still believe that working together, a better alternative can be developed.

GE-1

Respectfully,

John B. Arnold, Jr.
Mayor

- cc: Representative Jeff Miller
Representative Allen F. Boyd Jr.
Senator Mel Martinez
Senator Bill Nelson
Governor Charlie Crist
Representative Ray Sansom
Senator Don Gaetz
Jeff Fanto, Okaloosa County

- Attachment 1 Detailed Comments on EIS
- Attachment 2 Eglin ~ Duke AFB JLUS Alternative 1 City of Valparaiso Area (Map)
- Attachment 3 City of Valparaiso Area Noise Exposures Alternative 1 (Pie Chart)
- Attachment 4 Eglin ~ Duke JLUS AFB Alternative 2 City of Valparaiso Area (Map)
- Attachment 5 City of Valparaiso Area Noise Exposures Alternative 2 (Pie Chart)
- Attachment 6 Eglin History

3009

DETAILED COMMENTS ON EIS

POPULATION IMPACTED

The number of persons negatively impacted from aircraft noise exposed to (65dB or above) will increase significantly. Currently, only 2,113 persons are affected by noise as depicted in Table 7-3 of the draft EIS. Under Alternative 1, a total of 6,757 persons will be negatively impacted and 11,156 persons will be negatively impacted under Alternative 2. This is a 319% increase for Alternative 1, and 528% increase for Alternative 2, of the number of people negatively impacted.

The above population numbers include the entire city of Valparaiso and portions of Niceville and Destin. These alternatives will **destroy** Valparaiso and significantly impact Niceville.

The EIS only informs of the estimated percentage of persons "annoyed" by the noise and minimizes the complete adverse impact. The impact to individuals is enormous. Property values will decline, public safety is threatened, quality of life is diminished and children will suffer. Indirectly, the impact will create an environment of disproportionately low-income populace and force the city to drastically reduce or eliminate services.

NO-3

NOISE

The EIS fails to adequately address the noise impact. The EIS reports that there will be highly annoyed people and the vibrations from low flying aircraft affecting structures may further add to the "annoyance".

- 1. **Diminished Quality of Life.** In section 7.3.1.2 it is reported that 12 to 37 percent of persons exposed to aircraft noise levels between 65 and 75 dB would be expected to be highly annoyed by the noise. It further states that "Community reaction in these areas is expected to range between significant and severe." The Air Force may view these people as highly annoyed but for the individual their quality of life is significantly diminished.

NO-2

The only solution offered was to replace windows and doors to reduce the indoor noise level. This only partly addresses the problem. Eglin AFB is located in Florida not the North Pole. Valparaiso residents want to enjoy the warm climate outdoors. This solution in effect holds residents hostage in their own homes.

Residents have a reasonable expectation of using and enjoying their outdoor space. Prohibiting them from that enjoyment is in effect taking part of their property rights without just compensation.

The proposed mitigation is insufficient in that it does not identify the source of funding to retrofit every building with adequate windows and doors. Further, it does not offer any compensation to residents and property owners for taking away the use of their outdoor (and indoor) space.

NO-2

2. Structural Integrity Compromised. The EIS underestimates the importance of structural vibrations. When low flying planes compromise the structural integrity of a building, the building becomes unsafe for occupancy and has, in effect been inversely condemned.

The Air Force has failed to include instantaneous dB levels for the F-35 and other data that contributes to structural vibrations, particularly for the APZ areas which are heavily populated. The Air Force should take note that property owners will be more than "annoyed" when their buildings are no longer safe to live in.

SE-6

The Air Force needs to provide instantaneous dB levels for the F-35, frequency levels and any other data pertaining to structural vibrations. In addition, the Air Force should identify the populated areas and approximate number of structures that will experience structural vibrations. The source of funding and agency responsible for compensating property owners for loss of property due to structural vibrations should be identified. The EIS inadequately analyzes the issue.

SE-2

DECLINE IN PROPERTY VALUES

The draft EIS ignores the negative impact of noise on property values. In section 7.5.1.2, the statement "There is little to suggest that airspace modifications under the Proposed Action would impact land values in the affected area" completely ignores existing studies and Federal Law which prove otherwise. In addition, the author did not include FHA and VA mortgage financing guidelines that address properties in high noise levels.

SE-2

Chapter 10 of the draft EIS is a list of preparers of the EIS. A real estate professional specializing in appraisals is not included in the list. Due to lack of professional expertise, the EIS inadequately addresses reduction in property values.

SE-2

3009

1. **Studies.** There are numerous studies that show a decline in property values due to aircraft noise. In one working paper, it was found that "houses in noisier areas sold for less than houses subjected to less noise" (Cohen and Coughlin 1).

Other studies exploring the effect of noise on residential property values have shown that property values decrease due to aircraft noise. Those studies include: Nelson (1980); O'Byrne, Nelson and Seneca (1985); and Uyeno, Hamilton and Biggs (1993).

2. **VA and FHA Mortgages.** HUD Manual 4150 instructs appraisers to recommend rejecting a loan if the property has inharmonious land uses in the neighborhood. All residential properties in Valparaiso are inharmonious with the noise created by the F-35 aircraft. Additionally, 24 CFR 51.303(b) states "HUD policy for actions in Accident Potential Zones at Military Airfields. HUD policy is to discourage the provision of any assistance, subsidy or insurance for projects and actions in the Accident Potential Zones. To be approved, projects must be generally consistent with the recommendations in the *Land Use Compatibility Guidelines For Accident Potential Zones* chart contained in DOD Instruction 4165.57, 32 CFR part 256."

SE-2

Additionally, the Housing and Urban Development Act of 1965 tasks HUD "to determine feasible methods of reducing the economic loss and hardships suffered by homeowners as a result of the depreciation in the value of their properties following the construction of airports in the vicinity of their homes."

3. **Current Homeowner's Property Devalued by VA.** In April, 2008 a property owner in Valparaiso sought refinancing through VA. His property value was lowered due in part to aircraft noise. The property was previously valued at \$209,000 and lowered by VA to \$185,000. VA cited aircraft noise as part of the reason for the devaluation. (Attached)

The reduction in property values from aircraft noise is a taking of an individual's property or inverse condemnation. The Supreme Court has ruled that a taking through inverse condemnation due to aircraft noise must be justly compensated. *United States v. Causby*, 328 U.S. 256 (1946). See also, *Hillsborough County Aviation Authority v. Benitez*, 200 So. 2d 194 (Fla. 2d DCA 1967).

The Okaloosa County Property Appraiser has determined that the 2007 assessed property values in Valparaiso is \$326,950,496. This is not the fair market value which will be much higher.

3009

It is clear that aircraft noise does in fact reduce property values. The EIS insufficiently addresses property value reductions and appropriate mitigation. A supplemental EIS must be prepared utilizing professional expertise in property valuation. The supplemental EIS should also address mitigation measures such as purchase of all affected properties in 65 dB and louder noise areas or annual stipends to each property owner to compensate for loss in value. In addition, the mitigation measures should also address annual compensation to each resident for drastically reducing the livability of the property.

SE-2

PUBLIC SAFETY

Section 7.8 oversimplifies the safety issue of mishaps and the carriage of live ordnance. It lacks sufficient detail to determine actual threats to public safety. The mishap projections are erroneously calculated and distort the true potential for mishaps. The live ordnance accidents lack data to justify the Air Force's assumptions.

SA-1

SA-4

1. **Class A Mishap projections is disingenuous and grossly underestimated.** The Air Force reports that the rate of Class A mishaps is calculated on mishaps per 100,000 flying hours of each aircraft. This rate is then used to estimate anticipated time between mishaps. The data used for calculating the F-15 and F-16 at Eglin AFB is extrapolated from the 2006 Air Force-wide data, which is then applied to the F-35. This is an inaccurate representation of the data. Eglin AFB will be established as the "Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter aircraft." (BRAC 2005). To be statistically accurate in determining actual threat to public safety, mishap data from F-16 training bases should be used rather than Air Force-wide data. (When comparing data for extrapolation, like data needs to be compared to like data. Air Force-wide data is not the same as data from training facilities.)

SA-1

Section 7.8 also informs "Historically, mishap rates for new military aircraft are highest during the initial phase of its operational life and decrease steadily throughout the aircraft's lifetime." Since the author did not want to skew the analyses, he used the Air Force-wide mishap data of the F-16. This is a contradiction. By assuming that the mishap rate is constant Air Force-wide, the extrapolation of the data actually skews the outcome and minimizes the anticipated actual mishap rate.

The mishap rate for the first five years of the operational life of the F-16 is 16.6 mishaps per 100,000 flying hours. This data was calculated from raw

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data presented in an article comparing the mishap rate of the Predator to the F-16. (Nullmeyer, Herz, Montijo and Leonik 7). Using the formula in Section 7.8 to determine the time between Class A mishaps, the result is 0.23 years (or once every 84 days) for the first five years of the F-35. This data is Air-Force wide. It is reasonable to expect the time between Class A mishaps to be more frequent since the pilots will be entry-level aviators.

SA-1

Section 7.8 must include sufficient data on actual mishaps at F-16 aircraft training facilities and should be presented by each phase of its operational life to inform the public of the actual risks.

2. Carriage of Live Ordnance is a Threat.

The Air Force fails to adequately address explosives safety in section 7.8.1.2. The Air Force informs that safeguards are designed to prevent the accidental, inadvertent, or uncommanded release of ordnance, but does not rule out an accident. Further, the Air Force refers to safety risk analyses that discount the risk of accidental releases. However, the Air Force neglects to include those analyses in the EIS giving the public an opportunity to determine actual threat.

SA-2

The Air Force should readdress this issue and provide actual data on ordnance accidents, particularly accidental releases from aircraft.

CHILDREN AT RISK.

The EIS grossly neglected to address the negative impact on children. The EIS only informs of the special risks to children and does not address mitigation as earlier stated, there are two public schools in Valparaiso. Children are at risk of diminishing cognitive skills, reading and memory loss from the excessive aircraft noise. According to the FICAN Position on Research into Effects of Aircraft Noise on Classroom Learning, September 2000 (also referenced in sections 7.5.1.2. and 7.5.2.2.) "Research on the effects of aircraft noise on children's learning suggests that aircraft noise can interfere with learning in the following areas: reading, motivation, language and speech acquisition, and memory."

EJ-1

Children learning at a slower rate than their peers pose many problems for society and the local school boards. Special programs will have to be implemented to give these children a fair opportunity to achieve academically the same as their peers. These children may never learn at a rate to give them the opportunity to obtain the necessary education in order to have an acceptable wage earning career. Furthermore, physical

3009

education and fitness, which Governor Christ has placed great emphasis, will be impossible.

The list of preparers of the EIS does not include a professional in child development. The impacts of children learning at a slower pace have long term and permanent effects. A professional in child development needs to address this issue.

A supplemental EIS should be prepared to sufficiently address the negative impacts to children utilizing professional expertise in child development. Mitigation should address the cost of sound proofing buildings, providing special programs and the cost of closing the schools.

EJ-1

ENDANGERED AND THREATENED SPECIES

The EIS completely fails to address the negative impacts of noise, fuel dumping or spills and mishaps on endangered and threatened species. Noise affects the sleep patterns, mating, nesting, and feeding habits of these species and will result in a "take" of endangered species. Further it may cause disorientation and aggression in some animals. The EIS must address these issues and the failure to do so is a violation of the requirements of the National Environmental Policy Act. Some of the species currently existing in the proximity include Red-Cockaded Woodpeckers, gopher tortoises, eastern indigo snakes, burrowing owls, salamanders, Florida Black Bears, the dusky gopher frog, etc. See, Draft EIS; "Burrowing Owls at Airports" (Forrest S. Clark); Witness: Endangered Species of North America"(David Liittschwager, E. O. Wilson, and Susan Middleton 1994).

BI-2

INDIRECT IMPACTS

The negative impacts of noise and safety will further exacerbate problems in Valparaiso and Okaloosa County by indirectly reducing the availability of affordable workforce housing and creating an environment of low-income populace that is disproportionate to the rest of the area. In addition, the city will lose revenue and be forced to reduce and/or eliminate services.

SE-2

1. **Loss of Affordable Housing.** Affordable workforce housing is a critical issue in Okaloosa County. Because of limited land availability and the high cost of construction, it is difficult to find affordable housing for Okaloosa County's workers. Valparaiso is in a desirable location next to Eglin AFB and Niceville. The housing stock in Valparaiso is valued in the affordable range.

SE-2

When property values decline due to high noise, the city will become an undesirable place to live. Workers will seek affordable housing in locations further away from their workplace such as Crestview and DeFuniak Springs. This will have the effect of more traffic and higher gas costs for the worker.

SE-2

2. **Disproportionate Low-Income Population is Created.** When property values decline and the noise levels increase, Valparaiso will no longer be a desirable place to live. As people move away from the area the only persons moving in will be low-income. Properties will be difficult to finance so there will be more owner financing of which the target market is low-income. When Valparaiso becomes a city of predominately low-income there will then be a disproportionate population of disadvantaged persons impacted by the F-35. The F-35 will create a blighted city which will be the victim of environmental injustice.

EJ-2

3. **Reduction and/or Elimination of City Services.** As property values decline, the County Property Appraiser will adjust the market value and the resulting revenue to the city will decrease. The City currently provides basic services to its residents in the form of police and fire protection, public safety, library, utilities, cable TV, parks and planning. The cost of providing these basic services will continue to increase. When the city is faced with a reduction in its revenue the city will be forced to reduce and/or eliminate its services.

SE-4

INSUFFICIENT MITIGATION MEASURES

The mitigation measures for all impacts are insufficient and in some cases completely missing. It is incumbent on the Air Force to provide mitigation measures for each negative impact. The mitigation measures should identify the agency responsible for implementing the mitigation measure and the potential source and availability of funding.

NO-2

ALTERNATIVE 3

The Air Force is in violation of NEPA in that it did not consider all reasonable alternatives. It is obvious to the reader of the draft EIS, and should have been obvious to the preparers of the draft EIS, that a third alternative should have been considered. When all of the impacts and the associated costs of mitigation are considered, it is

NP-5

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reasonable to evaluate a third alternative that would remove the noise and safety impacts off the populated areas.

The City of Valparaiso is concerned that a third alternative was not considered and believes that a supplemental EIS should be prepared to include a third alternative that modifies the use of existing runways or constructs a new runway that places the F-35 aircraft flight paths over unpopulated areas. There is a currently existing runway which puts the flights over the Gulf of Mexico instead of thousands of homes and residents. The failure to analyze that alternative demonstrates that the draft EIS is not intended to fulfill NEPA requirements, but is mere window-dressing.

NP-5

SUMMARY

In conclusion, the City of Valparaiso finds the draft EIS lacking in sufficient data and analysis to accurately estimate or determine actual impacts. Many sections of the EIS should be rewritten including appropriate data and analyses and in some cases utilizing appropriate professional expertise. The city finds the following impacts unacceptable:

IMPACTS

- 1. 100% of the City of Valparaiso is negatively impacted
- 2. Diminished quality of life – cannot enjoy outdoor spaces
- 3. Structural integrity of buildings is compromised – buildings become unsafe for occupancy
- 4. Property values decline
- 5. VA and FHA will no longer insure mortgages – financing becomes difficult
- 6. Public safety is threatened
 - A. Drastic increase in Class A mishaps
 - B. Live ordnance is carried over populated areas
- 7. Children are at risk – slower learning skills/loss of physical fitness education
- 8. Loss of affordable workforce housing
- 9. Creation of a disproportionate low-income population
- 10. Reduction or elimination of city services

GE - 1

The City of Valparaiso proposes the following changes to the EIS so that the public is fully informed of the negative impacts.

CHANGES TO THE EIS

- 1. Prepare a supplemental EIS to include:
 - A. Alternative 3 – removing noise and safety impacts off populated areas
 - B. Revise negative impact on property values utilizing a professional real estate appraiser
 - C. Revise statistical calculations for Class A mishaps
 - D. Include statistical data on carriage of live ordnance over populated areas (i.e. frequency of accidents)
 - E. Include mitigation measures for each impact identifying the responsible agency and source of funding
 - F. Include a section on the total cost of the impacts to the public and individuals

GE - 1

3009

2. Fully address the issue of children at risk. Utilize professional child development experts and identify special programs to assist these children in addition to other mitigation measures.
3. Completely address the impacts upon endangered and threatened species which exist in the proximity.

GE-1

References

- Clark, F.S. "Burrowing Owls Share Airports with Pilots in Florida". In Flight USA
- Cohen, J.P. and C.C. Coughlin (2008): "Airport-Related Noise, Proximity, and Housing Prices in Atlanta". Federal Reserve Bank of St. Louis, Working Paper Series
- Liittswager, David, Witness: Endangered Species of North America. San Francisco: Chronicle Books, 1994.
- Nelson, J.P.(1980): "Airports and Property Values". *Journal of Transport Economics and Policy*, 14(1), pp.37-52.
- Nullmeyer, R.T., R.Herz, G.A. Montijo, and R. Leonik (2007) "Birds of Prey: Training Solutions to Human Factors Issues". Interservice/Industry Training, Simulation, and Education Conference. Paper No. 7133.
- O'Byrne, P.H., J.P.Nelson and J.J.Seneca (1985): "Housing Values, Census Estimates, Disequilibrium, and the Environmental Cost of Airport Noise: A Case Study of Atlanta: *Journal of Environmental Economics and Management*, 12,pp.169-78.
- Uyeno, D., S.W. Hamilton and A.J.G.Biggs (1993) "Density of Residential Land Use and the Impact of Airport Noise". *Journal of Transport Economics and Policy*, 27(1),pp.3-18.

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Uniform Residential Appraisal Report

17-17-5-142558
File # 30422 5

The purpose of this summary appraisal report is to provide the undersigned with an accurate and adequately supported opinion of the market value of the subject property.

Property Address: COLON AVE City: VALPARAISO State: FL Zip Code: 32590
 Owner: [REDACTED] Owner of Public Record: [REDACTED] County: OKALOOSSA
 Legal Description: LOT 11 BLOCK 22 PLAT 16 VALPARAISO Tax Year: 2007 T.E. Taxes \$ 302.00
 Assessor's Parcel #: 12 18 23 263F 0002 Map Reference: OKALOOSSA Census Tract: 2211.00
 Neighborhood Name: VALPARAISO Special Assessments & UNKNOWN PUD HOA \$ per year per month
 Occupancy: Owner Tenant Vacant
 Property Rights Appraised: Fee Simple Leasehold Other (describe)
 Assignment Type: Purchase Transaction Refinance Transaction Other (describe)
 Client: DEPARTMENT OF VETERANS AFFAIRS Address: INTENDED USER - DVA & ANY VA APPROVED LENDER ONLY
 Is the subject property currently offered for sale or has it been offered for sale in the twelve months prior to the effective date of this appraisal? Yes No
 (Report data sources used, offering price(s), and date(s)). IT IS A SPECIFIC ASSUMPTION OF THIS APPRAISAL THAT ALL OFFERINGS HAVE BEEN DISCLOSED TO APPRAISER.
 Did not analyze the contract for sale for the subject purchase transaction. Explain the results of the analysis of the contract for sale or why the analysis was not performed. NA - REFINANCE.
 Contract Price \$ NA Date of Contract NA Is the property seller the owner of public record? Yes No (Data Sources) TAX ASSESSOR
 Is there any financial assistance (loan charges, sale concessions, gift or downpayment assistance, etc.) to be paid by any party on behalf of the borrower? Yes No
 Yes, report the total dollar amount and describe the terms to be paid. REFINANCE

Notes: Race and the racial composition of the neighborhood are not appraisal factors.

Neighborhood Characteristics		One-Unit Housing Trends		One-Unit Housing	Present Land Use %
Location: <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban <input type="checkbox"/> Rural	Property Values: <input type="checkbox"/> Increasing <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Decreasing	Price: <input type="checkbox"/> Over \$1000 <input checked="" type="checkbox"/> \$1000 (Avg)	Age: <input type="checkbox"/> 2-4 Unit <input checked="" type="checkbox"/> 10 %	Age: <input type="checkbox"/> 1-10 <input checked="" type="checkbox"/> 11-20 <input type="checkbox"/> 21-30 <input type="checkbox"/> 31-40 <input type="checkbox"/> 41-50 <input type="checkbox"/> 51-60 <input type="checkbox"/> 61-70 <input type="checkbox"/> 71-80 <input type="checkbox"/> 81-90	One-Unit: <input type="checkbox"/> 1-10 <input checked="" type="checkbox"/> 11-20 <input type="checkbox"/> 21-30 <input type="checkbox"/> 31-40 <input type="checkbox"/> 41-50 <input type="checkbox"/> 51-60 <input type="checkbox"/> 61-70 <input type="checkbox"/> 71-80 <input type="checkbox"/> 81-90
Market: <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Over 25% <input type="checkbox"/> Under 25%	Demand/Supply: <input type="checkbox"/> Shortage <input checked="" type="checkbox"/> In Balance <input type="checkbox"/> Over Supply	Market: <input type="checkbox"/> Under 3 mths <input checked="" type="checkbox"/> 3-6 mths <input type="checkbox"/> Over 6 mths	Low: <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	High: <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10	Other: <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10

Neighborhood Description: NORTH TO HIGHWAY 86, SOUTH TO TOM'S BAYOU, EAST TO HIGHWAY 397 (JOHN SIMS AIRWAY AND WEST TO EGLIN AFB. THIS NEIGHBORHOOD IS DIRECTLY NORTH OF EGLIN AFB AIRPORT. 200 High 60+ Commercial 7 %
 186 Pwd. 30-45 Other %

Neighborhood Description: I HAVE CONSIDERED THE RELEVANT COMPETITIVE LISTINGS/CONTRACT OFFERINGS IN PERFORMING THIS APPRAISAL, & ANY TREND INDICATED BY THAT DATA IS SUPPORTED BY THE LISTING/OFFERING INFORMATION INCLUDED IN THIS REPORT. THE AVG SALE PRICELIST PRICE RATIO IS 95%.
 MARKET TIME HAS INCREASED TO 3-6 MONTHS. PRICES ARE DECREASING FROM THEIR HIGHS IN 2006 & EARLY 2008.
 Market Conditions (including support for the above conclusions) *EST. MKT VALUE SHOWN HEREIN ASSUMES TYPICAL TERMS OF SALE AND COMPETENT MKTG EFFORTS. IN THE MOST RECENT SEVERAL MONTHS, MARKET CONDITIONS ARE CHARACTERIZED BY STEADY GROWTH IN LISTING (FOR SALE) INVENTORY AND EXPANDING MARKETING / EXPOSURE TIMES. SALES & FINANCING CONCESSIONS IN THE FORM OF SELLER PAID CLOSING COSTS ARE TYPICAL.

Area: 10,800 Sq.Ft. Shape: RECTANGULAR View: AVERAGE
 Zoning Description: RESIDENTIAL SINGLE FAMILY **
 Specific Zoning Classification: R-1
 Legal Description: [REDACTED]
 Highest and best use of subject property as improved or as proposed per plans and specifications the present use? Yes No No, describe SEE COMMENTS

Public: Water Sewer Other (describe)
 Off-site Improvements - Type: Street ASPHALT Private
 Alley: Other (describe)

FEMA Special Flood Hazard Area: Yes No FEMA Flood Zone: X
 FEMA Map #: 12091C0370H FEMA Map Date: 12/06/2002
 Is there any adverse site conditions or external factors (sewerage, encroachments, environmental conditions, land uses, etc.)? Yes No If Yes, describe LIMITED SCOPE OF ZONING ANALYSIS - SEE PAGE 3 HEREIN. SITE IS IN NOISE ZONE 1 OF EGLIN AFB AIRPORT PER AICUZ 2006 STUDY - CONSIDERED IN THE SALES COMPARISON APPROACH PER DVA GUIDELINES.

General Description	Foundation	Exterior Description	materials/condition	Interior	materials/condition
Units: <input checked="" type="checkbox"/> One <input type="checkbox"/> One with Accessory Unit	Concrete Slab <input checked="" type="checkbox"/> Crawl Space	Foundation Walls: CONCRETE BLOCK(AVG)	Floors: CARPET,VINYL, TILE(A)	Walls: CMU PANELING(G-A)	
Roof: <input checked="" type="checkbox"/> Asphalt <input type="checkbox"/> Other	Full Basement <input type="checkbox"/> Partial Basement	Exterior Walls: BRICK VENEER(AVG)	Trim/Finish: WOOD(AVG)	Both Floor: TILE(AVG)	
Roof Surface: DIMENSIONAL(AVG)	Basement Area: sq.ft. [REDACTED]	Window Type: SINGLE HUNG(AVG)	Both Floor: TILE(AVG)	Car Storage: # of Cars: 2+	
Roof Condition: <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Outside Entry: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Storm Sash/Insulated: NO	Car Storage: # of Cars: 2+	Driveway Surface: CONCRETE	
Roof Age (Yrs): 25 YEARS	Evidence of: <input type="checkbox"/> Infiltration <input type="checkbox"/> Settlement	Screens: YES	Car Storage: # of Cars: 2+	Driveway Surface: CONCRETE	
Roof Type: <input checked="" type="checkbox"/> Asphalt <input type="checkbox"/> Other	Heating: <input checked="" type="checkbox"/> FWA <input type="checkbox"/> HWB <input type="checkbox"/> Radiant	Woodwork: # of Pieces: CHAINLINK	Car Storage: # of Cars: 2+	Driveway Surface: CONCRETE	
Roof Material: <input checked="" type="checkbox"/> Asphalt <input type="checkbox"/> Other	Other: <input type="checkbox"/> Radiant	Roof Deck: <input checked="" type="checkbox"/> SCRD <input type="checkbox"/> Other	Carport: # of Cars: 1	Other: <input type="checkbox"/> Det. <input type="checkbox"/> Built-in	
Appliances: <input checked="" type="checkbox"/> Refrigerator <input checked="" type="checkbox"/> Range/Oven <input checked="" type="checkbox"/> Dishwasher <input checked="" type="checkbox"/> Microwave	Washer/Dryer: <input type="checkbox"/> Other (describe)	Washer/Dryer: <input type="checkbox"/> Other (describe)	Other (describe):		

Additional features (special energy efficient items, etc.): CEILING FANS, 187 SF SHED WITH BRICK WALLS, PAVED PATIO

Describe the condition of the property (including needed repairs, deterioration, improvements, etc.): NO MPR REPAIRS NOTED, PER OWNER, ITEMS NEW WITHIN THE LAST 5 YEARS INCLUDE DISHWASHER, WATER HEATER, ROOF CARPET, PAINT, ELECTRIC WIRING PANEL. NOTE: THIS IS AN APPRAISAL REPORT, NOT A HOME INSPECTION REPORT. HOME INSPECTIONS AND HOME INSPECTION REPORTS CAN BE OBTAINED FROM INDIVIDUALS SPECIALIZING IN HOME INSPECTIONS. THIS REPORT IS INTENDED FOR USE IN A VA MORTGAGE FINANCE TRANSACTION ONLY BY THE DVA AND APPROVED VA LENDERS. THIS REPORT IS NOT INTENDED FOR ANY OTHER USE OR USER.
 Is there any physical deterioration or adverse conditions that affect the livability, soundness, or structural integrity of the property? Yes No If Yes, describe

Comments on Zoning: Zoning involves regulation of structure type, set backs, density and many other aspects of site use. The scope of the zoning analysis is limited to the determination of the conformity of the type of the main structure with applicable zoning. No other aspects have been analyzed.
 Does the property generally conform to the neighborhood functional utility, style, condition, use, construction, etc.? Yes No If No, describe
 Property built prior to 1978: LEAD PAINT WARNINGS ARE RECOMMENDED. NO OTHER OBVIOUS HAZARDS OBSERVED - THE APPRAISER HAS NO EXPERTISE IN HAZARDOUS WASTE OR TOXIC SUBSTANCES, ETC.

Scale: Map Form 70 March 2005 Page 1 of 5 Form 1004 March 2005

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Uniform Residential Appraisal Report

17-17-4-1425658
File # 80422 9

This report form is designed to report an appraisal of a one-unit property or a one-unit property with an accessory unit, including a unit in a planned unit development (PUD). This report form is not designed to report an appraisal of a manufactured home or a unit in a condominium or cooperative project.

This appraisal report is subject to the following scope of work, intended use, intended user, definition of market value, statement of assumptions and limiting conditions, and certifications. Modifications, additions, or deletions to the intended use, intended user, definition of market value, or assumptions and limiting conditions are not permitted. The appraiser may expand the scope of work to include any additional research or analysis necessary based on the complexity of this appraisal assignment. Modifications or deletions to the certifications are also not permitted. However, additional certifications that do not constitute material alterations to this appraisal report, such as those required by law or those related to the appraiser's continuing education or membership in an appraisal organization, are permitted.

SCOPE OF WORK: The scope of work for this appraisal is defined by the complexity of this appraisal assignment and the reporting requirements of this appraisal report form, including the following definition of market value, statement of assumptions and limiting conditions, and certifications. The appraiser must, at a minimum: (1) perform a complete visual inspection of the interior and exterior areas of the subject property; (2) inspect the neighborhood; (3) inspect each of the comparable sales from at least the street; (4) research, verify, and analyze data from reliable public and/or private sources; and (5) report his or her analysis, opinions, and conclusions in this appraisal report.

INTENDED USE: The intended use of this appraisal report is for the lender/client to evaluate the property that is the subject of this appraisal for a mortgage finance transaction.

INTENDED USER: The intended user of this appraisal report is the lender/client.

DEFINITION OF MARKET VALUE: The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and each acting in what he or she considers his or her own best interest; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in U. S. dollars or in terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions* granted by anyone associated with the sale.

*Adjustments to the comparables must be made for special or creative financing or sales concessions. No adjustments are necessary for those costs which are normally paid by sellers as a result of tradition or law in a market area; these costs are easily identifiable since the seller pays these costs in virtually all sales transactions. Special or creative financing adjustments can be made to the comparable property by comparisons to financing terms offered by a third party institutional lender that is not already involved in the property or transaction. Any adjustment should not be calculated on a mechanical dollar for dollar cost of the financing or concession but the dollar amount of any adjustment should approximate the market's reaction to the financing or concessions based on the appraiser's judgment.

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS: The appraiser's certification in this report is subject to the following assumptions and limiting conditions:

- 1. The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it, except for information that he or she became aware of during the research involved in performing this appraisal. The appraiser assumes that the title is good and marketable and will not render any opinions about the title.
- 2. The appraiser has provided a sketch in this appraisal report to show the approximate dimensions of the improvements. The sketch is included only to assist the reader in visualizing the property and understanding the appraiser's determination of its size.
- 3. The appraiser has examined the available flood maps that are provided by the Federal Emergency Management Agency or other data sources) and has noted in this appraisal report whether any portion of the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.
- 4. The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law.
- 5. The appraiser has noted in this appraisal report any adverse conditions (such as needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject property or that he or she became aware of during the research involved in performing the appraisal. Unless otherwise stated in this appraisal report, the appraiser has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) that would make the property less valuable, and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist, because the appraiser is not an expert in the field of environmental hazards; this appraisal report must not be considered as an environmental assessment of the property.
- 6. The appraiser has based his or her appraisal report and valuation conclusion for an appraisal that is subject to satisfactory completion, repairs, or alterations on the assumption that the completion, repairs, or alterations of the subject property will be performed in a professional manner.

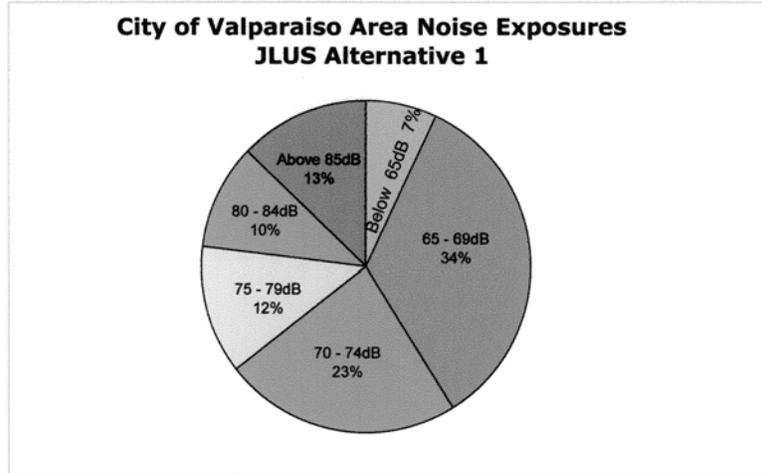
Code Mac Form 70 March 2005

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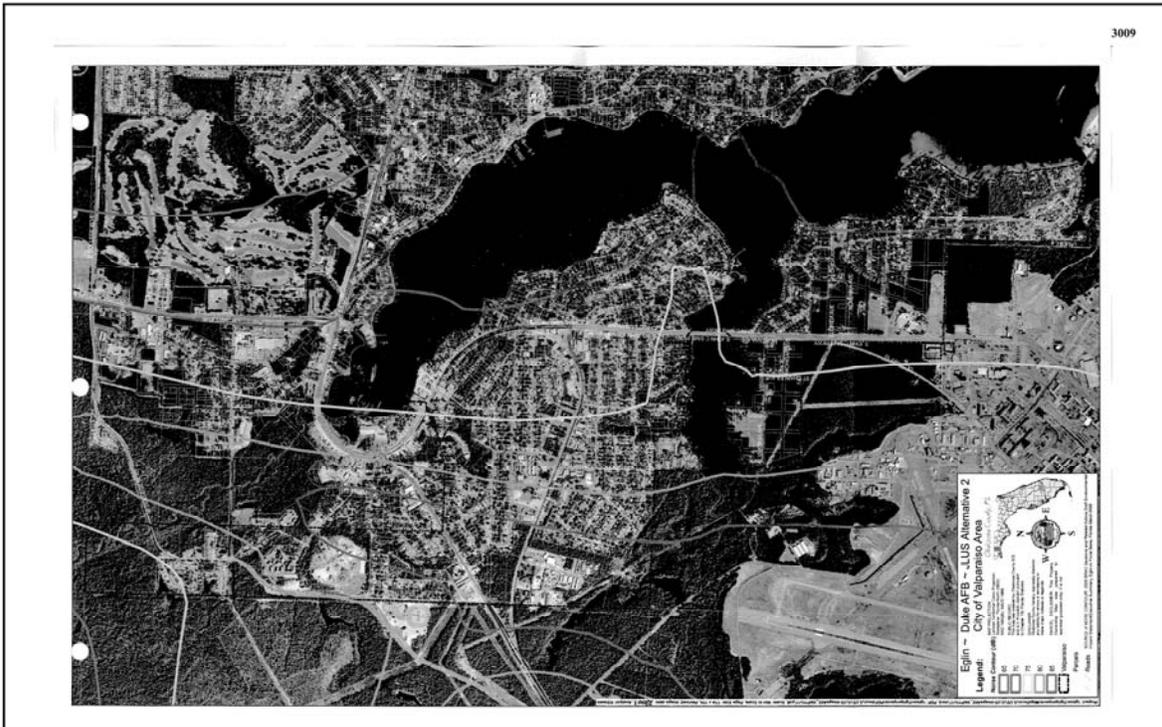
Form 1004 March 2005

Form 1004 — TOTAL for Windows appraisal software by a la mode, Inc. — 1-800-ALAMODE

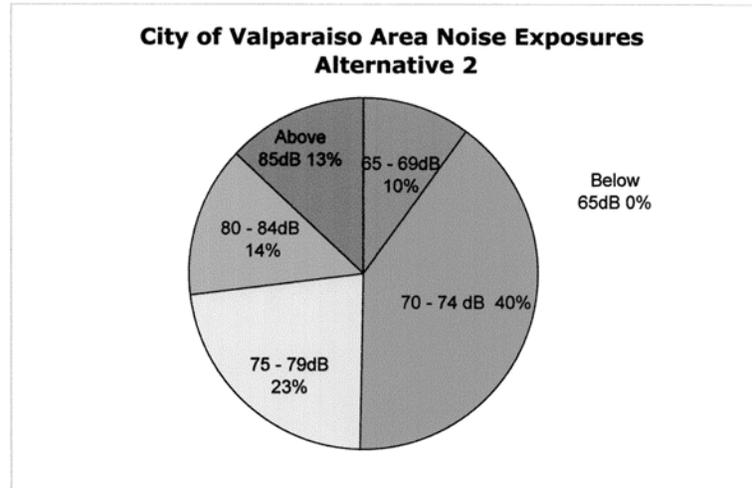
3009



Generalized Land Use	65 - 69 dB	70 - 74 dB	75 - 79 dB	80+ dB
Residential	NO	NO	NO	NO
Transportation, Communications, & Utilities	YES	YES	YES	NO
Trade, Business, and Offices	YES	YES	YES	NO
Shopping Districts	YES	YES	YES	NO
Public and Quasi-Public Service	YES	NO	NO	NO
Recreation	YES	YES	NO	NO
Public Assembly	YES	NO	NO	NO



3009



Generalized Land Use	65 - 69 dB	70 - 74 dB	75 - 79 dB	80+ dB
Residential	NO	NO	NO	NO
Transportation, Communications, & Utilities	YES	YES	YES	NO
Trade, Business, and Offices	YES	YES	YES	NO
Shopping Districts	YES	YES	YES	NO
Public and Quasi-Public Service	YES	NO	NO	NO
Recreation	YES	YES	NO	NO
Public Assembly	YES	NO	NO	NO

Eglin History

For 70 years spanning many major conflicts, contingencies, and deployments, Eglin has played a prominent role in air power history. In 1931, personnel of the Army Air Corps Tactical School (Maxwell Field, Ala.) while looking for a bombing and gunnery range, saw the potential of the sparsely populated forested areas surrounding Valparaiso and the vast expanse of the adjacent Gulf of Mexico.

Local businessman and airplane buff James E. Plew saw the potential of a military payroll to boost the local area's depression-stricken economy. He leased the City of Valparaiso, the 137 acres on which an airport was established in 1933, and in 1934, Plew offered the U.S. government a donation of 1,460 contiguous acres for the bombing and gunnery base. This leasehold became the headquarters for the Valparaiso Bombing and Gunnery Base activated on June 14, 1935, under the command of Captain Arnold H. Rich. On August 4, 1937, the base was redesignated Eglin Field in honor of Lieutenant Colonel Frederick I. Eglin, U.S. Air Corps, killed on January 1, 1937, in an aircraft accident.

With the outbreak of war in Europe in 1939 and President Roosevelt's call for an expansion of the Army Air Corps, Gen Henry H. "Hap" Arnold ordered the establishment of a proving ground for aircraft armament. Eglin was selected for the testing mission, and on June 27, 1940, the U.S. Forestry Service ceded to the War Department the Choctawhatchee National Forest, consisting of some 384,000 acres. In 1941, the Air Corps Proving Ground was activated, and Eglin became the



Air Proving Ground Command and the Air Force Armament Center to form the Air Proving Ground Center. The Center built the highly instrumented Eglin Gulf Test Range and, for the next few years, served as a major missile test center for weapons such as the BOMARC, Matador, GAM-72 "Quail," and GAM-77 "Hound Dog."

As the Southeast Asia conflict increased emphasis on conventional weapons, the responsibilities at Eglin grew. On August 1, 1968, the Air Proving Ground Center was redesignated the Armament Development and Test Center to centralize responsibility for research, development, test and evaluation, and initial acquisition of non-nuclear munitions for the Air Force. On October 1, 1979, the Center was given division status. The Armament Division, redesignated Munitions Systems Division on March 15 1989, placed into production the precision-guided

3009

site for Army Air Forces fighter pilot gunnery training, as well as a major aircraft-testing center (equipment, and tactics). In March 1942, the base served as one of the sites for Lieutenant Colonel Jimmy Doolittle to prepare his B-25 crews for their raid against Tokyo. In addition to testing all new aircraft and their serial modifications, the Proving Ground Command, established at Eglin in April 1942, found the isolation and immensity of the ranges especially well suited for special tasks. For example, in 1944, personnel developed the tactics and techniques to destroy German missile installations being built to support V-1 buzz-bomb attacks on England. Two testing sites, JB-2 and CROSSBOW, were included on the National Register of Historic Places.



By the end of the war, Eglin had made a recognizable contribution to the effectiveness of the American air operations in Europe and the Pacific and continued to maintain a role in the research, development, and testing of air armament. Eglin also became a pioneer in missile development when, in early 1946, the First Experimental Guided Missiles Group was activated to develop the techniques for missile launching and handling; establish training programs; and monitor the development of a drone or pilotless aircraft capability to support the Atomic Energy Commission tests, Operation CROSSROADS, at Eniwetok. On January 13, 1947, the Guided Missiles Group received nationwide publicity by conducting a successful drone flight

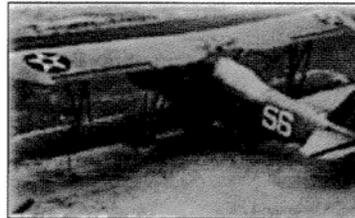
munitions for the laser, television, and infrared-guided bombs; two anti-armor weapon systems; and an improved hard target weapon used in Operation DESERT STORM during the Persian Gulf War. The division was also responsible for developing the Advanced Medium Range Air-to-Air Missile, an Air Force-led joint project with the U.S. Navy.

In addition to its development and testing mission, Eglin also served as the training site for the Son Tay Raiders in 1970, the group that made the daring attempt to rescue American POWs from a North Vietnamese prison camp. In 1975, the installation served as one of four main U.S. Vietnamese Refugee Processing Centers, where base personnel housed and processed more than 10,000 Southeast Asian refugees at the Auxiliary Field Two "Tent City." Eglin again became an Air Force refugee resettlement center processing over 10,000 Cubans who fled to the U.S. between April and May of 1980.

On July 11, 1990, the Munitions Systems Division was redesignated the Air Force Development Test Center. During the 1990s, the center supported test and evaluation for the development of non-nuclear Air Force armament including next generation precision-guided weapons; operational training for armament systems; and test and evaluation of command, control, communications, computers, and intelligence (C4I) aerospace navigation and guidance systems.

from Eglin to Washington, D.C., in a simulated bombing mission.

Both as a reaction to the Soviet atomic explosion in 1949 and in recognition that research and development had lagged in the years of lower priority to operational concerns, the Air Force, in early 1950, established the Air Research and Development Command (later Air Force Systems Command). The following year, the Air Research and Development Command established the Air Force Armament Center at Eglin, which, for the first time, brought development and testing together. After the start of the Korean War in 1950, test teams moved to the combat theater for testing in actual combat. Among other accomplishments, this included improved air-to-air tactics and techniques for close air support. On December 1, 1957, the Air Force combined the [\(^top of section\)](#)



As part of the Air Force's strategic plan to guide the service into the 21st Century, on October 1, 1998, the Air Force Development Test Center became the Air Force Materiel Command's center for air armament. As one of AFMC's product centers, AFMTC was renamed the Air Armament Center. The center is responsible for development, acquisition, testing, deployment, and sustainment of all air-delivered weapons. The AAC applies advanced technology, engineering, and programming efficiencies across the entire product life cycle to provide superior combat capability. The center plans, directs, and conducts test and evaluation of U.S. and allied air armament, navigation/guidance systems, and command and control systems.

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COMMUNITY PLANNING, ZONING AND DEVELOPMENT DIVISION
SANTA ROSA COUNTY, FLORIDA

May 8, 2008

Mr. Mike Spaits
Public Affairs Officer
96 CEG/CEVPA
Eglin Air Force Base, Florida 32542-6284

RE: Draft Environmental Impact Statement (EIS) on BRAC 2005 Proposed Implementation

Dear Mr. Spaits:

Thank you for the opportunity to comment on the referenced document. Comments are provided below:

Morning commute traffic congestion on US 98 between Navarre and Hurlburt Air Force Base has risen to a such a level that Hurlburt Base Officials called a meeting last December of representatives of Okaloosa County, Santa Rosa County, staff to the Florida - Alabama Transportation Planning Organization and the Okaloosa - Walton Transportation Organization, school officials, and the Florida Department of Transportation. A joint study team was formed to identify solutions. Yet, this office cannot identify where segments of US 98 west of Hurlburt Field were included in the EIS. If they were included in the study, what were the findings? If not, we believe the EIS region of influence should be extended along US 98 into Santa Rosa County and perhaps north along SR 87 for the following reasons:

1. Many military personnel currently assigned to Hurlburt Field and Eglin Air Force Base, as well as contractors, live in Santa Rosa County, especially in the Navarre area. The 2000 Census Transportation Planning Package reported 6,590 Santa Rosa County residents commuted to Okaloosa County to work. Navarre lies in the Fort Walton Beach Urbanized Area.
2. Developable land exists in Navarre, Holley, and in the East Milton area. Lower housing costs in East Milton could attract young military families.

TR-1

Overall the draft EIS is very extensive, comprehensive and well organized. We would be happy to provide any additional information regarding traffic and planned improvements in Santa Rosa County. Please direct any questions to Nancy Model, [redacted] of [redacted]

Sincerely,

Beckie Faulkenberry
Director



United States
Department of
Agriculture

Forest
Service

National Forests in
Florida

325 John Knox Road
Suite F-100
Tallahassee, Florida 32303
(850)523-8500
(850)523-8543 FAX

File Code: 2350
Date: MAY 12 2008

Mike Spaits
Public Affairs Officer
Eglin Air Force Base
96 CEG/CEVPA
Eglin AFB, FL 32542-5000

Dear Mr. Spaits:

The USDA Forest Service, National Forests in Florida (Forest Service), is in receipt of the Draft Environmental Impact Statement for the Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin AFB, FL. (DEIS).

We are interested in the potential of the proposed actions to affect the following: (1) the Florida National Scenic Trail (Florida Trail), which we administer pursuant to the National Trails System Act of 1968 (P.L. 90-543); and (2) certain parcels returned to the management of the National Forests in Florida pursuant to the Florida National Forest Land Management Act of 2003 (P.L. 108-152). We have reviewed the document with these resources in mind, and appreciate this opportunity to submit the following comments for your consideration.

The statewide Florida Trail enters Eglin AFB at the northeastern boundary and generally follows the base's northern boundary to State Road (SR) 85. The Florida Trail then follows SR 85 northward into Crestview where it joins with United States (US) 90 heading westward. As shown on the attached maps, however, the preferred route of the Florida Trail continues from SR 85 westward along Rattlesnake Bluff Road and then along the northern border of Eglin AFB to a proposed bridge that would cross Yellow River between Wilkinson Bluff and Carr Landing. The preferred route of the Florida Trail then reenters Eglin AFB at SR 87 and proceeds south along the roadway to join the existing trail near Duck Pond. This preferred route was approved by Mr. Robert J. Arnold of the Eglin AFB Encroachment Committee in May of 2004. Based on our review of the DEIS, the following cantonment, training and permanent closure areas for the 7th Special Forces Group may negatively impact the existing and/or approved preferred route of the Florida Trail:

- Cantonment, Training Area, and Closure Area associated with Alternative #3 south of Range Road 211 near Duck Pond;
- Cantonment Alternative #5, Training Area Alternative #4, and the Closure Area associated with Alternative #4 south of Range Road 210 between Buck and Bullhide Branches;
- Cantonment Alternative #2E south of Range Road 211 between Honey Creek and Range Road 220.

LU-3



Caring for the Land and Serving People

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Mr. Spaits

Page 2

We understand that Eglin AFB staff took great care to minimize impacts to the Florida Trail in the development of the DEIS alternatives and would very much like to work in partnership with staff to further minimize impacts should any variation of the above alternatives be chosen. We are confident that together we will be able to identify mechanisms to maintain the connectivity of the Florida Trail so that it may continue to serve the purposes Congress has prescribed. We ask that you avoid choosing any alternative that might preclude our ability to work together to keep the trail connected, open, and safe for public enjoyment.

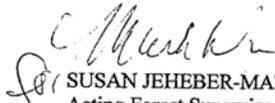
LU-3

The Forest Service currently manages five distinct tracts that were returned to the management of the National Forests in Florida. Eglin AFB identified these as surplus to their needs (refer to attached Tract Map). These parcels were formally a part of the Choctawhatchee National Forest, but are now separated from other Forest System lands and pose a management challenge to the agency. Our long-term plans are to sell the properties and utilize the proceeds in accordance with existing authorities. Tract A-942a and Tract A-942b appear to be located in the noise impact contour of the Choctaw Field area. Tract A-945 and Tract A-942d may be within the Duke Field noise impact contour. At this time, we are uncertain as to how the proximity of these tracts to areas of potential noise impact may affect our plans for the properties. We look forward to consulting with you on this issue as you move forward with your decisions.

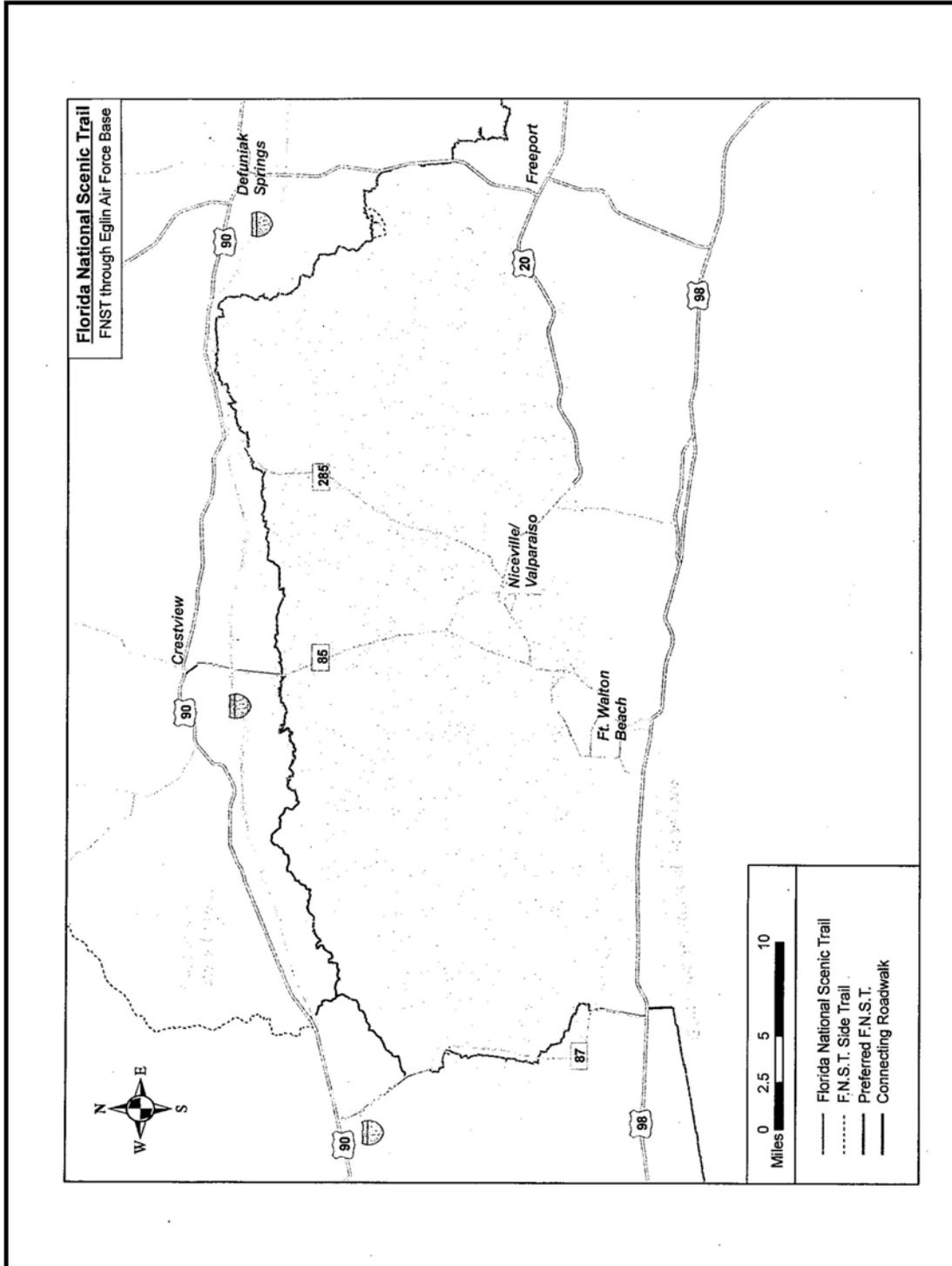
LU-1

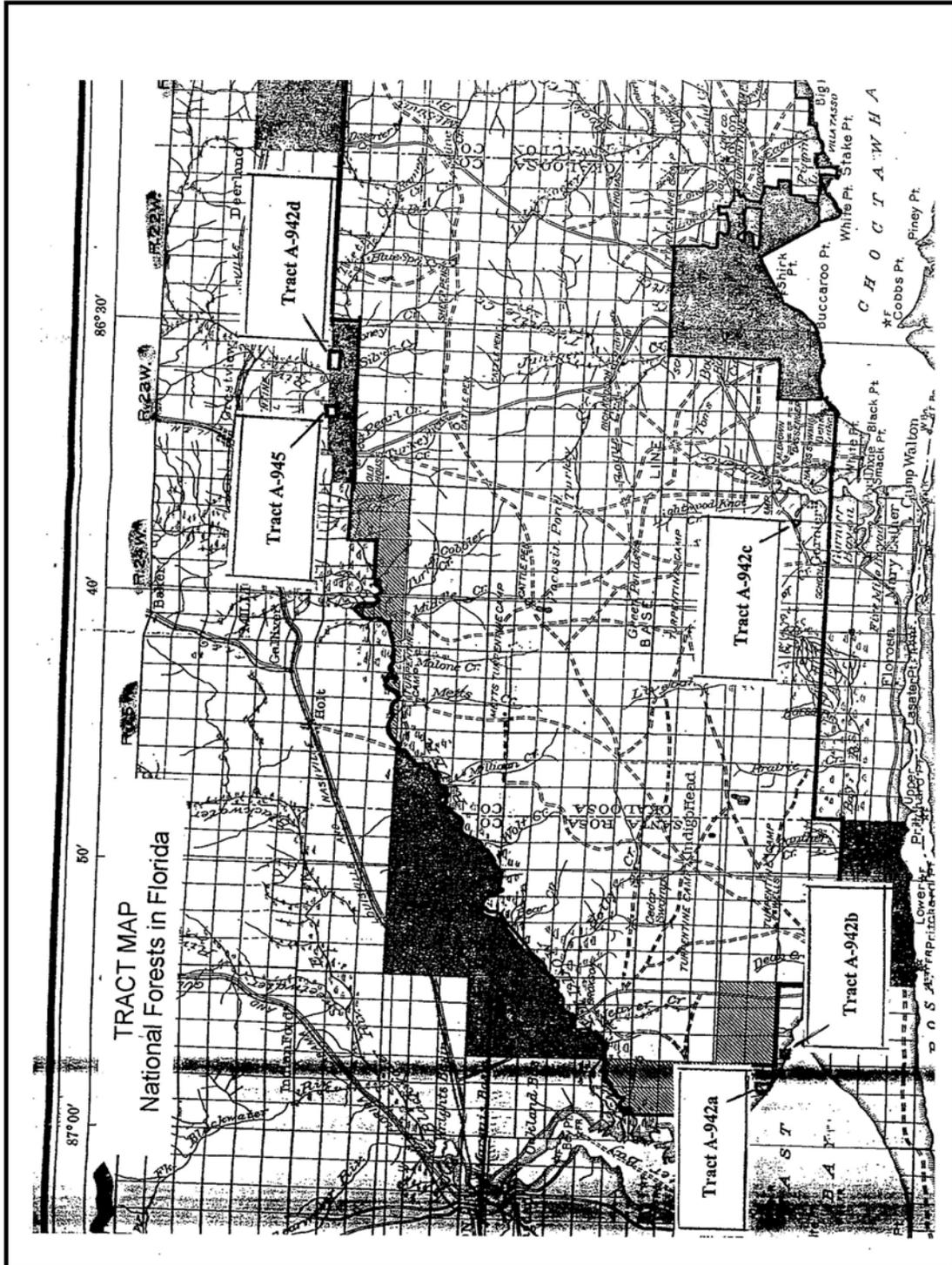
The National Forests in Florida has enjoyed a long and productive partnership with Eglin AFB that has resulted in many public benefits. As a signatory and active partner in the Northwest Florida Greenway initiative, we look forward to working with you on the issues identified above as well as other projects that serve to meet forest and military needs. If you have questions regarding the Florida National Scenic Trail, please contact our Trail Manager, Michelle Mitchell, at [REDACTED]. If you have questions regarding the Florida National Forests Land Management Act tracts, please contact our Lands Program Manager, Kyle Jones, at [REDACTED]. Thank you for your consideration.

Sincerely,


SUSAN JEHEBER-MATTHEWS
Acting Forest Supervisor

Enclosures (2 Maps)





3012



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

May 20, 2008

Mike Spaits
Public Affairs Officer
96 CEG/CEVPA
Eglin AFB, Florida 32542-5000

SUBJECT: Draft Environmental Impact Statement for the Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin Air Force Base, Florida; CEQ Number 20080115

Dear Mr. Spaits:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced Draft Environmental Impact Statement (EIS) in accordance with its responsibilities under Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The United States Air Force (USAF) proposes to implement several actions related to the 2005 Base Realignment and Closure (BRAC) recommendations associated with Eglin Air Force Base (AFB) in Okaloosa, Santa Rosa, and Walton Counties, Florida. The specific actions that form the basis for this EIS include: 1) relocation of the Army 7th Special Forces Group (7SFG) Airborne (A) from Fort Bragg, North Carolina; and 2) establishment of the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) at Eglin AFB. The JSF IJTS would include conducting initial graduate-level pilot training for the Navy, Marines, and Air Force associated with introduction of the new F-35 aircraft at Eglin AFB. The establishment of the JSF IJTS would require relocation of instructors and maintenance personnel from five military bases across the country to Eglin AFB.

The Eglin Military Complex occupies much of northwestern Florida, east of Pensacola. It comprises approximately 724 square miles (mi²) of land area, often referred to as the Eglin Reservation, and nearly 130,000 mi² of airspace overlying land and water ranges. Approximately 2.5 percent of the airspace is over land and the remaining 97.5 percent is over water. The charted airspace is above the land that is Eglin AFB and extends to the east, south, and to the north into Alabama over private lands. Contained within the 724 mi² Eglin Reservation are 17 miles of barrier island coastline on Santa Rosa Island (Okaloosa and Santa Rosa Counties), of which 13 miles are closed to the public.

The proposed action would locate new missions at Eglin AFB and increase Eglin's personnel and military activities over the next several years. The Air Force, Army, Navy, and Marine Corps identified four separate but interrelated activities to implement the Eglin BRAC recommendations: 1) a new cantonment area for the 7SFG(A); 2) range training areas for the 7SFG(A); 3) a new cantonment area for the JSF IJTS; and 4) flight training areas for the JSF.

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All activities would occur on the Eglin Reservation or within airspace associated with Eglin AFB or the Department of Defense. The total personnel gain at Eglin AFB due to the proposed action would be approximately 4,526, including military personnel and civilian employees.

Five proposed alternative cantonment locations have been identified with sub-alternatives for Alternatives 1 and 2 to accommodate the 7SFG(A) at Eglin AFB. Approximately 5.1 million square feet (ft²) of buildings and hard surfaces would be constructed from 2008 through 2011. Training would consist of ground maneuvers on foot or with light-duty vehicles. Range training would require maneuvers with bivouac locations. Such maneuvers would not be compatible with other users and public access would not be permitted. Air transport and zodiac-type boat infiltrations would also be included in mission training. Five proposed alternative locations are also considered for new 7SFG(A) dedicated ranges. Other firing ranges would be located in areas on the Eglin Reservation where live-fire currently occurs.

A total of 107 F-35 primary assigned aircraft are proposed for JSF IJTS training missions at Eglin AFB. Delivery of F-35s at Eglin AFB would begin in 2010 and would be completed in 2016. A separate cantonment area is required to accommodate JSF personnel. Two locations on the Eglin Main Base are proposed as operationally reasonable alternatives for the JSF IJTS cantonment. The new cantonment area would include renovation of existing facilities and/or construction of new facilities, depending on the alternative selected. Some building demolition would also be required. The JSF IJTS construction is proposed to begin in 2009 and conclude in 2015. A munitions storage area would be the same for either alternative and would require expansion of the existing munitions storage area.

Two flight training alternatives, representing a range of possible training requirements and locations, were considered in the Draft EIS. These two alternatives provide for a different mix of operations at each of three airfields: Eglin Main, Duke Field, and Choctaw Field. Each of the alternatives considers Eglin as the Main Operating Base from which aircraft depart for training activities (departures) and terminate their training activities (terminations). Regardless of the alternative selected, the total number of flight operations should more than double with the F-35 beddown at Eglin AFB as compared to existing conditions. It is anticipated that as the JSF program evolves and matures at Eglin AFB, elements of the program may change. Consequently, the JSF will adaptively manage program issues over time throughout the delivery and basing of the aircraft through approximately 2020.

Based on our review of the Draft EIS, EPA has environmental concerns associated with the proposed action. Development activities have the potential to directly and/or indirectly affect aquatic habitats, wetlands, water quality associated with clearing operations and construction, and the development of new stream/wetland crossings. In addition, this project would adversely affect several federal- and state-listed endangered, threatened and sensitive species. EPA recommends that the USAF consider Alternative 1 (and its sub-alternatives) for the siting of the 7SFG(A) Cantonment Area. This alternative appears to have less overall impacts associated with land clearing; less overall air emissions associated with construction and long-term operations; less impacts to biological resources, including threatened and endangered species; and less impacts to utilities, particularly for potable water since usage would be within permitted limits

GE-1

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and would not require an additional or expanded potable water system.

EPA also has concerns that the establishment of the JSF IJTS and expansion of training operations associated with this proposal may increase impacts beyond Eglin AFB's boundaries, particularly related to potential changes in air quality and extensive noise exposure. To minimize overall on- and off-base noise impacts, EPA recommends selection of JSF Flight Training Alternative 1. In addition, it appears there is the potential for disproportionately high and adverse human health or environmental effects of this project on minority and/or low-income populations, primarily associated with dramatic increases in noise levels in these communities. To mitigate for these impacts, EPA recommends minimization or discontinuation of the use of the special use airspace and military training route areas that have the greatest potential for disproportionate impacts to low-income and minority communities as practicable.

EPA also recommends several actions that Eglin AFB could implement during construction and long term operations to assist the area in meeting air quality standards in the future. EPA supports a comprehensive monitoring program to ensure that the ongoing impacts from military training are assessed and appropriately addressed/mitigated once identified. In addition, the specific Best Management Practices (BMPs) identified in the Draft EIS should be applied and adequately enforced to attain appropriate results.

EPA rates the Draft EIS EC-2 (Environmental Concerns-with more information requested). Enclosed are definitions of EPA ratings. Also enclosed are Specific Review Comments which provide greater detail regarding environmental concerns, additional information being requested, and EPA recommendations to address these concerns. We appreciate the opportunity to review the proposed action. Feel free to contact me at [redacted] or Ben West of my staff at [redacted] if you have any questions or want to discuss our comments further.

Sincerely,

Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

Enclosures

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**U.S. ENVIRONMENTAL PROTECTION AGENCY
ENVIRONMENTAL IMPACT STATEMENT (EIS) RATING SYSTEM CRITERIA**

EPA has developed a set of criteria for rating Draft EISs. The rating system provides a basis upon which EPA makes recommendations to the lead agency for improving the draft.

RATING THE ENVIRONMENTAL IMPACT OF THE ACTION

- LO (Lack of Objections): The review has not identified any potential environmental impacts requiring substantive changes to the preferred alternative. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposed action.
- EC (Environmental Concerns): The review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact.
- EO (Environmental Objections): The review has identified significant environmental impacts that should be avoided in order to adequately protect the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). The basis for environmental objections can include situations:
 1. Where an action might violate or be inconsistent with achievement or maintenance of a national environmental standard;
 2. Where the Federal agency violates its own substantive environmental requirements that relate to EPA's areas of jurisdiction or expertise;
 3. Where there is a violation of an EPA policy declaration;
 4. Where there are no applicable standards or where applicable standards will not be violated but there is potential for significant environmental degradation that could be corrected by project modification or other feasible alternatives; or
 5. Where proceeding with the proposed action would set a precedent for future actions that collectively could result in significant environmental impacts.
- EU (Environmentally Unsatisfactory): The review has identified adverse environmental impacts that are of sufficient magnitude that EPA believes the proposed action must not proceed as proposed. The basis for an environmentally unsatisfactory determination consists of identification of environmentally objectionable impacts as defined above and one or more of the following conditions:
 1. The potential violation of or inconsistency with a national environmental standard is substantive and/or will occur on a long-term basis;
 2. There are no applicable standards but the severity, duration, or geographical scope of the impacts associated with the proposed action warrant special attention; or
 3. The potential environmental impacts resulting from the proposed action are of national importance because of the threat to national environmental resources or to environmental policies.

RATING THE ADEQUACY OF THE ENVIRONMENTAL IMPACT STATEMENT (EIS)

- 1 (Adequate): The Draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.
- 2 (Insufficient Information): The Draft EIS does not contain sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the Draft EIS, which could reduce the environmental impacts of the proposal. The identified additional information, data, analyses, or discussion should be included in the Final EIS.
- 3 (Inadequate): The Draft EIS does not adequately assess the potentially significant environmental impacts of the proposal, or the reviewer has identified new, reasonably available, alternatives, that are outside of the spectrum of alternatives analyzed in the Draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. The identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. This rating indicates EPA's belief that the Draft EIS does not meet the purposes of NEPA and/or the Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised Draft EIS.

**Draft Environmental Impact Statement for the Proposed Implementation of the Base
Realignment and Closure 2005 Decisions and Related Actions
at Eglin Air Force Base, Florida**

SPECIFIC EPA REVIEW COMMENTS

Alternatives

The Draft EIS identifies a preferred alternative for all of the activities except the JSF Flight Training. This will be identified in the Final EIS. The preferred 7SFG(A) Cantonment Area is identified as Alternative 3: West of Duke Field; the preferred 7SFG(A) Range Area is identified as Alternative 3: East and West Side; and the preferred JSF IJTS Cantonment Area is identified as Alternative 1: 33rd Fighter Wing Area. However, it is unclear from the Draft EIS why these alternatives have been selected as the preferred alternatives. EPA recommends that the Final EIS include a more detailed discussion of the evaluation criteria and rationale that supports selection of these areas as preferred for the purposes of siting the cantonment areas or field training areas.

DO-11

In particular, EPA recommends that the USAF reconsider Alternative 1 (and its sub-alternatives) for the siting of the 7SFG(A) Cantonment Area. This alternative appears to have less overall impacts associated with land clearing; less overall air emissions associated with construction and long-term operations; less impacts to biological resources, including threatened and endangered species; and less impacts to utilities, particularly for potable water since usage would be within permitted limits and would not require an additional or expanded potable water system. Furthermore, Alternative 1 locations would have less impacts and conflicts with existing and future recreation uses, as compared to the other 7SFG(A) Cantonment Area alternatives.

GE-1

Environmental Justice

The Draft EIS does a good job of evaluating the potential environmental impacts to low-income and minority communities immediately adjacent to Eglin AFB using census information from the 2000 U.S. Census at the block group and block level. This also includes impacts associated with expanded airspace and military training routes to support the JSF flight training program. Based on this analysis, it appears there is the potential for disproportionately high and adverse human health or environmental effects of this project on minority and/or low-income populations, primarily associated with dramatic increases in noise levels in these communities. Therefore, EPA recommends that the Final EIS include some additional field work to verify some conclusions using the census data. Field verification should include an assessment of impacts (e.g., noise exposure) to identified residences within low-income and minority communities, instead of relying on percentages of block groups or other mapping units and should assist in quantifying the potential for disproportionate impacts to these communities. To mitigate for these impacts, EPA recommends minimization or discontinuation of the use of the special use airspace and military training route areas that have the greatest potential for disproportionate impacts to low-income and minority communities. Further comments on noise mitigation are included below.

EJ-2

3012

Traffic

The Draft EIS concludes that there would be severe traffic impacts resulting from implementation of the BRAC relocation actions. Based on the significant increase in numbers of intersections that are failing (LOS E or F), EPA has concerns about localized carbon monoxide (CO) hot-spots that would be created as a result of the proposed action. EPA's primary concern is the lack of any discussion of consideration of alternative transportation management strategies for Eglin AFB to address the transportation system deficiencies that will be created by the BRAC actions. For example, the Draft EIS does not describe any on-base and off-base mass transit options for Eglin employees and families. The Draft EIS does suggest that, "Other improvements that should be considered include CMS and TSM projects, a corridor management plan that looks at access along the corridor, and transit improvements." Given the potential air quality concerns associated with significant transportation deficiencies, EPA recommends that Eglin develop a comprehensive alternative transportation program, especially for commuters. This program should promote telecommuting, the use of mass transit, and car pooling, and establishing no-cost or low-cost mass transit (possibly hybrid electric or natural gas powered) between popular points on the base and in the surrounding communities. This initiative could be similar to those programs developed by other military installations, such as Fort Bragg and Camp Pendleton. By providing useable and convenient alternatives to driving, these installations have made significant steps towards helping the areas maintain or improve air quality as well as improving level-of-service problems at key intersections by decreasing the expected traffic demand. This type of program would benefit the environment while simultaneously providing a benefit for many in the Eglin AFB community.

TR - 7

The Draft EIS briefly mentions a major "Northwest Florida Transportation Corridor" project that is being proposed across Eglin AFB. EPA recognizes that this major transportation project is still in the early planning stages. However, this project will likely have the potential for significant positive and negative impacts to Eglin AFB. It could improve transportation conditions such that some of the proposed roadway projects are no longer required, and it could create conflicts with land use or training operations associated with the BRAC relocations. EPA recommends that the Final EIS disclose the latest information related to this project and include a commitment to revisit the effects of this project on the BRAC relocations as part of the overall adaptive management strategy once the project is further along in the development phases.

TR - 8

Noise

Section 7.3 discusses the noise impacts associated with the no action alternative and the various action alternatives at Eglin AFB. The noise environment both on-base and off-base is projected to increase significantly due to an increase in the level of operations and the introduction of the F-35 aircraft, which is a much louder aircraft than the F-15 aircraft. Off-base populations subject to noise levels of 65 decibels (dB) day-night average sound level (DNL) or greater are estimated to increase from the baseline of 2,113 persons to 6,757 persons for JSF Flight Training Alternative 1 and 11,156 for Alternative 2. The estimated population affected by greater than 75 dB DNL would increase from the baseline of 142 to 2,174 persons for JSF Flight

NO - 2

3012

Training Alternative 1, and 2,721 for Alternative 2. The Draft EIS also identifies a number of noise sensitive land uses on-base and off-base (e.g., residences, hospital, schools, and child development centers) that will be exposed to incompatible noise levels. Under implementation of either JSF flight training alternative, special risks to children are anticipated in the form of increased difficulty in learning at several schools impacted by high noise levels. There are five schools in the Okaloosa County School District that would potentially be affected by noise levels of 65 dB DNL and above, as well as four daycare centers.

In addition, the areas in which the new construction projects (e.g., dormitories and unaccompanied housing) for the cantonment areas are proposed to occur are frequently subjected to high levels of aircraft noise. EPA's primary recommendation would be to relocate these noise sensitive receptors outside of these incompatible noise zones as part of the final siting and design process. However, EPA understands the land use constraints for siting alternatives based on existing and future training requirements. Therefore, EPA recommends that the Air Force strongly consider the use of sound-proofing and other sound insulation measures in new building construction and retrofitting existing buildings to reduce interior noise levels and minimize the impacts of noise exposure in these noise sensitive sites, especially for new residences, hospitals, schools, and child development centers. Including these measures as part of new construction would likely be less expensive than retrofitting the same buildings at a later point in time.

NO-2

EPA also recommends that any residences exposed to noise levels within the 75+ DNL contours be acquired from willing seller residents to help mitigate such noise exposure. EPA supports development of land use plans and ordinances for lands outside Eglin AFB, in coordination with local governments, to limit possible future complaints from developers and or businesses not compatible with Eglin AFB operations. EPA suggests that Eglin AFB utilize a noise complaint system for affected residents to report any noise complaints or other incidents. Also, EPA recommends that periodic noise monitoring occur with such a frequency to determine any expansion ("creep") of the noise contours over time and possible incorporation of additional residences as part of an adaptive management protocol.

NO-3

NO-2

Air Quality

The Draft EIS considers only criteria air pollutants and potential impacts of the National Ambient Air Quality Standards (NAAQS). Criteria pollutants are important, affecting air quality over a large region. However, the Draft EIS does not address hazardous air pollutants or "air toxics" which can cause cancer and other serious health effects among people living or working in the vicinity of the sources. The BRAC relocation at Eglin AFB will involve mobile sources (transportation, training, construction, and service vehicles), area sources, and indoor sources that will emit air toxics in the vicinity of significant numbers of people who work, live, attend school or day care facilities, or are hospitalized at Eglin AFB. Area and mobile sources contribute significantly to the nationwide risk from breathing outdoor sources of air toxics, according to EPA's National-Scale Air Toxics Assessment for 1999 (the most recent assessment available - visit <http://www.epa.gov/ttn/atw/nata1999>). Indoor sources of air toxics are particularly important, given that people spend about 90 percent of their time indoors, leading to long

AQ-3

3012

exposure times. Therefore, EPA recommends that the Final EIS address ways to reduce or mitigate the impact of these emissions on people.

EPA published a final rule in February 2007 addressing the control of hazardous air pollutants from mobile sources. That rule provides new standards for exhaust and evaporative emissions from passenger vehicles, new limits on the benzene content of gasoline, and standards for portable fuel containers that will reduce emissions of toxics from gas cans that can be found in many garages. Details concerning this rule can be found in the Federal Register, Volume 72, Number 37, February 26, 2007, Page 8428. Looking beyond these regulations, there are numerous actions that Eglin AFB could take to reduce exposures from mobile sources. For example, Eglin AFB could establish anti-idling policies for trucks; retrofit diesel engines to reduce emissions; require that all construction diesels be retrofitted; and promote alternative transportation management options.

AQ-3

Area sources are the numerous, smaller sources that support populations, for example gas stations, dry cleaners, vehicle refinishing shops and paint stripping operations, electroplating shops, hospital sterilizers, incinerators, solvent cleaners, boilers, medical waste incinerators, and many others. Some area sources are already covered by regulations; others will soon be subject to regulations. Several suggestions for reducing emissions from area sources are included in Healthy Air – A Community and Business Leaders Guide (<http://www.epa.gov/air/toxicair/guide.html>). Suggestions in this guide would not only help to reduce emissions of air toxics, but also improve efficiency and cut costs.

Indoor sources of air toxics are particularly significant because the typical person spends 90 percent of his/her time indoors. The Draft EIS does not include a discussion of building construction practices for proposed new military construction. EPA recommends that all vertical building construction projects attempt to follow the Leadership in Energy and Environmental Design (LEED) Green Building Rating System to become LEED certified in accordance with the U.S. Green Building Council. The LEED program promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. Indoor environmental quality should be a priority in these buildings, as much as practicable. EPA also suggests that the Army consult EPA’s Indoor Air Quality website (www.epa.gov/iaq) for suggestions on how to reduce indoor pollution sources.

AQ-4

The Draft EIS identifies significant emissions of particulate matter (PM) associated with construction and long-term operations. In light of these increased emissions, EPA recommends that Eglin AFB prevent potential violations of the appropriate PM standards in the future by implementing several actions during construction and long term operations associated with the BRAC relocation activities. Examples of actions that could be undertaken include:

AQ-5

- Develop a phased initiative to switch all non-tactical vehicles to run on biodiesel. Changes to 20 percent biodiesel/ultra-low sulfur diesel (ULSD) blend can reduce PM_{2.5} emissions by up to 30 percent. In addition, biodiesel has the additional benefits of a linear decrease in polyaromatic hydrocarbon (PAH) emissions (air toxics) and a decrease

3012

- in toxicity. B100 fuel does not require DOT hazardous material designations.
- Establish policies that all construction equipment operated on the installation shall operate on a minimum of B20 fuel. These policies will help decrease the emissions from construction related activity that will occur during the crucial air quality period prior to official designations of attainment/nonattainment in 2010. EPA recommends that this should be done prior to the letting of construction contracts in order for these potential costs to be included in bid specifications (at current rates B20 is cheaper than ULSD in some areas).
- Develop construction bid specifications that require contractors to use diesel equipment that meets a minimum Tier 2 designation or retrofit existing equipment to achieve a minimum of 20 percent reduction in PM_{2.5} emissions.
- Develop a comprehensive alternative transportation program (see previous comments on traffic).

AQ-5

Overall, EPA proposes an approach for Eglin AFB that focuses on the opportunity to proactively implement some strategies that can reduce particulate pollution. EPA recommends that Eglin AFB consider and implement all reasonable and appropriate measures to reduce/prevent emissions from the construction and operation activities. EPA Region 4 staff are able to assist Eglin AFB in implementing reasonable and appropriate measures to mitigate for the potential air quality impacts of the proposed action.

Wetlands/Water Quality Impacts

Wetland permits and possible mitigation activities will be defined prior to construction of any projects affecting jurisdictional wetlands in accordance with the regulatory requirements of the U.S. Army Corps of Engineers (USACE). As the overall project continues into later design phases, EPA recommends consideration of design modifications, as appropriate, to further minimize the impacts of individual projects to jurisdictional waters, including wetlands. EPA reiterates that any land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or bulldozers with shear blades, rakes or discs in wetlands; or windrowing of vegetation, land leveling, or other soil disturbances are considered placement of fill material in wetlands and would likely require a permit. Any unavoidable wetland impacts should preferably be mitigated within the same watershed to result in no net loss of aquatic functions, not just wetland acreage. Although we understand the final mitigation plans cannot be prepared until later in the design process, EPA recommends that Eglin AFB should consider potential mitigation needs for the different alternatives.

W/F-2

EPA has concerns about degradation of water quality in various waterways from sediment and other pollutants. The Draft EIS identifies potential impacts resulting from erosion of disturbed soils. Soil loss and soil erosion could greatly increase due to extensive land clearing and construction activities. Cut and fill activities and construction equipment usage, specifically heavy earth-moving equipment, could result in soil loss due to wind erosion and soil compaction. All appropriate steps should be taken to address potential impacts to water quality within streams and wetlands. Mitigation measures related to protection of water quality should be

WA-7

3012

tailored depending on the condition of the specific water resource as well as the severity of the potential impacts. Specifically, those waterbodies not currently meeting their designated uses should receive additional protection to ensure that water quality problems are not exacerbated. Monitoring commitments should be included to ensure that water quality and in-stream habitat are fully protected. Stormwater controls (e.g., silt fences and hay bales) should be monitored and replaced periodically for the duration of construction to help ensure success. Specific comments on the proposed mitigation and monitoring plan are included below.

WA-7

Water Use

The Draft EIS stated that Eglin AFB would be required to conduct an industrial water use survey to document industrial processes and equipment that utilize water and to quantify the associated water usage rates. A variety of methods would be used to collect and verify data, such as interviews, survey forms, and comparison of reported water usage rates with historical water usage data. Based upon the types and amounts of industrial water use identified, a preliminary evaluation of potential options to reduce the water usage for industrial processes would be performed. Potential options to be considered may include, but are not limited to, process changes, new technologies, maintenance practices, and alternate sources of water. The Industrial Water Use Audit Report is expected to be completed by January 2008 and would include options for reducing the use of potable water. Has this audit/survey been completed? If so, this information should be included in the Final EIS, including commitments to implement measures to reduce water usage for industrial processes.

UI-1

Monitoring/Adaptive Management

EPA supports the need for a comprehensive monitoring program to ensure that the ongoing impacts from military training are assessed and appropriately addressed/ mitigated once identified. Monitoring results should inform the adaptive management protocols discussed in the Draft EIS. EPA recommends use of integrated training area management tools and programs to manage resources and to minimize impacts to the environment (associated with training and operations). It is unclear what types of similar programs are currently employed at Eglin AFB. EPA supports adoption of programs that include on-the-ground damage inspections followed by damage assessments and repair to assist in developing long-term mitigation for continuing operations. EPA also supports implementation of the specific Best Management Practices (BMPs) identified in the Draft EIS. These practices should be applied and adequately enforced to attain appropriate results.

DO-12

One additional issue related to monitoring that is not discussed in detail in the Draft EIS is the concept of reporting and adaptive management. The Draft EIS suggests that the Eglin AFB will utilize monitoring and adaptive management to allow for changes to the proposed action in the future. The Draft EIS states, "The F-35 is a new weapon system which will evolve with time. Adaptive management will permit modification of management practices to achieve project objectives and environmental protection." By using this approach, Eglin AFB should be able to monitor the impacts to the ecosystem and to modify construction or other practices to reduce

3012

these impacts as related to future actions. This adaptive management approach seems very appropriate, especially given the nature and status of the overall JSF program.

There is currently no discussion in the Draft EIS of the process that will be followed to ensure a successful adaptive management approach. EPA recommends that the Final EIS include a thorough discussion of the overall adaptive management plan, including the monitoring protocol and who will be involved in making adaptive management decisions based on the monitoring results. EPA suggests that Eglin AFB consider establishing a Natural Resources and Environmental Compliance Partnering Team, if such an entity currently does not exist. This Team would be active in the development of the overall monitoring plan and should be given the opportunity to suggest changes to the project as new information is discovered in accordance with the overall adaptive management concept.

DO-12

4001

-----Original Message
From: Fielding, Steve [REDACTED]

Sent: Wednesday, April 16, 2008 10:57 AM
To: Spaits Mike CIV USAF 96 CEG/CEV
Cc: Henderson, Janice; Phillips, Margaret; Adams, Owen
Subject: DRAFT Environmental Impact Statement (March 2008) (Print copy)

Hi Mike,

My library is interested in receiving a copy of this DRAFT (EIS) and placing it in our Reference collection, so our patrons will have access to the report. Could you please let me know who I need to contact to get on the mailing list for this report, if it's not you?

Thank you and look forward to hearing from you,

Steve Fielding, Serials Tech.
Okaloosa-Walton College Library
100 College Boulevard
Niceville, FL 32578-1347
[REDACTED]

4002

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

From: Paul Briere [REDACTED]
Sent: Thursday, April 17, 2008 12:39 PM
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: BRAC March 2008 EIS Summary

Mr Spaits

I received the copy of the Draft EIS Statement dated March 2008.

<<image001.jpg>> This is a very useful tool for us to convince our construction clients to register with CCR etc to be ready to participate.

Thank you and please keep me on your mailing list.

Paul Briere

PTAC-CELEBRATION-Logo-RGB-sPaul Briere

Procurement Specialist

Florida PTAC

Univ of West Florida
409 Racetrack Road NE
Fort Walton Beach, FL 32547

[REDACTED] www.fptac.org <<http://www.fptac.org/>> [REDACTED]

4003

[REDACTED] M

To: 96 ABW/PA Office Mail Account
Subject: Feedback: 17 April Public Meeting Monroeville

Dear Sir or Ma'am: We are the aviation consultants for Monroe County, AL. The Aviation Council of Alabama's annual conference was last week in Huntsville, and we were unable to attend the public meeting held in Monroeville 17 April on F-35 Training Impacts at Eglin. Is it possible to get a copy of the briefing? Thank you!

Sincerely,
Al Allenback, Colonel, USAF ,Ret.
Airport Planner

[REDACTED] C.

NOTICE:

This message is for the designated recipient only and may contain privileged or confidential information. If you have received it in error, please notify the sender immediately and delete the original. Any other use of this e-mail by you is prohibited.

4004

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

From: Diane Wilkes [REDACTED]
Sent: Wednesday, April 23, 2008 3:14 PM
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: Environmental Impact Statement for the Implementation of the
BRAC 2005 Decisions at Eglin AFB, Florida

Hi Mr. Spaits:

I certainly enjoyed talking with you by phone this afternoon. I informed Mr. Lozano that you would send us the Executive Summary of the Environmental Impact Statement, and he said he would like to receive both the summary and the Impact Statement itself. I realize this is a very voluminous document, so if it would be easier to have someone come and pick it up, I can make those arrangements, or if someone could drop it off at our office, that would be fine. Whatever is more convenient for you. Please contact me if you have any questions or need additional information.

Diane Wilkes
Executive Assistant to Jose Lozano
CEO, Okaloosa Gas District

[REDACTED]
[REDACTED]
[REDACTED]

4005



Florida Trail Association, Inc.

Building, Maintaining, Promoting and Protecting
Florida's Footpath Forever

5415 SW 13 Street
Gainesville, Florida 32608-5037
(352) 378-8823
Toll Free (877) HIKE-FLA

Fax (352) 378-4550
fta@floridatrail.org
www.floridatrail.org

May 8, 2008

Mr. Mike Spaits
96 CEG/CEV-PA
Eglin AFB, FL 32542-5000

In Re: Eglin Base Realignment and Closure (2005)

Greetings Mr. Spaits:

Please accept these comments concerning the Eglin Base Realignment and Closure on behalf of the Florida Trail Association. As you may be aware the volunteers of the Florida Trail Association currently maintain 68 miles of the Florida National Scenic Trail on the Eglin Air Force Base Reservation. The FTA began developing this hiking trail through the Reservation in 1999 under license number AFMC-EG-3-99-003 which was subsequently renewed in 2006 (license AFMC-EG-3-06-002). In 2002, this trail was designated as part of the Florida National Scenic Trail through a signed agreement by Colonel Michael R. Newberry of the United States Air Force, Marsha Kearney of the USDA Forest Service and me representing the Florida Trail Association. Congressman Jeff Miller, Colonel Anzalone and Colonel Newberry helped to dedicate the trail in Eglin in November 2002.

GE-1

The route of Florida National Scenic Trail principally follows the Reservation's northern boundary from US Highway 331 to the Yellow River and along the State Road 87 corridor (see the accompanying maps). The Florida National Scenic Trail passes through several management units where it successfully co-exists with military missions and other recreational users. The Florida National Scenic Trail was designated by Congress in 1983 as one of only eight national scenic trails which are the nation's premier long-distance hiking trails.

Several of the proposed cantonment, training and permanent closure areas for the 7th Special Forces Group (7SFG) negatively impact the current FNST route on Eglin. These include:

1. Cantonment, Training Area and Closure area associated with Alternative # 3 south of Range Road 211 near Duck Pond.
2. Cantonment Alternative # 5, Training Area Alternative # 4 and the Closure area associated with Alternative # 4 south of Range Road 210 between Buck and Bullhide Branches.
3. Cantonment Alternative # 2E south of Range Road 211 between Honey Creek and Range Road 220.

LU-3

A volunteer non-profit association dedicated to developing, maintaining, promoting and protecting a continuous public hiking trail the length of Florida; providing opportunities to hike and camp; and educating others to appreciate and conserve the natural beauty of Florida.

4005

Selection of any of the above alternatives would likely require the closure and/or rerouting of one or more miles of the FNST. Selection of the alternatives impacting Duck or Jr. Walton Ponds would close heavily used public hunting, camping, and fishing recreation areas. All of the 7SFG alternatives noted above are relatively close to civilian population areas along the Reservation's northern boundary. The Florida Trail Association recommends that one of Cantonment Alternatives 2A, 2B, 2C and 2D be adopted. These alternatives around Duke Field appear to be cost effective selections, and any of these four would result in minimal impact on outdoor recreation and vehicle traffic on the Reservation.

LU-3

LU-2

The Florida National Scenic Trail's partners, Eglin's Natural Resources Branch, USDA Forest Service and FTA, have worked diligently to protect the military mission of Eglin Air Force Base:

1. The trail was originally routed to skirt the Reservation boundary to avoid restricted areas including exiting the Reservation by bridging the Yellow River to other public land north of the river
2. At US Air Force's request, four miles of the trail was relocated near Alaqua Creek
3. A trail hiker evacuation plan is in place, and there have been no evacuations in eight years
4. 237 signs have been posted along the trail, and pamphlets and trail guides have been widely distributed describing base regulations, trail rules, unexploded ordnance information
5. Trail use is effectively managed and monitored through the trailhead registration kiosks and recreation permits
6. Protection of the Florida National Scenic Trail route within the Reservation has been used to help justify the acquisition of land to protect the Base's eastern flyway (Northwest Florida Greenway). The USDA Forest Service has spent \$6.4 million to acquire a conservation easement covering 1,600 acres immediately east of the Reservation on the Nokuse Plantation. The trail within the Reservation provided justification for state agencies to acquire buffer lands adjacent to the Reservation on the Nokuse Plantation, along Lafayette Creek and the Yellow River Ravines area.

GE-1

The Florida National Scenic Trail is an extraordinary recreational asset enjoyed by military personnel and the public including many local youth organizations at little or no economic cost to the US Air Force. The University of Florida reports that approximately 1,200 persons hiked the trail in the Reservation in the past two years. A portion of the Florida National Scenic Trail on the Reservation is used for part of an annual triathlon for military personnel. Additionally, the Florida National Scenic Trail demonstrates the US Air Force's commitment to the community by providing compatible and sustainable recreational opportunities for military personnel and the public.

Florida Trail Association volunteers annually contribute in excess of 500 hours to maintain the Florida National Scenic Trail on the Reservation. Since 1999, the FTA and USDA Forest Service have spent \$225,000 and trail volunteers have donated over 35,000 hours building and maintaining 68 miles of the FNST in Eglin including 41 footbridges, 19 boardwalks spanning 7000 feet, 8 campsites, 14 kiosks and 6 registration stations. All this has been accomplished at almost no cost to the US Air Force. The trail's local popularity is demonstrated by a recent front page article in the Northwest Florida Daily News (Jan. 13, 2008).

4005

The Florida Trail Association recommends that one of Cantonment Alternatives 2A, 2B, 2C and 2D be adopted to avoid potential negative impacts on the Florida National Scenic Trail. The Florida Trail Association looks forward to continuing to partner with the US Air Force to maintain, protect and enhance the Florida National Scenic Trail in Eglin Reservation. Hiking the Eglin Trail is national treasure.

LU-3

Until next our paths cross, I wish you

Happy trails,



Deborah R. Stewart-Kent
Executive Director

Enclosure: Florida National Scenic Trail Maps 2, 3 and 4 (Eglin Reservation)

cc: Justin Johnson, Eglin Natural Resources Branch, 107 Hwy. 85 North, Niceville, FL 32578

Michelle Mitchell, FNST Program Manager, USDA Forest Service

4006

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

From: Fielding, Steve [REDACTED]
Sent: Tuesday, May 13, 2008 10:55 AM
To: Spaits Mike CIV USAF 96 CEG/CEV
Subject: RE: DRAFT Environmental Impact Statement (March 2008) (Print copy)

Mike,

We have cataloged the Draft (EIS) and it is now in our Reference section for our students and the public to review. We would like to get a copy of the final (EIS) when it is available in print.

} GE-2

Thanks again,
Steve Fielding
OWC/LRC Serials

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

From: Spaits Mike CIV USAF 96 CEG/CEV [mailto:mike.spaits@eglin.af.mil]
Sent: Tuesday, May 13, 2008 9:29 AM
To: Fielding, Steve
Subject: RE: DRAFT Environmental Impact Statement (March 2008) (Print copy) Thank you for your comments on the Draft Environmental Impact Statement for the Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions at Eglin AFB, Florida. Your comments will be analyzed and addressed in the Final EIS, which we currently expect to have ready for review in the late summer 2008.

Thank you,
Mike Spaits
Eglin Environmental Public Affairs

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

From: Fielding, Steve [REDACTED]
Sent: Wednesday, April 23, 2008 10:55 AM
To: Spaits Mike CIV USAF 96 CEG/CEV
Cc: Henderson, Janice; Phillips, Margaret; Adams, Owen
Subject: DRAFT Environmental Impact Statement (March 2008) (Print copy)

Hi Mike,

My library is interested in receiving a copy of this DRAFT (EIS) and placing it in our Reference collection, so our patrons will have access to the report. Could you please let me know who I need to contact to get on the mailing list for this report, if it's not you?

Thank you and look forward to hearing from you,

Steve Fielding, Serials Tech.

Okaloosa-Walton College Library

100 College Boulevard

Niceville, FL 32578-1347

[REDACTED]

4007

JTL ESCRIBANO LLC



April 2, 2008

Maj. Gen. David W. Eidsaune
Commander, Air Armament Center
Eglin Air Force Base, Florida 32542-5133

Dear General Eidsaune:

Nine years ago my partners and I formed JTL Capital, LLC (see www.jtlcapital.com). One of many acquisitions we have concluded is Escribano Point (the property was purchased in March, 2005), 1,500 acres adjacent to Eglin Air Force Base (AFB) near Choctaw Outlying Landing Field (OLF). We intend to develop an upscale community of single-family homes in an environmentally sensitive manner that meets current zoning requirements and recommendations from the 2005 Joint Land Use Study (JLUS) for Santa Rosa County and Naval Air Station Whiting Field.

To this end we have tried to engage your staff as to pending changes to Eglin AFB missions. On August 4, 2007 we wrote Mr. Michael Spaits and offered to have JTL's consultants meet with the Air Force to provide detailed information on JTL's plans so that the EIS analysis could accurately gauge potential environmental impacts, if any, on Escribano Point. On January 25, 2008, we again wrote Mr. Spaits to express concerns with the preliminary noise contours resulting from stationing alternatives disclosed to the public earlier that month, and offered to have JTL's consultants meet with the Air Force.

We have received no response to these letters from your EIS consultant, but did meet with Colonel Yates and his staff on August 20th, 2007 and with Mr. Bob Arnold and the installation legal staff on December 5th, 2007. In both meetings I explained JTL's proposal to develop a sustainable community of single-family homes at Escribano Point and the potential impact on these plans of stationing alternatives for the F-35. In our meeting on December 5th, Mr. Arnold informed me that the EIS would only consider four options for stationing and training of the Joint Strike Fighter -- Eglin heavy, Choctaw heavy, Duke heavy, or a blended mix using all of these airfields. He also showed me the preliminary noise contours associated with each option, all of which indicate some degree of encumbrance of JTL's property.

I am now informed that the actual noise contours may be 25% greater than those disclosed to the public in December, which would mean that options developed for the EIS were not based on accurate noise information stemming from F-35 operations. Limiting EIS options to three existing airfields will maximize the adverse impact on Eglin AFB's neighbors. Eglin AFB is nearly one-half the size of the state of Rhode Island. It therefore would appear that the Air Force could construct an additional runway

NO-6

DO-1

4007

to use for at least a portion of the syllabus requirements, thereby minimizing off-base noise impacts. DO-1

To ensure EIS conclusions are based on current and accurate factual data, we believe it is appropriate to ask that the Air Force collect actual noise data during the F-35's test program and update noise contours to the public before signing the EIS' record of decision. We are sure you agree that it would be in everyone's interest to accurately inform the public of the impact of actions under EIS review. NO-6

We are also concerned that communications from Eglin officials have led some local officials to think the Air Force intends to condemn my property. Their interpretation of these discussions will seriously undermine our ability to develop this property even though our consultants confirm that the Air Force has stringent environmental, budget justification, and mission requirement reviews that require public input before resorting to eminent domain. LU-4

Finally, the Northwest Florida Water Management District copied me with a letter of February 7, 2007 from the Mission Enhancement Committee Chairman stating the Air Force would not grant any easements in the Escribano Point area. We would ask going forward that your command courtesy copy such letters to me and any other impacted land owner whenever writing public officials about private property, and provide any statutory authority and the environmental decision document relied upon to justify such actions. That will significantly reduce the opportunity for miscommunication, and hopefully avoid needless expense and aggravation resulting from public officials acting on what they believe to be an official Air Force position that may in fact be the opinion of someone not authorized to speak for the Service Secretary.

In closing General, to date we have enjoyed a professional relationship with your staff, for whom we have the utmost respect. We also salute you personally for your leadership and service to our nation. However given the confusion in the local community about the Air Force's intent to condemn my property, I would hope that you would entertain a face-to-face meeting to help avoid any further misunderstanding. If the Air Force authority to condemn this property rests outside your command, we ask that you direct us to whomever can either negotiate with us or, otherwise assure us that the Air Force does not intend to condemn Escribano Point.

I would appreciate hearing from you, and will certainly make myself available to fit into your schedule.

Respectfully submitted,



Mark J. Sullivan

4008



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

RE: Eglin Air Force Base Draft BRAC EIS

Dear Mr. Spaits,

This letter and attachment are submitted as formal comments to the Eglin Air Force Base (AFB) Draft Environmental Impact Study (EIS) for the Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions. I am concerned with the potentially significant adverse environmental impacts associated with the alternatives for establishing the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) at Eglin AFB. My comments herein, along with those attached, pertain to that specific BRAC action.

This letter expands upon my correspondence and meetings with community and installation officials dating from August of 2007. As you know from my previous letters, JTL Capital, LLC formed a partnership, JTL Escribano, LLC (JTL) that owns approximately 1,500 acres of land adjoining Eglin AFB's western boundary along Escribano Point, just south and west of Navy Outlying Field Choctaw (NOLF Choctaw or Choctaw Field). These parcels are zoned Low Density Residential by Santa Rosa County, JTL has invested considerable time and resources to plan the development of a single-family home community that is fully compatible with the Air Force's 2006 Air Installation Compatible Use Zone (AICUZ) Study and Santa Rosa County's 2005 Joint Land Use Study (JLUS). We have gone to great lengths not only to meet current zoning requirements but also to fulfill recommendations from the 2005 JLUS for Santa Rosa County and Naval Air Station Whiting Field.

LU-1

I believe the EIS is fundamentally flawed in two significant ways. First, the Air Force did not use "the best information available" to conduct their analysis of the alternatives. Information on land use that I provided as well as information in the Santa Rosa County JLUS regarding the potential for development of Escribano Point was completely ignored. Throughout the analysis the EIS assumes the existing land uses will not be changed, even though zoning in place permits other uses, and JTL has repeatedly stated its intent to develop property at Escribano Point.

NP-4

Second, the Air Force limited the alternatives for bedding down this significant federal action to the use of only 3 existing Eglin AFB airfields all sited on the periphery of the military installation with each alternative appearing to have significant, negative environmental impacts

DO-1

Page 1 of 17

TAL 451,466,924v3 5/8/2008

4008

on surrounding communities. I believe there is ample justification in the EIS to add an alternative to build a runway(s) for JSF training in the interior of the Eglin AFB complex that satisfy the training requirements without subjecting the surrounding communities to the significant adverse environmental consequences partially documented in the Draft EIS.

DO-1

These flaws have led to development of alternatives to use Choctaw Field for JSF Training that I believe, if implemented as envisioned in the EIS, will greatly hinder, and likely destroy completely, any opportunity to develop our property at Escribano Point.

Regards,



Mark Sullivan

4008

JTL CAPITAL COMMENTS

Eglin AFB Draft EIS Proposed Implementation of the BRAC 2005 Decisions and Related Actions.

(March 2008)

Page 3 of 17

TAL 451,466,924v3 5/8/2008

JTL Capital Comments: Eglin AFB Draft EIS: BRAC 2005 Decisions.

The following comments on specific elements of the Draft EIS are submitted and organized by Draft EIS page number.

- 1. **ES-1, Line 20: "2. Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) (DBCRC, 2005, p. 184: Locate sufficient numbers of Air Force and Marine pilots and Naval aviators and operations support personnel to establish the JSF IJTS at Eglin AFB."**

Comment: The EIS provides no reference to DoD or Air Force program guidance or definition of what constitutes an IJTS, nor does the EIS provide its own definition for, or state the assumptions being used in, determining the number of personnel, aircraft and related equipment necessary "to establish the JSF IJTS." Similarly, the number of students, length of the training program, number of aircraft sorties, types of flight profiles and level of proficiency – this ranges on a large continuum from "safely operating" the aircraft to "effectively employing it" as a weapon system – to be required of JSF aircrew members are all fundamental elements of the "JSF IJTS" training syllabus that will be approved by representatives of the U.S. Air Force, Navy, Marine Corps and Royal Air Force. It appears the EIS analysis simply accepts the planning inputs provided by the Air Force as the minimum necessary "to establish the JSF IJTS;" however, this acceptance is not stated. Therefore, the actual requirements to establish the JSF IJTS at Eglin AFB could vary from considerably fewer to considerably more than the assumptions used in the EIS. The use of an "assumed end state" without clearly linking it to the "required end state" is a significant flaw in the analysis.

DO-9

The noise contours depicted in the EIS were computed using the Air Force-submitted planning assumptions for the numbers and variants of aircraft, number of flights, types of flight profiles and the times of day when flying operations would be conducted. Varying any of the foregoing assumptions will change the size, orientation and extent of the noise contours that will impact the compatible uses of surrounding lands. For example, if fewer than 107 aircraft were assumed, the size of the other inputs decline and the noise contours could reasonably be expected to shrink. Conversely, if more than 107 aircraft were assumed, the noise contours could reasonably be expected to grow. Also, if the level of flight training at the respective fields were changed, the noise impacts would change. The results of changing the amount of training assumed for Alternatives 1 and 2 at Choctaw Field can be seen in Figures 7-4 (page 7-15) and 7-5 (page 7-25), respectively. Since there is no definition of requirements "to establish the JSF IJTS," there is no way to predict the ultimate impact of this BRAC directed action on JTL property. As depicted in the EIS, both alternatives invalidate the 2005 Santa Rosa County/Air Force JLUS and 2006 Air Force

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AICUZ, and the noise footprint greatly hinders, if not destroys completely, any opportunity to develop the property. Even if the property could be developed, determination by DoD at some point in the future that the 107 aircraft were insufficient for the JSF IJTS or the allocation of training conducted at Choctaw Field needed to increase could lead to a new "definition" for the JSF IJTS with all implications for land owners and residents that cannot be predicted. The lack of a clear statement about what constitutes the requirements "to establish the JSF IJTS" suggests the EIS documents analysis of impacts are based on "desire" and not "need."

DO-9

- 2. **ES-2: Line 8:** "Figure ES-1 describes the adaptive management process applied in this EIS. The *process consists of providing the best information available (emphasis added)* to the public and agencies, conducting environmental planning based on that information, continually monitoring the plan as the F-35 weapon system develops, taking steps to identify and reduce potential environmental consequences, evaluate the results in light of new information on the weapons system and/or environmental resources, and informing the public of substantial changes."

1.4 Environmental Impact Analysis Process; pg 1-14, line 27-31: The JSF training variables analyzed in the BRAC 2005 EIS and their relationship to biological, physical, and social systems are complex. In the analysis of anticipated impacts in the EIS, the Air Force has done its best to accurately predict potential impacts and anticipate future conditions using the best available information and tools at the time of analysis.

NP-4

Comment: The "best information available" has not been used. The Draft EIS repeatedly bases the analysis of impacts on the area surrounding Choctaw Field on current use of the property and fails to take into consideration the compatible and planned use. Additionally, there is no record of JTL inputs to Eglin AFB leaders and staff that were provided for use in the process. JTL Capital has twice provided written notification of its plans to develop a single family residential community at Escribano Point. This input was ignored. Further, the Joint Land Use Study for Santa Rosa County published in 2005 addresses the developmental potential of the area. It states, "*Currently an estimated 182 residents live among 71 homes located within the Choctaw Study area. Based on vacant lands that could potentially accommodate a new development, population in Choctaw Study area has a potential to an estimated 9,598 or more. The number of homes could rise to as many as 3,744 or more dwelling units.*" This information was also ignored. Therefore, the results of the analysis are seriously flawed and narrow in scope.

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- 3. **ES-4, Line 17:** “Because the BRAC decisions by law must be implemented, the Air Force cannot select the No Action Alternative.”

Comment: This is an incorrect statement. BRAC decisions must be implemented, but only if it can be done in compliance with NEPA and its policy requirements. Although the BRAC recommendations are exempt from NEPA compliance, the implementation of the BRAC actions are not; that is why we are reviewing the Draft EIS. If the alternatives considered in the “proposed implementation” will create unacceptable environmental impacts, DoD and the Air Force have a legal obligation to consider additional alternatives that will not have unacceptable environmental impacts or mitigate the impacts identified. An alternative to build an additional runway someplace in the interior of the approximately 463,000 acre facility that can be used to eliminate the “unavoidable adverse environmental impact” documented in Figure ES-15 (page ES-75) would appear to be valid and an executable way to allow the BRAC recommendation to comply with NEPA.

DO-10

- 4. **ES-27, line 1:** “The Air Force, Navy, and Marines do not yet have operational F-35s. The F-35 is a new weapon system, and operational details of training with this system are ongoing and continue to mature. As with any new aircraft, the Air Force anticipates a continued large learning curve in terms of system capabilities and training requirements.”

Comment: This statement essentially provides the Air Force carte blanche to change how it operates the JSF aircraft within the Eglin AFB complex – including Eglin Main, Choctaw and Duke Fields. Therefore, the EIS may not accurately document the environmental implications of establishing a JSF IJTS at Eglin AFB. The idea of significant flexibility and variance in the actual environmental outcomes – notwithstanding the EIS analysis – is supported in other sections of the draft EIS. The EIS needs to specifically identify impacts or at least place boundaries on the impacts otherwise the surrounding community will be subject to ever changing and potentially increasing impacts without having the opportunity to comment on these impacts in a NEPA processes.

DO-1

- 5. **ES-28 and -30; ES-28, Line 32:** “The proposed flight training would be conducted on average 246 days per year, or approximately 20.5 days per month. Training operations would occur five days per week with approximately 88 percent of the flights between 7:00 a.m. and 10:00 p.m. in compliance with operating procedures that govern flight rules.”

GE-1

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Table ES-16. Annual Airfield Operations for JSF Alternatives

Alternative	Aircraft Type	Airfield			Total
		Eglin	Duke	Choctaw	
Baseline (2005)	F-15 (33 FW)	29,206	0	0	29,206
	Other	76,382	24,643	76,467	177,692
	Total	105,788	24,643	76,467	206,898
Alternative 1	F-35	121,286	84,956	33,633	239,875
	Other	74,253	24,643	76,467	175,363
	Total	195,539	109,599	110,100	415,238
Alternative 2	F-35	173,013	35,762	23,997	234,772
	Other	74,253	24,643	76,467	175,363
	Total	249,266	60,405	100,464	410,135

ES-30, Line 12 – “Eglin is the Main Operating Base common to all [there are only two] alternatives. Eglin Main departure and termination flights account for approximately 60,000 annual operations or about 25 percent of the total proposed operations for the JSF at Eglin AFB.”

Comment: Choctaw Field is not currently used by F-15s assigned to Eglin AFB, but is proposed to satisfy between 14% (Alternative 1) and 10% (Alternative 2) of F-35 flying training requirements. If EIS training days per year – 246 (page ES-28, line 32) – and daily operating window – 7:00 a.m. – 10:00 p.m. (page ES-28, line 34) are used, a generalized representation of the frequency of operations (approach, overflight or departure pattern) at Choctaw Field can be projected.

GE-1

The following table uses general data from the EIS and specific Choctaw Field data from Table ES-16 to project the frequency of operations – expressed as “an operation every x minutes – at Choctaw Field. Although it is not absolutely clear, the number of flying/training days currently used for analysis of airfield loading to make a meaningful comparison to the EIS-stated 246 training days per year is assumed for all aircraft types using Choctaw Field. As can be seen from this spreadsheet, the overall frequency of use of Choctaw Field will not significantly increase – an operation every 2-3 minutes; however, the implications of the significantly louder F-35 aircraft shown in the EIS noise maps (Baseline, Figure 7-1, p. 7-6; Alternative 1, Figure 7-4, p. 7-15; and Alternative 2, Figure 7-6, p. 7-25) will dramatically change the noise environment of the majority of Escribano Point lands.

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	Operations/ Year	Training/ Year	Days/ Day	Operations/ Day	Training Hours/ Day	Operations/ Hour	Operation Every x Minute
Baseline							
F-15	0	246		0	15	0.0	N/A
Other	76,467	246		311	15	20.7	2.9
Total	76,467	246		311	15	20.7	2.9
Alternative 1							
JSF	33,633	246		137	15	9.1	6.6
Other	76,467	246		311	15	20.7	2.9
Total	110,100	246		448	15	29.8	2.0
Alternative 2							
JSF	23,997	246		98	15	6.5	9.2
Other	76,467	246		311	15	20.7	2.9
Total	100,464	246		408	15	27.2	2.2

6. ES-31, Line 26: "Flight training would consist of operations from Eglin Main Base, Duke Field, and Choctaw Field, munitions use on approved Eglin Ranges, defensive flare use in authorized airspace, flight training to include supersonic flight in overwater warning areas, and training in on- and off-base airspace, including low-level training on MTRs in Florida and Alabama. Two alternative levels of flight operations are considered for each of the three Eglin AFB fields used in training. *These operation levels bracket the estimated flight activity with a low and high number of operations at each field. The decision maker could select one of these two alternatives or any of a number of flight operation combinations for each location as long as the level of operations were between the range of flight operations addressed at each field and the operations accomplished mission requirements.*" (emphasis added)

Comment: As noted in the comment to Section 5 (ES-27), the foregoing statement essentially provides the ability to significantly alter the training profile(s) assumed by the EIS. Until (if) the full inventory of JSF aircraft are delivered and operational at Eglin AFB, it seems such modifications will be likely based on Air Force intent to incorporate "the adaptive management approach" to test various operating scenarios (ES-27, Line 10). This means the Air Force does not have to implement either Alternative in the EIS, as stated. If, between the time a Record of Decision is signed and the JSF IJTS begins operational, the Air Force decides to "adapt" its approach, Choctaw Field could become the exclusive training site until sufficient aircraft were assigned to Eglin AFB to require use of another airfield for training. Since the precise relationship of JSF takeoff and landings at Eglin AFB as the home field and training operations possibly conducted at either Duke or Choctaw Fields is not

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known, only a macro analysis can be conducted. However, from the calculation described in the following, it appears Choctaw Field could be used exclusively for F-35 training throughout most of Fiscal Year (FY) 2011, if desired – assuming the aircraft inventory increases as scheduled in Table ES-10 (page ES-20).

- 239,875 F-35 operations/year (Table ES-16, p. ES-30) ÷ 107 total aircraft inventory (Table ES-10, p. ES-20.) = 2,242 operations per aircraft/year.
- 2,242 operations per aircraft/year * .25 associated with takeoffs and landings at Eglin AFB as the main operating base (p. ES-30) = 561 operations per aircraft/year at Eglin AFB.
- 2,242 operations per aircraft – 561 operations at Eglin AFB/year = 1,681 operations per aircraft/year to be conducted at either Choctaw Field, Duke Field or Eglin AFB.
- 33,633 maximum operations/year allocated to Choctaw Field ÷ 1,681 operations per aircraft = the ability to support 20 F-35 aircraft.

DO-1

This “flexibility” introduces another variable element in Air Force operations and difficult-to-predict implications for land use compatibility based on the noise impacts on Escribano Point lands from operations at Choctaw Field. In effect, the EIS purports to study the environmental consequences from two alternatives, but includes enabling language to significantly change how the JSF IJTS will be established. Several of the conditional statements will allow an implementation with virtually no resemblance to the EIS Alternatives, as described.

7. ES-36, ES-46 and 7-5:

ES-36, Line 27: “Under baseline conditions, no off-base residents near Choctaw Field are within the 65 dB DNL noise contours. There would be an estimated 114 off-base residents near Choctaw Field under noise contours greater than 65 dB DNL for Alternative 1 and 6 off-base residents for Alternative 2. Sensitive receptors [this term refers to residences, schools, healthcare facilities, amongst other development types] near Choctaw Field are not projected to be affected by noise greater than 65 dB DNL under baseline conditions or for any of the alternatives.”

LU-1

ES-47, Line 7: “For JSF Flight Training Alternative 1, 4,755 acres and for Alternative 2, 2,296 acres off base in the vicinity of Choctaw Field would be under the 65 dB DNL or greater noise contour. *This land is primarily open/agriculture/low density land use category*

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and the current use would be compatible with potential noise levels. (emphasis added)
However, under Alternative 1, there are 19 acres of residential land around the 65 dB DNL noise contour. Noise levels of 65 dB DNL or greater would generally not be compatible with residential use. New homes within 65 dB DNL noise contours can be designed and constructed to reduce interior noise levels to the desired 45 dB DNL levels. A seller disclosure that the home is located in a high noise area is frequently required.”

7-5, Line 7: “Noise contours resulting from current aircraft operations are based on the same aircraft operational data used to produce noise contours shown in the Choctaw Joint Land Use Study (Santa Rosa County, published in 2005).”

Comment: The foregoing series of quotations confirms the “baseline” contours for Choctaw Field are those from the 2003 Joint Land Use Study by Santa Rosa County and validates that only the 114 existing residents of Escribano Point are being considered in evaluating the future noise implications of using Choctaw Field for JSF training. This is a clear indication that the EIS assumes the current types of land uses are expected to remain constant, and its analysis does not acknowledge the adverse impacts on JTL (and possibly others) based on the inability to convert current land use to land use conforming with current zoning. In so doing, the EIS ignores the significant implications on the larger population that could be supported based on changes to existing land uses. Since a significant portion of the JTL property will be impacted by 70 and 75 dB noise, discussion of mitigating residents affected by the 65 dB noise contour only addresses a very small element of the adverse environmental impacts created by use of how Choctaw Field is envisioned for JSF training.

LU-1

- 8. ES-75: Figure ES-15 displays a summary of the impacts from implementing the proposed actions.

Comment: As displayed Figure ES-15, JSF Flight Training represents “unavoidable adverse environmental impact” or “potential adverse environmental consequences or burdens ...” in 9 of the 13 analysis areas with Noise, Land Use and Airspace Management representing the most adversely impacted by introduction of the JSF IJTS to Eglin AFB. This seems to document a relatively “poor fit” between the JSF training requirements and the two alternatives considered for use of the Eglin AFB complex to satisfy them. This is certainly the case for JTL and the foregoing discussions highlight the extent to which the EIS uses incomplete or flawed assumptions in its analysis. We believe ES-15 demonstrates how an additional alternative is required in order to find a way for the BRAC recommendation to be implemented in a manner that does not entail unacceptable environmental impacts.

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Alternative		Airspace Management	Noise	Land Use	Socioeconomics and Environmental Justice	Transportation	Utilities	Air Quality	Safety	Solid Waste	Hazardous Materials and Hazardous Waste	Physical Resources	Biological Resources	Cultural Resources
<i>Baseline</i>		n/a												
<i>7SFG(A) Contingent</i>	1A	n/a												
	1B	n/a												
	1C	n/a												
	2A	n/a												
	2B	n/a												
	2C	n/a												
	2D	n/a												
	2E	n/a												
	3	n/a												
	4	n/a												
5	n/a													
<i>Baseline</i>					n/a	n/a								
<i>7SFG(A) Ranges</i>	1				n/a	n/a								
	2				n/a	n/a								
	3				n/a	n/a								
	4				n/a	n/a								
	5				n/a	n/a								
<i>Baseline</i>		n/a												
<i>JST Contingent</i>	1	n/a												
	2	n/a												
<i>Baseline</i>						n/a								
<i>JST Flight Training</i>	1					n/a								
	2					n/a								
Four Components														
<i>No Action</i>														
<i>Combined Impacts</i>														

7SFG(A) = 7th Special Forces Group (Airborne); IJTS = Initial Joint Training Site; JSF = Joint Strike Fighter; n/a = not analyzed
 Green - May include some beneficial or adverse environmental consequences, but the overall effect is one that can neither be termed beneficial nor adverse.
 Yellow - potential adverse environmental consequences or burdens on the resource, or issues with the resource have been identified.
 Red - unavoidable adverse environmental impact.
 Split boxes represent a designation between two categories above. Some of the impacts would fall into one category, with others in a different category. Therefore, it is not certain what the overall impact to the resource would be.

Figure ES-15. Combined BRAC Decisions to Beddown and Train the 7SFG(A) and JSF at Eglin AFB

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9. ES-79:

Table ES-31. JSF Flight Training

- Baseline conditions include existing and growing airspace congestion hazardous waste being deposited on ranges, noise contours, and safety zones extending off-base creating incompatible land uses. These resources are all yellow. There is no noticeable surface transportation associated with JSF flight training. The other resources are green.
- Regional airspace is currently congested, and the addition of the F-35 flight operations would add to that congestion. A yellow/red designation was given to airspace to identify the growing complexity of the requirements by civil and military aviation along the Florida panhandle.
- Noise levels from F-35 training would represent an unavoidable adverse impact to residents and sensitive receptors under the expanded noise contours. This includes off-base residents under restricted airspace (UCA and MTRs). Noise is red.
- Land uses currently under the runway approaches are under high levels of noise. The increased noise levels associated with the F-35 are expected to affect recommended land uses in adjacent communities. Unavoidable adverse noise impacts would affect land uses near Choctaw Field, Duke Field, and especially in the vicinity of the Eglin Main Base. Land use is yellow/red for either alternative.
- Socioeconomics and environmental justice issues associated with JSF flight training over adjacent communities, on MTRs, and within UCA would impact populations, schools, and other noise-sensitive receptors. Socioeconomics and environmental justice were designated as yellow for either flight training alternative.
- Ground transportation is not considered to be an issue with JSF flight training. The extent of travel to support ranges would not be noticed in the overall transportation network.
- Utilities would not require extensive development to support JSF flight training. Potable water, wastewater, and electrical infrastructure are currently available at target locations and at outlying fields. Utilities are designated as green.
- Air quality attainment is expected to continue with the JSF flight training. Aircraft emissions and particulate matter from munitions are not expected to create pollution levels which would exceed air quality standards. Air quality is designated green.
- Safety zones extend outward from the base and encompass substantial portions of adjacent civilian communities. These create incompatible land uses. The increased number of F-35 flights and the change in the type of aircraft would continue to have safety designated as yellow. Explosive ordnance disposal would be accomplished by EOD trained personnel.
- Solid wastes would include clearing for some target areas. The overall effect of training is expected to increase solid waste disposal. A green/yellow designation was given for both alternatives.
- Under hazardous materials, current target areas have lead and other hazardous wastes and the JSF flight training would contribute hazardous waste to those target areas. Hazardous wastes are not expected to exceed threshold levels for any new chemicals. Hazardous materials and hazardous wastes are designated as yellow.
- Physical resources would likewise change in that additional munitions use and related training could result in long-term effects on soils within the target areas. Physical resources are designated as yellow.
- Biological resources in areas of JSF flight training are generally habituated to the level of military training expected to continue with the JSF. Biological resources are expected to remain in the green category although Eglin AFB is conducting Endangered Species Section 7 Consultation and could identify potential adverse effects.
- Cultural resources are expected to change from the baseline condition with ongoing consultations. Cultural resources are designated as yellow for either alternative.

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Comment: Table ES-31 complements Figure ES-15 and provides short descriptions on the significant, adverse impacts from the two JSF IJTS alternatives. In addition to causing further congestion in regional airspace, introduction will cause adverse impacts from noise on existing residents and require changes in anticipated land uses in surrounding communities. This provides additional justification for a new alternative to reduce the environmental implications on property and communities around Eglin AFB.

DO-1

- 10. 7-7 and -14: Tables 7-3 (page 7-7) and 7-9 (page 7-14) display the acreage impacted by a series of noise contours under the “baseline” and “alternative 1” conditions.

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Table 7-3. Acreage and Population Affected by Elevated Noise Levels Under Baseline Conditions in the Vicinity of Airfields

Noise Level (dB DNL)	Acres On-Installation	Acres Off-Installation	Off-Installation Population
Eglin AFB / Duke Field			
65-70	3,249	476	1,204
70-75	2,292	219	767
75-80	1,444	57	142
80-85	794	0	0
>85	1,017	0	0
Total	8,798	752	2,113
Choctaw Field			
65-70	511	84	0
70-75	103	0	0
75-80	0	0	0
80-85	0	0	0
>85	0	0	0
Total	614	84	0
Total (all three installations)			
65-70	3,760	560	1,204
70-75	2,395	219	767
75-80	1,444	57	142
80-85	794	0	0
>85	1,017	0	0
Total	9,412	836	2,113

dB = decibels; DNL = day-night average sound level
 Population estimates were based on 2000 U.S. Census Bureau data. The number of persons currently residing in affected areas may differ from what has been stated.

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Table 7-9. Acreage and Population Affected Under JSF Flight Training Alternative 1 in the Vicinity of Airfields

Noise Level (DNL)	Acres On-Installation	Acres Off-Installation	Off-Installation Population	Change in On-Installation Acres	Change in Off-Installation Acres	Change in Off-Installation Population
Eglin AFB/Duke Field						
65-70	13,397	2,049	3,123	10,346	1,373	1,921
70-75	6,366	351	1,436	6,076	352	691
75-80	6,740	347	806	7,296	290	664
80-85	4,986	240	644	4,202	240	644
85	7,311	215	724	6,494	215	724
Total	43,212	3,402	6,733	34,416	2,650	4,666
Choctaw Field						
65-70	3,299	2,392	114	2,753	2,306	114
70-75	2,639	1,033	0	2,336	1,033	0
75-80	2,364	1,031	0	2,364	1,031	0
80-85	1,212	239	0	1,212	239	0
85	1,321	0	0	1,321	0	0
Total	10,822	4,735	114	10,206	4,672	114
Total (all three installations)						
65-70	16,696	4,441	3,237	13,103	3,681	2,035
70-75	11,027	1,384	1,436	8,632	1,417	691
75-80	11,104	1,378	806	9,660	1,321	664
80-85	6,200	479	644	5,414	479	644
85	8,632	224	724	7,513	224	724
Total	54,034	8,136	6,871	44,624	7,322	4,756

dB = decibels; DNL = day-night average sound level
 Population estimates were made based on 2000 U.S. Census Bureau data. The number of persons currently residing in affected areas may differ from what has been stated.

Comment: The following table compares acreage around Choctaw Field impacted by the series of noise levels analyzed in the EIS. As can be seen, there will be a significant impact on the off-installation acreage around Choctaw Field. As shown in Figure 7-4 (page 7-15), the bulk of the increased noise impacts will be on Escrivano Point lands, and JTL property will be almost completely encumbered by the JSF operations when it was not significantly encumbered by the baseline activity. Use of Choctaw Field as envisioned in the EIS, will dramatically alter the facts and conditions underlying the findings and recommendations of the 2003 Santa Rosa County JLUS, as well as the noise contours on the 2006 Eglin AFB AICUZ. In fact, the use of Choctaw Field, as described, invalidates both the JLUS and AICUZ. The JSF noise contours included in the EIS place much of JTL property within the

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65 dB or higher contours, thus greatly hindering, and likely destroying completely, any opportunity to develop the property. LU-1

Noise Level	Off-Installation Acreage Impacted		
	Baseline	Alternative 1	Change
65-70	84	2,393	2,308
70-75	0	1,085	1,085
75-80	0	1,031	1,031
80-85	0	239	239
> 85	0	9	9
<i>Total</i>	<i>84</i>	<i>4,756</i>	<i>4,672</i>

11. 7-32 and -33:

7-32, Line 15: "Per DoD recommendations, many noise-sensitive land uses are never considered to be compatible at noise levels greater than 75 dB DNL (DoD, 1977). This recommendation is driven, in part, by the fact that these land uses often have some outdoor component, which cannot be protected from jet noise using structural noise attenuation. Also, at extremely high exterior noise levels, reaching the USEPA-designated interior noise level goal of less than 45 dB DNL would typically be prohibitively expensive or would require structural modifications that may detract from the appearance or impede the function of the structure."

7-33, Line 10: "Land use compatibility with noise exposures between 65 and 74 dB DNL depends on the particular use and whether or not noise level reduction measures (i.e., sound insulation) are utilized. Additional information on noise level reduction measures is presented in Section 7.3 (Noise). Land uses that include sensitive noise receptors (e.g., residences, public buildings, schools, churches, hospitals, and certain recreational uses) are generally incompatible when exposed to noise exposures of 75 dB DNL or greater. Almost all land uses except manufacturing, agriculture, and mining are incompatible with noise exposures greater than 80 dB DNL."

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7-32, Line 5: "Ultimately, structural attenuation is only effective in mitigating aircraft overflight noise when people are indoors, which is frequently not the case in the state of Florida."

Comment: The foregoing series confirms noise attenuation is needed above 65 dB in increasing amounts to make the noise environment bearable for residents; however, it also acknowledges that residents of Florida are impacted in a greater way by noise as they tend to spend more time outdoors where structural protections in dwellings have no effect. Essentially, these sections indicate there "can be" some protection from noise at certain levels, but it "won't be useful" given the desired life style of people interested in becoming residents of JTL's development.

NO-2

12. 7-33 and -48:

7-33, Line 28: "...Choctaw Field ... is [currently] surrounded by wooded timberland, open fields, and state-owned conservation land; no developed areas are in the vicinity. Property surrounding Choctaw Field, managed by Eglin AFB, is designated as open space. Uses include military training activities and recreation."

7-48, Line 1: "Using Choctaw Field for JSF flight training would expose a total of approximately 4,755 acres of off-base property to noise levels greater than 65 dB DNL. Approximately 1,279 acres of off-base property would be exposed to noise levels greater than 75 Db DNL (Figure 7-17). The affected area includes undeveloped land to the north, west, and south of Choctaw Field in Santa Rosa County. The majority of affected property is categorized as open/agricultural/low-density land use but approximately 19 acres of residential land use would be exposed to noise levels around 65 dB DNL. The affected residential area is located along East Bay northwest of Navarre. No adverse impacts on the existing land use compatibility would occur."

LU-1

9-6, Line 12: "No cumulative land use impacts are anticipated for either Duke Field or Choctaw Field if they are used for JSF training activities."

Comment: As noted in Section 7, the foregoing statements document that the EIS assumes current land use will continue and does not acknowledge that current zoning permits development, even though JTL has clearly stated to Eglin AFB officials its intent to develop property owned at Escribano Point. The failure to consider the materials provided to the installation leadership also reinforces the fact that the EIS process did not provide the best information available. This was addressed in Section 2.

Air Force Response to Comments on the Draft EIS

Comment #	Commenter ID #	Response Code	Response
1	0001	NO-1	Yes, the effects of weather are taken into consideration when modeling aircraft noise, as discussed in Appendix E.
2	0001	NO-2	The commenter is correct that the Draft EIS discusses sound attenuation in homes as potential mitigation for existing structures located in noise zones between 65 and 75 dB. Normal construction and renovation techniques can provide sound reduction in such structures. A discussion of these methods, including cost estimates, can be found in "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations" prepared in 2005 by Wyle Labs for the Navy (available at http://www.fican.org/pdf/Wyle_Sound_Insulation.pdf). However, while Congress has given FAA the authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations. Section 7.3.5 has been expanded to include a discussion of other types of potential mitigations.
3	0001	SE-1	Based on the commenter's concerns regarding the tourism industry, the following language has been inserted into Section 7.5.1.2 (JSF Flight Alternative 1) and referenced in 7.5.2.2 (JSF Flight Alternative 2): "The tourism industry contributes over \$1 billion per year to the Okaloosa County economy and includes a variety of outdoor activities. Whether part-year residents or tourists are annoyed by the noise levels of the F-35 would vary on an individual basis. It is possible that some residents or tourists may choose to avoid areas that experience noise; however, the magnitude, diversity, and strength of the tourism industry in Okaloosa County is such that it is not expected that the F-35 would have an adverse effect on the tourism industry. "
4	0001	SA-1	The following language has been inserted in Sect 7.8.1.1, Aircraft Mishaps: "Since the F-35 is still in the System Development and Demonstration (SDD) phase, information involving mishaps is not yet available. Historical data associated with previous aircraft models (F-15, F-16, and F/A-18) is the best available data to utilize for

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			<p>mishap analysis. While the Air Force cannot predict future F-35 performance, given the advances in single engine technology and enhanced safety systems, the F-35 should deliver an even better safety record than previous single engine aircraft. As such, the Air Force would not expect the F-35 destroyed aircraft rates to exceed the initial rates of the F-16.</p>
5	0001	SA-2	<p>The following language has been inserted in Sect 7.8.1.1, Aircraft Mishaps:</p> <p>"Since the F-35 is still in the System Development and Demonstration (SDD) phase, information involving mishaps is not yet available. Historical data associated with previous aircraft models (F-15, F-16, and F/A-18) is the best available data to utilize for mishap analysis. While the Air Force cannot predict future F-35 performance, given the advances in single engine technology and enhanced safety systems, the F-35 should deliver an even better safety record than previous single engine aircraft. As such, the Air Force would not expect the F-35 destroyed aircraft rates to exceed the initial rates of the F-16. "</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p> <p>All pilots will have gone through high-performance aircraft training and instructor pilots will be accompanying the students in a separate aircraft during training missions. F-35 flight tracks are similar to those flight tracks already flown at Eglin AFB.</p> <p>Sect. 1.1, JSF IJTS has been updated with the following text:</p> <p>"Initially, pilots being trained on the F-35 aircraft will transition from other high-performance fighters. As the program matures, the IJTS will train pilots that have recently</p>

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			<p>graduated from high-performance aircraft in undergraduate pilot training."</p> <p>The JSF program flight training syllabus does not include testing or experimenting with training techniques.</p>
6	0001	SA-3	Thank you for your comment; please see the response to comment # 5.
7	0001	SA-4	<p>JSF personnel would act in accordance with Air Armament Center Instruction 11-201, Section 9.12 through 9.15 and the corresponding attachments 36 to 40, which is has been summarized in this Final EIS in revised Section 7.8.1.2. Student pilots and instructors will be briefed prior to any mission involving live ordnance including specific hung ordnance procedures, to include recovery routes. Pilots will follow the specific procedures applicable to the type of hung ordnance their aircraft is carrying. Whenever possible, pilots with hung ordnance will fly a straight-in approach to Eglin Main Base avoiding populated areas.</p> <p>Please refer to revised Section 7.8.1.2 for more detailed information.</p> <p>Additionally, it should be noted that live ordnance is presently carried on aircraft associated with the 33rd Fighter Wing, 53rd Wing, and the 46th Test Wing.</p>
8	0002	SA-1	<p>The following language has been inserted in Sect 7.8.1.1, Aircraft Mishaps:</p> <p>"Since the F-35 is still in the System Development and Demonstration (SDD) phase, information involving mishaps is not yet available. Historical data associated with previous aircraft models (F-15, F-16, and F/A-18) is the best available data to utilize for mishap analysis. While the Air Force cannot predict future F-35 performance, given the advances in single engine technology and enhanced safety systems, the F-35 should deliver an even better safety record than previous single engine aircraft. As such, the Air Force would not expect the F-35 destroyed aircraft rates to exceed the initial rates of the F-16. "</p> <p>F-16 data is included in Table 7-35, Class A Mishaps at Eglin or Near AFB (1995 to 2006); however, there have been no reported AV-8B mishaps at or near Eglin AFB.</p>

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9	0002	NO-4	Federal guidelines use DNL to measure aircraft noise exposure in communities near airfields. DNL encompasses all aviation-related operations over a 24-hour period, with those operations between 2200 and 0700 penalized by 10 dB.
10	0002	NO-5	<p>Any instantaneous level at any given location and any given time would depend on a large combination of variables (power, speed, altitude, etc.). As such, it is impossible to provide a useful measure of instantaneous level unless the conditions are clearly defined.</p> <p>However, Appendix K has been amended, and an attachment containing each of the four noise evaluation letter reports has been added. Each report contains a detailed acoustical analysis for a series of locations, which are listed in Table 6 of each report. They include a break down of the top 20 contributors that impact each specific location. Table 6 contains the SEL for each contributor, which is the best approximation of instantaneous noise on a locale.</p>
11	0004	SE-2	<p>Property values are determined by a combination of neighborhood characteristics (e.g., the quality of local schools, local property taxes, access to transportation, and the crime rate) and individual housing characteristics (e.g., age of the house, number of rooms, and amenities such as garages). There are no definitive federal standards for quantifying the impact of aircraft noise on property values. However, HUD, FHA, and VA mortgage policies generally prohibit guaranteeing mortgage loans for new homes located within noise zones of 75 dB Ldn or greater or within clear zones. These same mortgage policies make availability of federally guaranteed mortgage loans discretionary for new homes located within noise zones of 65 to 75 dB Ldn. The term “new home” includes new construction, existing homes that are less than one year old, and existing homes that have been substantially remodeled. HUD, FHA, or VA mortgage policies may also impose conditions on mortgage loan guarantees (such as written acknowledgement of noise conditions) for existing homes located in the 75 dB Ldn or greater noise zone or within clear zones. However, these policies do not necessarily affect property values.</p> <p>While Congress has given the FAA authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or</p>

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			expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations.
12	0004	DO-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS. The two F-35 Flight Training Alternatives incorporate the use of Duke and Choctaw Fields for flight training, respectively, as much as operationally feasible, as stated in EIS Section 2.6.5.1.
13	0004	SA-5	<p>The Air Force understands the commenter's concerns to relate to hearing loss of off-base residents and the loss of value of residential housing due to the BRAC actions. Annoyance is the most common effect of aircraft noise on humans. Aircraft noise often interferes with activities such as conversation, watching television, using a telephone, listening to the radio, and sleeping. This interference often contributes to individuals becoming highly annoyed.</p> <p>The Air Force Surgeon General has identified that a potential for hearing damage exists for the most highly exposed individuals in Eglin's on/off base population. Though preliminary results show a low risk of hearing damage for most people, some individuals could be exposed to noise at a level and duration that could result in hearing damage due to flight operations. The preliminary results were based on using occupational exposure standards that have not normally been applied to non-occupational settings. In addition, the results have not been vetted or peer-reviewed among federal agencies. The Air Force intends to explore the health analysis in more detail in subsequent studies.</p> <p>The DoD, the Air Force, and the National Institute of Occupational Safety and Health (NIOSH) have established an occupational noise exposure damage risk criteria (or "standard") for hearing loss based upon not exceeding 85 dB of noise as an 8-hour</p>

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			<p>time weighted average, with a 3 dB exchange rate. (The exchange rate means that as noise increases the allowable exposure time decreases, or as noise decreases the allowable exposure time increases.) NIOSH established this standard as a recommended exposure level to reduce the risk of workers developing permanent hearing loss as a result of occupational noise exposure. Studies have shown that situations where an individual receives a total daily allowance of noise in a 24-hour period, 5 days a week after a period of 40 years, that 8% of the exposed population will experience a permanent noise induced hearing loss.</p> <p>Also, Air Force and OSHA occupational standards prohibit any unprotected worker exposure to continuous (i.e. of a duration greater than one second) noise exceeding a 115 dB sound level. OSHA established this additional standard to reduce the risk of workers developing noise induced hearing loss.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
14	0005	TR-1	<p>Potential impacts to transportation as a result of new commuters associated with BRAC actions along Hwy 85 around Duke Field have been studied and analyzed and are discussed in Section 4.5.2.2, Environmental Consequences (Transportation - 7SFG(A) Cantonment Alternative 2) and Section 4.5.3.2, Environmental Consequences (Transportation - 7SFG(A) Cantonment Alternative 3).</p>
15	0005	TR-2	<p>Currently, there are 5 locations directly east of Duke Field being considered for the 7SFG(A) Cantonment Area. (Please refer to EIS Section 2.3.3.2, 7SFG(A) Cantonment Alternative 2: Location Near Duke Field and Section 4.5.2.2, Environmental Consequences (Transportation - 7SFG(A) Cantonment Alternative 2)).</p>

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			<p>Since it is not possible to predict where incoming personnel will choose to live, current population distribution data for Eglin AFB personnel were used to identify an anticipated residence location distribution. Estimated population growth was based on the residence location of the personnel currently stationed at Eglin AFB. (Please refer to EIS Section 3.4.3, Analysis Methodology - Socioeconomics.)</p> <p>The data were also used in determining the potential impacts to the local road network. (Please refer to EIS Section 3.5.3, Analysis Methodology - Transportation and the Appendix B, Transportation.)</p>
16	0006	DO-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS. Hurlburt Field's single runway did not meet the BRAC siting criteria.
17	0008	LU-1	Areas that are impacted by noise levels between 65 and 75 dB DNL can be used for residential activities in structures with built in sound attenuation. However, sound attenuation will not reduce noise exposure or impacts for outside activities.
18	0009	SE-2	Property values are determined by a combination of neighborhood characteristics (e.g., the quality of local schools, local property taxes, access to transportation, and the crime rate) and individual housing characteristics (e.g., age of the house, number of rooms, and amenities such as garages). There are no definitive federal standards for quantifying the impact of aircraft noise on property values. However, HUD, FHA, and VA mortgage policies generally prohibit guaranteeing mortgage loans for new homes located within noise zones of 75 dB Ldn or greater or within clear zones. These same mortgage policies make availability of federally guaranteed mortgage loans discretionary for new homes located within noise zones of 65 to 75 dB Ldn. The term "new home" includes new construction, existing homes that are less than one year old, and existing homes that have been substantially remodeled. HUD, FHA, or VA mortgage policies may also impose conditions on mortgage loan guarantees (such as written acknowledgement of noise

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			<p>conditions) for existing homes located in the 75 dB Ldn or greater noise zone or within clear zones. However, these policies do not necessarily affect property values.</p> <p>While Congress has given the FAA authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations.</p>
19	0009	SA-5	Thank you for your comment; please refer to the response to comment #13.
20	0009	DO-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. Even assuming Eglin had the space to put runway and support activities elsewhere on the Reservation, that endeavor would not be in line with the guiding principles of the BRAC process. The guiding principles of the process included advancing jointness and Total Force capability; eliminating excess capacity, redundancy, and duplication; achieving synergies; reducing costs by increasing effectiveness, efficiency, and interoperability; and exploiting best business practices. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.
21	0010	SE-2	Thank you for your comment; please see the response to comment #11.
22	0011	SE-3	Thank you for you comment; your concerns have been noted and forwarded to the U.S. Army Corps of Engineers (USACE) who implements construction activities. USACE typically incorporates Leadership in Energy and Environmental Design (LEED) construction techniques.
23	0011	AQ-1	There are no current regulatory requirements or guidelines regarding carbon dioxide footprint.
24	0011	GE-3	The U.S. Army Corps of Engineers (USACE) has specific design standards for Air Force construction projects. Your comments will be forwarded USACE representatives for consideration in building design. Thank you for your comment.
25	0013	NO-6	STOVL operations for the F-35B were modeled using the DoD-approved and DoD-directed

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			<p>noise analysis computer model NOISEMAP. Because NOISEMAP is not capable of analyzing varying degrees of nozzle directivity (specifically directing the nozzles down during vertical ascent or descent), the F-35B STOVL operations were approximated by using the F-35A noise source data and then adjusting its speed, power, altitude, and time to reflect that used during F-35B STOVL operations. If analyses were to include AV-8B STOVL operations, the Air Force would be required to model those operations in the very same manner by using the same computer model (NOISEMAP) and then adjusting the speed, power, altitude, and time to reflect that used during AV-8B STOVL operations.</p> <p>The Air Force believes some of the main reasons STOVL operations tend to be noisier are that they are conducted at very high power settings and for a longer duration due to the slower speeds. Using the F-35A noise source data, the Air Force adjusted the speeds, powers, and altitudes as described for STOVL operations. Specifically, a F-35B STOVL landing was modeled short of the landing pad at 95% power and 5 knots (resulting in an SEL of approximately 138 dB when normalized to 1,000 feet), while a regular F-35A CTOL landing was modeled at 50% power and 170 knots (resulting in a SEL of approximately 108 dB when normalized to 1,000 feet). The increase in the SEL of 20 dB is solely due to STOVL type operations, i.e. at higher power settings and slower speeds. That is reflected in the analysis the Air Force conducted.</p> <p>Generally speaking, the STOVL portion of a sortie is confined to the area immediately adjacent to or on the runway or landing pad and normally represents relatively infrequent operations, which would not be expected to dominate the noise environment as compared to departure, arrival, or pattern operations.</p>
26	0013	SE-1	<p>This language has been inserted into Section 7.5.1.2 (JSF Flight Alternative 1) and referenced in 7.5.2.2 (JSF Flight Alternative 2):</p> <p>"The tourism industry contributes over \$1 billion per year to the Okaloosa County economy. Tourism includes a variety of outdoor activities. Whether part-time residents or tourists are annoyed by noise from the F-35 would vary per individual. Some residents or</p>

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			<p>tourists may choose to avoid areas that experience noise; however, the magnitude, diversity, and strength of the tourism industry in Okaloosa County is such that it is not expected that the F-35 would have an adverse effect on the tourism industry. "</p> <p>Additionally, noise associated with the F-35 would be primarily associated with takeoff and landings and, therefore, intermittent, as opposed to continuous over long periods of time. Whether or not an individual becomes annoyed by a particular noise primarily depends on emotional and situational variables of the listener as well as the physical properties of the noise.</p>
27	0013	NO-2	Thank you for your comment; please see the response to comment #2.
28	0013	SA-2	<p>The following language has been inserted in Sect 7.8.1.1, Aircraft Mishaps:</p> <p>"Since the F-35 is still in the System Development and Demonstration (SDD) phase, information involving mishaps is not yet available. Historical data associated with previous aircraft models (F-15, F-16, and F/ A-18) are the best available data to utilize for mishap analysis. While the Air Force cannot predict future F-35 performance, given advances in single engine technology and enhanced safety systems, the F-35 should deliver an even better safety record than previous single engine aircraft. As such, the Air Force would not expect the F-35 destroyed aircraft rates to exceed the initial rates of the F-16."</p> <p>The JSF program flight training syllabus does not include testing or experimenting with training techniques.</p>
29	0013	SA-3	Thank you for your comment; please see the response to comment #6.
30	0013	SA-4	Thank you for your comment; please see the response to comment #7.
31	0013	DO-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.

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			Additionally, please see response to Comment #3 with respect to tourism/outdoor recreation.
32	0015	LU-3	<p>In accordance with the Sikes Act, public access to military lands is “subject to requirements necessary to ensure safety and military security,” and management and conservation of military land cannot result in a “net loss in the capability of military installation lands to support the military mission of the installation.”</p> <p>However, in order to mitigate/reduce impacts to the Florida National Scenic Trail (FNST), the following will be implemented upon the selection of the alternative sites:</p> <p>7SFG(A) Cantonment Alternative 2E area: The FNST will be relocated to the north approximately 5,200 feet to run adjacent to the northern border of the closed area.</p> <p>7SFG(A) Cantonment Alternative 3 and 7SFG(A) Range Alternative 3 training area: The FNST will be relocated to the north approximately 1,550 feet to run along Range Road 211, adjacent to the northern border of the closed area.</p> <p>7SFG(A) Cantonment Alternative 5 and 7SFG(A) Range Alternative 4 training area: The closed area would move southeast approximately 700 feet to avoid impacts to the FNST.</p>
33	0015	LU-2	<p>All alternatives are fully considered through the NEPA process; however, in accordance with the Sikes Act, public access to military lands is “subject to requirements necessary to ensure safety and military security,” and management and conservation of military land cannot result in a “net loss in the capability of military installation lands to support the military mission of the installation.”</p> <p>Although Eglin makes every effort to minimize impacts to recreation, mission activities sometimes cannot be mitigated.</p>
34	0016	DO-5	Thank you for your comment. The 7SFG(A) operational requirements, as stated in Section 2.4, were analyzed as provided by the 7SFG(A).
35	0016	LU-2	Thank you for your comment. The 7SFG(A) operational requirements, as stated in Sections

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			2.3 and 2.4, were analyzed as provided by the 7SFG(A). Public recreational activities including hunting, fishing, hiking, and camping and take place within approximately 275,056 acres of interstitial area on Eglin AFB. 7SFG(A) Range Alternatives 1 through 5 would close approximately 19 to 23 percent of the 275,056 acres. Although the loss of such a large area for public access and recreation on Eglin AFB is adverse, especially in the eastern portion of the Eglin Range, within Santa Rosa, Okaloosa, and Walton Counties, more than 319,800 acres of public land is available for hunting, fishing, wildlife viewing, hiking, biking, camping, swimming, horseback riding, and paddling (as stated Section 5.3, Land Use).
36	0016	LU-2	<p>The location of the 7SFG(A) Alternative 3 Cantonment area was developed based on the 7SFG(A) operational requirements as stated in Sections 2.3 and 2.4, which were provided by the 7SFG(A).</p> <p>In accordance with the Sikes Act, public access to military lands is “subject to requirements necessary to ensure safety and military security,” and management and conservation of military land cannot result in a “net loss in the capability of military installation lands to support the military mission of the installation.” Although Eglin makes every effort to minimize impacts to recreation, mission activities sometimes cannot be mitigated.</p> <p>As stated under the 7SFG(A) requirements (Section 2.3.1), "the mission of the 7SFG(A) requires discreet movement (out of public view) from the cantonment to a deployment area with an existing C-17 capable airfield." The 7SFG(A) will have access to Duke Field from the 7SFG(A) Cantonment Alternative 3 site.</p>
37	0017	SE-2	Thank you for your comment; please see the response to comment #11.
38	0017	DO-6	Delivery of F-35s at Eglin AFB would begin in 2010 and would be completed in 2016. Please refer to Table 2-13 in Section 2.5 of the EIS for more information.
39	0018	LU-3	Thank you for your comment; please see the response to comment #32.
40	0018	LU-2	Thank you for your comment; please see the response to comment #33.
41	0019	LU-3	Thank you for your comment; please see the responses to comments #32 and #33.
42	0020	LU-3	Thank you for your comment; please see the responses to comments #32 and #33.

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43	0021	LU-3	Thank you for your comment; please see the response to comment #32.
44	0021	LU-2	Thank you for your comment; please see the response to comment #33.
45	0022	LU-3	Thank you for your comment; please see the response to comment #32.
46	0022	LU-2	Thank you for your comment; please see the response to comment #33.
47	0023	LU-3	Thank you for your comment; please see the response to comment #32.
48	0024	SE-2	Thank you for your comment; please see the response to comment #2.
49	0024	LU-1	Noise levels above 65 dB can be inconsistent with residential use, in structures without built in sound attenuation. Built in sound attenuation measures can reduce noise levels inside structures up to 30 dB. Please refer to Section 7.3, Noise, and 7.4, Land Use, for more information.
50	0025	SE-2	<p>Property values are determined by a combination of neighborhood characteristics (e.g., the quality of local schools, local property taxes, access to transportation, and the crime rate) and individual housing characteristics (e.g., age of the house, number of rooms, and amenities such as garages). There are no definitive federal standards for quantifying the impact of aircraft noise on property values. However, HUD, FHA, and VA mortgage policies generally prohibit guaranteeing mortgage loans for new homes located within noise zones of 75 dB Ldn or greater or within clear zones. These same mortgage policies make availability of federally guaranteed mortgage loans discretionary for new homes located within noise zones of 65 to 75 dB Ldn. The term “new home” includes new construction, existing homes that are less than one year old, and existing homes that have been substantially remodeled. HUD, FHA, or VA mortgage policies may also impose conditions on mortgage loan guarantees (such as written acknowledgement of noise conditions) for existing homes located in the 75 dB Ldn or greater noise zone or within clear zones. However, these policies do not necessarily affect property values.</p> <p>While Congress has given the FAA authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations.</p>

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			Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
51	0027	NP-1	The Air Force has made efforts to keep the public informed through the EIS development process. Since the Notice of Intent (NOI) was published in July 2006 and initial scoping meetings were held, the Air Force developed new information that had a direct bearing on the proposal and its potential noise impacts. The Air Force presented this additional information to the public in several forums, including supplemental scoping meetings held in Valparaiso and Navarre in November 2007. Additional noise analyses were conducted following these meetings and were presented in the Draft EIS that was released for public review and comment.
52	0027	NO-2	Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
53	0027	BI-1	Please note that Valparaiso does not have any formal designation as a bird sanctuary; however, a section to specifically address migratory birds and flight training noise has been added to the Section 7.12.1.2 of the BRAC EIS (see below). "Increased noise levels from the F-35 have the potential to disturb migratory birds, but the proposed flight training activities are not expected to result in any significant adverse effect upon any migratory bird population. Any impacts should be minimal based on

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			<p>results from the study "Distribution of Neararctic-Neotropical Migrant and Resident Bird Species among Habitats at Eglin and Tyndall Air Force Bases, Florida" (Tucker et al., 1996), which states that Eglin is not an important stopover site for neotropical migrants during the spring or fall.</p> <p>Migratory and resident birds have thrived at Eglin in areas with loud noise environments; suitable habitat appears to have outweighed any negative influences associated with noise. Tucker and others (1996) found that both migratory and resident bird species prefer hammock, riparian, flatwoods, and barrier island habitats. In support of migratory birds and other sensitive species, Eglin will continue to maintain its hammock, riparian, flatwoods, and barrier island habitats in good condition; this will be the most important factor to the continued health of the bird communities in the area. Thus, JSF flight training would not have significant impacts on migratory birds."</p>
54	0027	HM/W-1	<p>Since the F-35 is still in the System Development and Demonstration (SDD) phase current fuel-dumping procedures will be used until such procedures are fully developed for the F-35. The EIS has been updated to include discussion of fuel dumping procedures in Sections 7.10.1.1 and 7.10.1.2.</p> <p>Activities associated with the JSF will have air emissions; it is not feasible for the aircraft to operate without emissions. Please refer to Section 7.7 and Appendix D for details regarding the level of emissions calculated and the details regarding analysis methodology.</p>
55	0027	DO-1	<p>The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS. Additionally, all factors are considered in developing a security plan. Multiple sites would dilute the available security support.</p>
56	0028	SA-10	<p>The waterways are not closed to the public.</p>

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			<p>Eglin does not own these water training areas, but under 50 United States Code (USC) Section 797 the Air Force has the authority to protect its assets, equipment, personnel, etc.</p> <p>The Air Force does not make formal requests for utilization of the riverine environment. Typically, a boat is sent into the area before the operation and associated watercraft clear the area. During this initial sweep, military personnel inform individuals in the area that a military mission in the area will be using the waterway.</p>
57	0028	NO-3	It is anticipated that the noise level would be between 59 and 71 DNLmr. This information is detailed in Table 7-12.
58	0028	SA-8	<p>Although there are depicted flight paths for arrival and departures, it is sometimes necessary for aircraft to fly outside of these paths due to traffic, weather, winds, and other factors. In addition, helicopters may fly outside existing flight paths for training purposes. As such, the Air Force cannot assure that future air operations will not deviate from the proposed flight paths.</p> <p>The flight paths depicted in this EIS are specific to the JSF flight training operations associated with the proposed action.</p> <p>Complaints regarding aircraft should be directed to Eglin's 96 ABW Public Affairs Office at (850) 882-5987 or the Command Post (after hours and weekends) at (850) 882-4020.</p>
59	0028	SA-8	Thank you for your comments. Please see comment #58.
60	0028	NO-3	Complaints regarding aircraft should be directed to Eglin's 96 ABW Public Affairs Office at (850) 882-5987 or the Command Post (after hours and weekends) at (850) 882-4020.
61	0029	NO-6	The assertion that ISO 9613-1 is deficient is not supportable. It is the current standard for air absorption and is a component of modern treatment of nonlinear propagation of high-performance jet noise. Nonlinear propagation does occur and is incorporated in the Advanced Acoustic Model that is currently being developed but has not been finalized for utilization. Nonlinear propagation does affect the spectral content and quality of jet noise. It has, however, been shown to have a rather small effect (a few tenths of a dB) on the A-weighted levels that are used for quantitative analysis of aircraft noise.

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			<p>SAE ARP 866A predates the current ISO 9613-1 and in principle models should be updated to the newer standard. In practice, SAE ARP 866A is still a valid published document and for aircraft noise applications does not yield results materially different from the ISO standard. It is still used in the current (March 2008) version of the FAA's Integrated Noise Model.</p> <p>Noise source data measurements were made for the F-35A by Air Force Research Laboratory and included in the DOD NOISEFILE database. The conditions for which F-35A measurements were made were limited to departure and arrival parameters; thus, in the absence of measured data for MTR or range flight conditions, estimates were made using the best engineering judgment available in conjunction with previously approved methodologies. As described earlier, the effects of nonlinear propagation on military aircraft are known. The frequency shift effects are real but do not substantially affect the A-weighted levels used for quantitative analysis.</p> <p>A new noise impact analysis model, called the Advanced Acoustic Model, is being developed by DoD, which is anticipated to take into account the nonlinear aspects of the more recent vintage fighters such as the F-22 and F-35; however, this model is not yet available.</p> <p>The Air Force concurs that NOISEMAP technology is the best available. The air absorption method employed is scientifically based and is the dominant common practice for aircraft noise modeling.</p>
62	0029	NO-4	<p>Federal guidelines use DNL to measure aircraft noise exposure in communities near airfields. DNL encompasses all aviation-related operations over a 24-hour period, with those operations between 2200 and 0700 penalized by 10 dB.</p> <p>The following text has been inserted in Sect 7.3.1.2 and referenced in 7.3.2.2:</p>

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			<p>"The F-35 engine may also generate significant low frequency engine noise, which may adversely affect ground crews working in the immediate vicinity of the aircraft. The aircraft has just started production, and developmental and operational testing of the full capabilities of the aircraft has not been performed. As discussed in Chapter 2, given the confluence of the requisite BRAC deadline, and the immaturity of the JSF aircraft and its performance data, the Air Force recognizes that there is incomplete and unavailable information, but will continue to work to obtain requisite information and adjust training operations, as the JSF program at Eglin matures. As the program matures and more specific aircraft capabilities have been determined, the Air Force anticipates further analysis of (for example) the effect on ground crews, support, and administrative personnel working in the vicinity of the aircraft and on flight lines."</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
63	0029	DO-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.
64	0030	NO-3	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS. The two F-35 Flight Training Alternatives incorporate the use of Duke

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			<p>and Choctaw Fields for flight training, respectively, as much as operationally feasible, as discussed in EIS Section 2.6.5.1.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
65	0030	SA-1	<p>The following language has been inserted in Sect 7.8.1.1, Aircraft Mishaps:</p> <p>"Since the F-35 is still in the System Development and Demonstration (SDD) phase, information involving mishaps is not yet available. Historical data associated with previous aircraft models (F-15, F-16, and F/A-18) are the best available data to utilize for mishap analysis. While the Air Force cannot predict future F-35 performance, given advances in single engine technology and enhanced safety systems, the F-35 should deliver an even better safety record than previous single engine aircraft. As such, the Air Force would not expect the F-35 destroyed aircraft rates to exceed the initial rates of the F-16. "</p>
66	0030	LU-4	<p>Thank you for your comment. The Air Force believes that the noise and safety analyses are correct.</p>
67	0030	SE-2	<p>Property values are determined by a combination of neighborhood characteristics (e.g., the quality of local schools, local property taxes, access to transportation, and the crime rate) and individual housing characteristics (e.g., age of the house, number of rooms, and amenities such as garages). There are no definitive federal standards for quantifying the impact of aircraft noise on property values. However, HUD, FHA, and VA mortgage policies generally prohibit guaranteeing mortgage loans for new homes located within noise zones of 75 dB Ldn or greater or within clear zones. These same mortgage policies make availability of federally guaranteed mortgage loans discretionary for new homes located within noise zones of 65 to 75 dB Ldn. The term "new home" includes new</p>

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			<p>construction, existing homes that are less than one year old, and existing homes that have been substantially remodeled. HUD, FHA, or VA mortgage policies may also impose conditions on mortgage loan guarantees (such as written acknowledgement of noise conditions) for existing homes located in the 75 dB Ldn or greater noise zone or within clear zones. However, these policies do not necessarily affect property values.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
68	0031	LU-3	Thank you for your comment; please see the response to comment #32.
69	0032	LU-3	Thank you for your comment; please see response to comment #32.
70	0032	LU-2	Thank you for your comment; please see response to comment #33.
71	2001	SA-5	Thank you for your comment; please refer to the response to comment #13.
72	2002	SE-4	<p>According to AFI 32-7063, <i>Air Installations Compatible Use Zones Program</i>, noise levels of 65 dB DNL or greater are compatible with a number of commercial and industrial land uses with or without noise attenuation measures.</p> <p>The Air Force does recognize some types of businesses are not compatible with high-noise zones. Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
73	2002	SE-5	According to a study conducted by the Federal Interagency Committee on Urban Noise

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			<p>(FICUN), noise levels between 65 and 70 dB DNL are compatible with educational services, such as schools, provided that measures are taken to provide noise level reduction in the buildings of 25 dB (FICUN, 1980). Noise levels between 70 and 75 dB DNL are also compatible with educational services, with noise level reduction of 30 dB. Noise levels of 75 dB DNL and above are not considered compatible with educational services.</p> <p>Normal construction and renovation techniques can provide sound reduction in such structures. A discussion of these methods, including cost estimates, can be found in "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations" prepared in 2005 by Wyle Labs for the Navy (available at http://www.fican.org/pdf/Wyle_Sound_Insulation.pdf). However, while Congress has given the FAA the authority to spend taxpayer money for mitigating noise at noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
74	2002	SE-2	Thank you for your comments; your concerns have been noted. Please see the response to comment #2.
75	2003	SA-2	The EIS has been updated to include the following language in Sect. 1.1: "Initially, pilots being trained on the F-35 aircraft will transition from other high-performance fighters. As the program matures, the IJTS will train pilots that have recently graduated from high-performance aircraft in undergraduate pilot training."

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			<p>The following language has been inserted in Sect 7.8.1.1, Aircraft Mishaps:</p> <p>"Since the F-35 is still in the System Development and Demonstration (SDD) phase, information involving mishaps is not yet available. Historical data associated with previous aircraft models (F-15, F-16, and F/A-18) are the best available data to utilize for mishap analysis. While the Air Force cannot predict future F-35 performance, given advances in single engine technology and enhanced safety systems, the F-35 should deliver an even better safety record than previous single engine aircraft. As such, the Air Force would not expect the F-35 destroyed aircraft rates to exceed the initial rates of the F-16. "</p> <p>With respect to hung ordnance, JSF personnel would act in accordance with Air Armament Center Instruction 11-201, Section 9.12 through 9.15 and the corresponding attachments 36 to 40, which is has been summarized in this EIS in revised Section 7.8.1.2. Student pilots and instructors will be briefed prior to any mission involving live ordnance including specific hung ordnance procedures, to include recovery routes. Pilots will follow the specific procedures applicable to the type of hung ordnance their aircraft is carrying. Whenever possible, pilots with hung ordnance will fly a straight-in approach to Eglin Main Base avoiding populated areas.</p> <p>Please refer to revised Section 7.8.1.2 for more detailed information.</p>
76	2003	DO-1	<p>The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. Even assuming Eglin had the space to put runway and support activities elsewhere on the Reservation, that endeavor would not be in line with the guiding principles of the BRAC process. The guiding principles of the process included advancing jointness and Total Force capability; eliminating excess capacity, redundancy, and duplication; achieving synergies; reducing costs by increasing effectiveness, efficiency, and interoperability; and exploiting best business practices. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.</p>

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			Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
77	2004	NO-3	Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
78	2005	SE-2	Thank you for your comment; please see the response to comment #50.
79	2005	DO-1	Thank you for your comment; please see the response to comment #12.
80	2006	TR-3	<p>Redesignation of roadway segments from State to Federal jurisdiction is not within the scope of the EIS. Transportation resources analyzed within this EIS include the regional roadway network adjacent to the proposed action areas and the local roadway network within Eglin Main Base gates.</p> <p>The key transportation resources generally include State Road (SR) 85 (also known as Hwy 85), SR 285, U.S. Highway (US) 98/SR 30, SR 20, SR 123, SR 188, SR 393, SR 189, US 331 and SR 397, as well as local roadways within Eglin Main Base.</p>
81	2006	TR-4	Range roads would be used daily by Army vehicles, while use of State roads would occur intermittently.
82	2006	TR-5	Potential mitigation and management measures for transportation have been included in Table 2-32 of the EIS, which include:

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			<ul style="list-style-type: none"> • Improvements for deficient roadways could include roadway widening or the construction/improvement of parallel roadways; CMS (congestion management system) and TSM (transportation system management) projects, which are typically smaller intersection and operational improvements that would preserve or act as minor capacity improvements; access or corridor management plans (a corridor management plan could look at access changes along the corridor); and/or transit improvements. • Several roadways could need six or more lanes. However, an improvement for six lanes or more may not be feasible for many reasons, including right-of-way availability, safety concerns, cost, environmental constraints, etc. • The demand on several roadways equates to the need for six lanes or more. However, an improvement for six lanes or more may not be feasible for many reasons, including right-of-way availability, safety concerns, cost, etc. Other improvements that should be considered include CMS and TSM projects, a corridor management plan that looks at access along the corridor, and transit improvements.
83	2007	SA-6	<p>The only study the Air Force is aware of related to this issue is based on occupational noise exposure.</p> <p>The following paragraph has been added to Appendix E.</p> <p>“Harris’ comments are based on a report by The Health Council of The Netherlands (1996). That study discusses two epidemiological studies that looked at the hearing abilities of children whose mother’s had been exposed to occupational noise during pregnancy. The results were conditionally qualified by the committee concluding ‘...that equivalent sounds levels of 85 dB(A) or higher during an 8-hour working day appear to be detrimental to the hearing of the unborn child,” but then they also recommended that further research be undertaken to verify that conclusion.”</p>
84	2008	LU-1	<p>The Air Force cannot rigorously evaluate any proposal for which there is no detail. The development of the commenter’s particular property is not currently in the mature stages such that it could be defined as reasonable foreseeable. Looking at potential future hypotheticals is not congruent with identification of reasonably foreseeable future impacts.</p>

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85	2009	NO-4	Federal guidelines use DNL to measure aircraft noise exposure in communities near airfields. DNL encompasses all aviation-related operations over a 24-hour period, with those operations between 2200 and 0700 (10 PM and 7 AM) penalized by 10 dB.
86	2009	NO-5	Thank you for your comment; please see the response to comment #10.
87	2009	SA-1	Thank you for your comment; please see the responses to comments #4 and #8.
88	2010	NP-1	<p>Paid advertisements announcing the public hearings were placed in the local sections of newspapers two weeks prior to the first public hearings, in compliance with NEPA. The newspapers and dates are listed below. Eglin AFB Environmental Public Affairs also issued press releases and Public Service Announcements (PSAs) to these same newspapers and other media outlets serving Eglin AFB in early May 2008.</p> <ul style="list-style-type: none"> • Northwest Florida Daily News - Sundays, 30 March and 13 April 2008 • Crestview News Bulletin - Saturday, 29 March 2008 • The Monroe Journal - Tuesdays, 1 and 10 April 2008 • The Bay Beacon - Wednesday, 9 April 2008 • Mobile Press Register - Sunday, 30 March 2008 <p>Additionally, during the week of 31 March 2008, personnel from Eglin AFB Environmental Division distributed 50 copies of an 11 x 17-inch flyer announcing the public hearings. Flyers were posted throughout the Niceville, Crestview and Fort Walton Beach areas and distributed to local Chamber of Commerce offices.</p> <p>The Notice of Availability published in the Federal Register marks the beginning of the 45-day public review period. Public hearings are held in the middle of the review period in order to give the public time to review the document prior to the hearings, while allowing ample time after conclusion of the hearings to submit comments.</p>
89	2011	LU-2	Thank you for your comment; please see the responses to comments #32, #33, and #35.
90	2011	SA-7	Eglin's Natural Resources Section (also known as "Jackson Guard") will regulate hunting pressure through daily or seasonal hunter quotas to ensure safety and promote hunting quality and sustainable yield of Eglin game populations.

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91	2012	NP-2	The noise analysis was not complete until a few weeks prior to the release of the Draft EIS. This information has been provided through the Draft EIS.
92	2012	NO-2	Thank you for your comment; your concerns have been noted. Please refer to the response to comment #11.
93	2013	NO-3	There is currently only one functional F-35 aircraft; this aircraft was utilized to develop the noise source data incorporated into the noise modeling.
94	2013	NO-3	The F-35 is louder than the F-4, but a meaningful comparison of the F-4's noise levels with that of the F-35 can only be done when key conditions (distance from ground, same airspeed, same power setting, and same location of measurement) are equal for each aircraft. The results of a comparison of noise levels of the F-4 at 100 feet above the ground with an F-35 at 1,000 ft above the ground will obviously be different from a comparison of both aircraft at 1,000 feet above the ground.
95	2013	DO-2	Thank you for your comment; your concerns have been noted. Complaints regarding aircraft should be directed to Eglin's 96 ABW Public Affairs Office at (850) 882-5987 or the Command Post (after hours and weekends) at (850) 882-4020.
96	2013	BI-1	Thank you for your comment; please see the response to comment #53.
97	2013	HM/W-1	Thank you for your comment; please see the response to comment #54.
98	2013	GE-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS. All factors are considered in developing a security plan. The realization of limited resources stress that consolidating the aircraft allows for the most protection. Multiple sites would dilute the available security support.
99	2014	GE-1	Thank you for your comment. The first priority at Eglin AFB is to support the testing and training necessary for national security. Through the Eglin Integrated Natural Resources

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			<p>Management Plan (U.S. Air Force, 2007), consultations with the USFWS and NMFS, and various NEPA analyses, Eglin also strives to protect the unique natural resources of the Reservation. Eglin complies with requirements received from the USFWS, NMFS, and other natural resource agencies for Eglin projects/missions, and will continue to do so with BRAC actions.</p> <p>Please also refer to the response to comment #33.</p>
100	2016	DO-3	Yes, the Army will be permanently assigned here for training. Details regarding housing arrangements have not been finalized.
101	2016	DO-4	There are no planned changes to the airport at this time.
102	2018	LU-1	Thank you for your comment; please see the response to comment #84.
103	2018	DO-1	Building a new runway in the interior of the Eglin Reservation at this time would interfere with existing missions. Additionally, such an action would not be in line with the guiding principles of the BRAC process. The guiding principles of the process included advancing jointness and Total Force capability; eliminating excess capacity, redundancy, and duplication; achieving synergies; reducing costs by increasing effectiveness, efficiency, and interoperability; and exploiting best business practices. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.
104	2019	DO-7	<p>The F-35 will use its Active Electronically Scanned Array (AESA) radar to very accurately track aircraft and assist in avoiding mid-air collisions.</p> <p>Information from all radars in an F-35 formation is shared with each other via an interflight data link to provide unmatched situational awareness. Finally, F-35s will be connected to Command and Control (C2) surveillance radar information with Link-16 tactical data link. All of this information is seamlessly fused and displayed on the Tactical Situation Displays (TSD) in the cockpit as well as in the pilot's Helmet Mounted Display (HMD).</p>

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			<p>The public can expect that a radio, the radar and radar altimeter (for accurate altitude indication) will be included as Minimum Essential Subsystem List (MESL) items in the JSF flight procedures.</p> <p>Currently, low level routes are not planned for night operations.</p> <p>Minimum altitude in the low level routes range from 500-1,500 feet AGL at 500 knots.</p> <p>Please refer to Section 7.3.1.2 Environmental Consequences (Noise - JSF Flight Training Alternative 1).</p>
105	2019	NO-3	<p>Yes, the Air Force recognizes that there would be an increase in noise. Please refer to Table 7-12 for more information regarding the potential noise increases in the areas of low level routes.</p> <p>Whether or not an individual becomes annoyed by a particular noise is highly dependent on emotional and situational variables of the listener as well as the physical properties of the noise.</p>
106	2020	SA-8	<p>All JSF low level sorties will be flown on published IR and VR low level routes. The published routes are depicted on the applicable FAA VFR Sectional Chart. All communications and altitudes flown will be in accordance with published FAA rules and regulations for low level flight.</p> <p>Please also refer to the response to comment #104.</p>
107	2021	SA-8	Thank you for your comment; please see the responses to comments #104 and #106.
108	2022	DO-6	Thank you for your comment; please see the responses to comments #104 and #106.
109	2022	SA-8	<p>Thank you for your comment; please see the responses to comments #104 and #106.</p> <p>Complaints regarding aircraft should be directed to Eglin's 96 ABW Public Affairs Office at (850) 882-5987 or the Command Post (after hours and weekends) at (850) 882-4020.</p>
110	2022	DO-6	Thank you for your comment; please see the responses to comments #104 and #106.

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111	2022	DO-1	Thank you for your comment; please see the responses to comments #6 and #12.
112	2023	DO-6	Low level routes are currently planned to be utilized only twice per day (i.e., two flights per day). Please refer to Section 2.6 for more information.
113	2023	SA-9	Thank you for your comment; please see the responses to comments #104 and #106.
114	2023	NP-1	Thank you for your comment; please see the response to comment #88.
115	2024	DO-8	Thank you for your comment; please see the response to comments #104 and #106.
116	2024	TR-6	No impacts to the road network in Monroe County would occur. All potential transportation impacts would be localized to areas on and immediately surrounding Eglin AFB where incoming personnel are projected to live and around the proposed cantonment areas locations for both the JSF and 7SFG(A), which are located in Florida.
117	3002	SO-1	This recommendation is already included in the EIS. (Please refer to Table 2-32.)
118	3002	WA-1	As applicable for those alternatives involving construction near a wetland or surface water, a vegetative buffer of 100 feet is now recommended.
119	3002	AQ-2	The new standards took effect May 27, 2008; however, states have until March 12, 2009, to make recommendations to USEPA as to whether an area should be designated attainment (meeting the standard), nonattainment (not meeting the standard) or unclassifiable (not enough information to make a decision). USEPA must promulgate its attainment/nonattainment designations by March 12, 2010, unless a 1-year extension is granted because of insufficient information. The state has not made its recommendation at present.
120	3002	SW-1	It is Eglin AFB's standard practice to utilize recycled products to the greatest extent possible. At this time, the full capabilities and availability of Hurlburt's future Waste-to-Energy facility is unknown.
121	3002	WA-2	This recommendation has been added to Section 4.11.1.2, Environmental Consequences (Physical Resources - 7SFG(A) Cantonment Alternative 1), Water Resources, Potential Mitigations.
122	3002	WA-3	The Utilities sections throughout the EIS discuss plans to implement and explore water

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			conservation strategies.
123	3002	BI-3	Analyses determined that impacts from BRAC actions were not of a magnitude to be significant to any sensitive species; however, overall, the BRAC action is likely to adversely affect the red-cockaded woodpecker and sea turtles. Impacts to threatened and endangered species are unavoidable for the BRAC action, but they are being considered, and coordination with the USFWS will determine mitigations to reduce, and in some cases, eliminate effects on sensitive species.
124	3003	BI-2	<p>Reasonable and prudent alternative actions resulting from the USFWS Section 7 consultation will be implemented as part of the BRAC action.</p> <p>Alternatives 2D and 2E are included in analyses, but neither one is the preferred Alternative (Alternative 3). If Alternative 2 were to become the preferred alternative, there would be impacts to sensitive habitats and listed species (as you have mentioned), depending on the sub-alternative chosen. Section 4.12.2.2 discusses these potential impacts and now includes analyses of the road improvements that would accompany Alternative 2.</p> <p>As stated in Section 5.11.1.2, troops would maintain a 1,500-foot (457-meter) buffer from known flatwoods salamander habitat, which would be identified by the Eglin Natural Resources Section. South of the East Bay River, large troop movements and vehicle traffic would be restricted to established roads.</p>
125	3003	BI-3	<p>Thank you for your comment. The following text has been added to all pertinent indigo snake, gopher tortoise, gopher frog, and pine snake sections, and the potential mitigation tables at the end of each section: "For any gopher tortoise burrows that would require relocation, Eglin would obtain a relocation permit from the FWC and follow the Gopher Tortoise Permitting Guidelines (FWC, 2008) for gopher tortoises and commensals (i.e., indigo snake, gopher frog, pine snake)."</p> <p>The USFWS Aquatic Ecologist at Eglin indicates that the bluenose shiner is only in the Yellow River, not near any of the BRAC proposed sites. Measures to minimize impacts to</p>

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			<p>the Gulf sturgeon and freshwater mussels in the Yellow River (Table 5-43) would also protect the bluenose shiner, primarily practices to minimize erosion.</p> <p>The risk to surface waters is assumed to be minimal if the lead source is more than 0.25 mile away (USFWS, 2008). Carr Springs Branch is over 0.25 mile from the nearest Alternative 3 range.</p>
126	3003	BI-4	<p>Thank you for your comment. Measures have been taken to reduce biological impacts for all BRAC activities, but in some cases impacts will be unavoidable. Eglin will follow all terms and conditions resulting from Section 7 ESA consultation with the USFWS. Potential impacts for all sensitive habitats and species were analyzed and although there would be unavoidable impacts in some cases, none were found to be of a magnitude to be considered significant.</p> <p>Text in the EIS has been modified to stress the increased hazard to species due to increased traffic volume and speed and the effect of new/improved roads as larger barriers to some species.</p>
127	3003	BI-5	<p>For your comment about gopher tortoise and commensals relocations, please see comment #144.</p> <p>The burrow cams would be used in a “best effort” to make sure gopher tortoises and commensals were removed prior to construction. Because indigo snakes are also found outside of burrows, text in the EIS has been modified such that potential impacts to indigo snakes are considered in all appropriate habitats, with the primary concern being vehicle impacts. The EIS already contains language that vehicle operators should avoid indigo snakes, both during and after construction.</p>
128	3003	BI-6	<p>Thank you for your comment. Many factors were considered in selecting locations for the cantonment areas and ranges (e.g., safety, streams/wetlands, noise, cultural resources, etc.), with sensitive habitats/species included as one of these factors. Measures have been taken to minimize impacts to sensitive habitats and species for all BRAC activities, but some impacts such as decreases in prescribed fire will be unavoidable at all of the</p>

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			alternative locations. Eglin will follow all terms and conditions resulting from Section 7 ESA consultation with the USFWS and the Natural Resources Section is committed to doing its best to maintain these fire-dependent habitats.
129	3003	BI-7	<p>Concur. Text for the 7SFG(A) Cantonment Alternative 1 was modified (see below). Other sections of the EIS discussing bear/human interactions have also been adjusted accordingly. New potential mitigations (as detailed in your comments) were added to Table 4-53.</p> <p>“Siting of the cantonment area at the Alternative 1 location would lead to an increase in traffic on Hwy 85, thereby increasing the likelihood of bear mortalities from vehicles. However, the fencing that would surround the cantonment area (preferably electric fencing) should prevent bears from entering the area, thereby reducing the likelihood of bears crossing Hwy 85 and Hwy 123 and related bear-automobile incidents. It is possible that bears may be attracted to the area due to smells despite the fact that they cannot access the cantonment area. As a precaution, it would be important for the cantonment facility to responsibly handle waste, employing measures such as bear-proof dumpsters, bear-resistant garbage cans, and proper disposal measures of oil waste from dining facilities. Additionally, Eglin could provide informational materials regarding bears and how to successfully coexist in bear county to residents in cantonment areas (i.e., removing wildlife feeders, securing pet food, cleaning and securing barbeque grills). Impacts to the Florida black bear would not be significant under any of the alternatives.”</p>
130	3003	WA-4	The EIS has added text recognizing the potential impacts to streams and wetlands from road widening. The Air Force anticipates impacts from construction, as sedimentation will no doubt increase and road-stream intersections would be disturbed. Presently, it is not known which crossings would employ a bridge versus a culvert. Issues with the 100-year floodplain have not been identified for road widening.
131	3003	BI-8	The following text has been added for the 7SFG(A) cantonment alternatives: “For streams and wetlands, riparian buffers are important to maintaining the health of aquatic communities. Buffers of 100 feet would provide the following benefits: 1) maintenance of stream temperature, 2) contribution of large woody debris habitat, 3) maintenance of

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			diverse stream invertebrates, and 4) removal of excess sediment, nitrogen, contaminant, and phosphorus (USFWS, 2001). To provide quality habitat for reptiles, amphibians, interior forest species, and migrating birds, larger buffers are better (300 to 1,000 feet) (USFWS, 2001). Site designs would be modified to avoid aquatic habitats and to provide as much riparian buffer as possible; clearing and construction operations would observe all buffer requirements and erosion control measures resulting from permits (Section 4.12.1.2)."
132	3003	WA-5	<p>The EIS agrees with the reviewer on the issue of lead accumulation and that EPA ecological standards could be exceeded. This is brought forth in the analysis as a concern. The citation of USEPA, 1986, is still accurate as lead does readily bind to soil, tending to leach under conditions of acidic rainfall.</p> <p>The EIS agrees with the reviewer that lead migration through soil and into surface waters is a concern, but that a minimal separation distance of 0.25 mile would create a sufficient buffer to protect surface waters from lead deposited at ranges.</p> <p>The reviewer's recommendation to select Alternative 2 based on having no water bodies within 0.25 mile is noted.</p>
133	3003	BI-9	<p>Concur. Text in Section 5.11.1.2 has been modified as follows:</p> <p>"7SFG(A) activities on SRI may directly and indirectly affect the Santa Rosa beach mouse. The chances of an encounter with troops is very low due to the fact that beach mice tend to spend much of their time in burrows that they excavate in the dunes, but encounters are possible given the increased foot traffic in beach mouse habitat. Indirect impacts from night maneuvers may include habitat degradation and fragmentation and the alteration of foraging patterns due to increased use of existing trails/roads and staging areas for ground maneuvers."</p>
134	3003	W/F-1	There are no construction activities associated with the JSF Flight Training Alternatives; therefore, wetlands would not be impacted.
135	3004	TR-1	The US 98 corridor fails, based on a daily analysis, in both the no-action and the action

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			<p>alternatives. Congestion experienced on this corridor in the peak hour is also projected to worsen, with the roadway operating at, or over capacity in all of the alternatives. Congestion at the Hurlburt Gate will also continue to be an issue and will continue to degrade conditions on this corridor unless an improvement to address access to Hurlburt is identified and constructed. The Draft EIS analysis does not specifically include an analysis of segments beyond the Hurlburt Field Gate on US 98; however, the analysis suggests that this segment will continue to experience increased congestion, similar to the analyzed section. Further the analysis suggests that future development in this area, whether BRAC related or not, will cause increased congestion and failing conditions in this corridor.</p> <p>Based on the assumptions for off-base housing locations for the BRAC-related personnel being similar to the existing distribution of off-base housing (based on zip code of existing base personnel), and based on the locations of the BRAC actions, it is anticipated that most of the impacts to north/south roadways will occur on SR 85 and SR 285 as they are immediately adjacent to the proposed actions.</p>
136	3005	WA-6	<p>Of the two aquifers only one, the Floridan, is a source of potable water for Eglin. The other, the Surficial or Sand and Gravel Aquifer would be more apt to receive runoff. The Floridan is separated from the Surficial by a clay layer which greatly prevents mixing of the two.</p> <p>Section 5.8 identifies the purpose of discussed monitoring: "These actions include: design of berms to limit surface water transport from range locations, an agreement between the U.S. Army and U.S. Air Force governing range management and cleanup, and monitoring of potentially affected resources (e.g., surface water, groundwater, etc.) to determine whether the remaining projectiles were resulting in an impact to such resources."</p> <p>This information has been added to Section 4.11.1.2:</p> <p>"However, infiltration from on-site storage systems can still result in the introduction of</p>

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			<p>contaminants into the Sand and Gravel Aquifer via downward percolation through porous soils. Contaminants include nutrients such as nitrogen and phosphorus from fertilizers and natural sources, pesticides, and petroleum-related compounds from vehicle operations and metals, all of which are typical of urban runoff. There would be no potable water contamination issues since the Sand and Gravel Aquifer is not used for this purpose at Eglin. Contaminants would not reach the Floridan Aquifer, which is the source of potable water on Eglin."</p> <p>In addition, potable water supplies would not be affected by stormwater runoff or range/ metal contamination due to the separation of the Floridan Aquifer and Sand and Gravel Aquifer by an impermeable clay layer.</p>
137	3005	SO-2	The text in Section 6.11.1.1 subsection "Soils" has been restated to reflect the writer's intent that the urban area in question is landscaped and/or paved and, because of this already disturbed state, erosion would not be an issue.
138	3006	LU-2	Thank you for your comment; your concerns have been noted. Please see the response to comment #33.
139	3006	NO-2	Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
140	3007	WA-2	<p>Text has been added to Section 3.11.8 identifying the requirement for an individual stormwater permit per Ch. 62-346 and consumptive uses of water and permits per Ch. 40 A-2, F.A.C.</p> <p>The information presented in the EIS addresses the reviewers concerns. There is ample information in the existing discussions on effects to water resources, mitigation requirements, permitting requirements, and cumulative effects. To ensure a satisfactory</p>

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			response to future concerns, specific declarative suggestions are more readily addressed than broadly defined requests for additional information.
141	3007	BI-3	<p>Thank you for your comment; Eglin AFB will adhere to the conditions and mitigations outlined in the Biological Opinion resulting from Section 7 Consultation with the U.S. Fish and Wildlife Service.</p> <p>FWC will be contacted should any state-listed species be encountered prior to construction. Please refer to the specific responses for the other general comments referenced in the comment.</p>
142	3007	SO-3	Recommendations for use of natural vegetation are currently listed in the EIS at Section 4.11.1.2. Creation and use of buffers, and pervious surfaces has been added.
143	3007	W/F-2	The EIS provides much detail regarding the potential for impacts within the context of how much is known of the action. Some specifics with regard to impacts cannot be stated beyond the potential for their occurrence, location, and what measures will be implemented to reduce the impact.
144	3007	CM-1	All projected projects that are currently funded and that are not speculative in the Region of Influence are analyzed in the Cumulative Impacts section of the EIS. Please refer to Chapter 9 for more information and analyses.
145	3008	NO-3	<p>Whether or not an individual becomes annoyed by a particular noise is highly dependent on emotional and situational variables of the listener as well as the physical properties of the noise.</p> <p>Currently, low level routes are not planned for night or weekend operations.</p> <p>Please refer to Table 7-12 for potential impacts under each low level route segment. Figure ES-4 and 7-2 have been revised to show surrounding cities.</p>
146	3008	BI-2	There are no potential impacts to the forest from overflights, and consultation with the U.S. Forest Service is not required.
147	3008	GE-1	The Draft Programmatic Agreement, prepared in compliance with Section 106 of the National Historic Preservation Act, is included in Appendix F, <i>Cultural Resources</i> .

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148	3009	LU-1	Thank you for your general comment on noise and flight safety. Please refer to the responses for comments #155, 158, 159, 160, and 161.
149	3009	NP-5	<p>The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.</p> <p>The full build out in 2016 of the IJTS would have adverse noise impacts on the community of Valparaiso. In response to those concerns, the Air Force looked at a snapshot of noise impacts associated with JSF Flight Training Alternatives 1 and 2 in 2013, the approximate midpoint of the IJTS build out. This reveals that the noise impacts are significantly less in 2013 than at the full build out. The snapshot indicates that noise impacts still would significantly affect portions of Valparaiso. Specifically, reducing the aircraft and their associated operations to less than half of the full build out would result in 818 persons exposed to noise levels greater than 75 dB DNL. This information has been added to Section 7.3.3 in this EIS. Indications are that adjusting Runway 19-01 would not remove noise from the Valparaiso community. Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
150	3009	NO-5	Thank you for your comment; please see the response to comment #10.
151	3009	SE-4	Thank you for your comment; please see the response to comment #72.
152	3009	SE-5	Thank you for your comment; please see the response to comment #73.
153	3009	SE-2	The following text has been inserted into Sect. 7.5.1.2:

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			<p>"Property values are determined by a combination of neighborhood characteristics (e.g., the quality of local schools, local property taxes, access to transportation, and the crime rate) and individual housing characteristics (e.g., age of the house, number of rooms, and amenities such as garages). There are no definitive federal standards for quantifying the impact of aircraft noise on property values. However, HUD, FHA, and VA mortgage policies generally prohibit guaranteeing mortgage loans for new homes located within noise zones of 75 dB Ldn or greater or within clear zones. These same mortgage policies make availability of federally guaranteed mortgage loans discretionary for new homes located within noise zones of 65 to 75 dB Ldn. The term "new home" includes new construction, existing homes that are less than one year old, and existing homes that have been substantially remodeled. HUD, FHA, or VA mortgage policies may also impose conditions on mortgage loan guarantees (such as written acknowledgement of noise conditions) for existing homes located in the 75 dB Ldn or greater noise zone or within clear zones. However, these policies do not necessarily affect property values.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p> <p>Normal construction and renovation techniques can provide sound reduction in such structures. A discussion of these methods, including cost estimates, can be found in "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations" prepared in 2005 by Wyle Lab for the Navy (available at http://www.fican.org/pdf/Wyle_Sound_Insulation.pdf). However, while Congress has given FAA authority to spend taxpayer money mitigating noise at private residences and noise-sensitive receptors in</p>

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			relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations. Section 7.3.5 has been expanded to include a discussion of other types of potential mitigations.
154	3009	SE-2	The state of Florida recognizes the difficulty in finding affordable workforce housing; the Air Force acknowledges that this action has the potential to contribute to that problem.
155	3009	SA-1	<p>The following language has been inserted in Sect 7.8.1.1, Aircraft Mishaps:</p> <p>"Since the F-35 is still in the System Development and Demonstration (SDD) phase, information involving mishaps is not yet available. Historical data associated with previous aircraft models (F-15, F-16, and F/A-18) are the best available data to utilize for mishap analysis. While the Air Force cannot predict future F-35 performance, given advances in single engine technology and enhanced safety systems, the F-35 should deliver an even better safety record than previous single engine aircraft. As such, the Air Force would not expect the F-35 destroyed aircraft rates to exceed the initial rates of the F-16. "</p> <p>All pilots will have gone through high-performance aircraft training, and instructor pilots will be accompanying the students in a separate aircraft during training missions. F-35 flight tracks are similar to those flight tracks already flown at Eglin AFB.</p> <p>Sect. 1.1, JSF IJTS has been updated to include the following:</p> <p>"Initially, pilots being trained on the F-35 aircraft will transition from other high-performance fighters. As the program matures, the IJTS will train pilots that have recently graduated from high-performance aircraft in undergraduate pilot training."</p>
156	3009	SA-4	Thank you for your comment; please see the response to comment #7.
157	3009	GE-1	<p>Thank you for your comment; your concerns and proposed changes to the EIS have been noted.</p> <p>Representatives from Eglin AFB have met with members of the public including</p>

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			Valparaiso on several occasions (scoping meetings, hearings, other meetings) and information has been provided through the Joint Land Use Study (JLUS). However, the Air Force looks forward to continuing dialogue with the public.
158	3009	NO-3	<p>Thank you for your comment, your concerns have been noted.</p> <p>The following text has been added to Section 7.3.2.2.</p> <p>“Comparatively, in JSF Flight Training Alternative 1, 2,174 people would be exposed to noise at greater than 75 dB DNL or 547 fewer people than exposed in Alternative 2, for a 20 percent difference, and 4,583 people would be affected by noise between 65 and 75 dB DNL or 3,852 fewer people than affected in Alternative 2, for a 47 percent difference.”</p> <p>The Air Force respectfully acknowledges your concern about comparing the impacts to a percentage of annoyed individuals; however, this is the standard used by the USEPA.</p> <p>In the EIS (ES-15) identifies noise as an unavoidable adverse impact with respect to JSF Flight Training.</p>
159	3009	NO-2	Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
160	3009	SE-6	With respect to your concerns regarding the comprised structural integrity of buildings, please refer to Section 7.13.1.2 which states "Previous studies have demonstrated that there is little probability of structural damage to buildings resulting from runway operations noise. In fact, several studies of the effects of noise on historic properties located in high aircraft noise zones have found that vibration resulting from the activities of tour groups

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			<p>and even vacuuming, generated more structural vibration than was being generated by aircraft noise (NRC/NAS, 1977; National Aeronautics and Space Administration [NASA], 1976; NASA, 1978). Subsonic sound of less than 130 dB is highly unlikely to damage structural elements (Sutherland, 1990). Despite this, vibrations from flight operations may lead to increased rattling of structural elements adding to annoyance factors for occupants. For additional analysis on land use and management practices relating to noise resulting from flight operations, refer to Sections 7.3 (Noise) and 7.4 (Land Use)."</p> <p>With regards to instantaneous dB levels, please refer to the response for comment #11.</p>
161	3009	EJ-1	<p>According to a study conducted by the Federal Interagency Committee on Urban Noise (FICUN), noise levels between 65 and 70 dB DNL are compatible with educational services, such as schools, provided that measures are taken to provide noise level reduction in the buildings of 25 dB (FICUN, 1980). Noise levels between 70 and 75 dB DNL are also compatible with educational services, with noise level reduction of 30 dB. Noise levels of 75 dB DNL and above are not considered compatible with educational services.</p> <p>Normal construction and renovation techniques can provide sound reduction in such structures. A discussion of these methods, including cost estimates, can be found in "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations" prepared in 2005 by Wyle Labs for the Navy (available at http://www.fican.org/pdf/Wyle_Sound_Insulation.pdf). However, while Congress has given the FAA the authority to spend taxpayer money for mitigating noise at noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational</p>

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			<p>procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p> <p>The Air Force does not believe a Supplemental EIS is warranted on the grounds that the "list of preparers does not include a professional in child development."</p>
162	3009	BI-2	<p>Noise has been adequately addressed in the EIS as reviewed by the USFWS and an ESA Section 7 consultation with the USFWS has been conducted for potential impacts to T&E species. The USFWS has concurred that BRAC activities are Not Likely to Adversely Affect all other sensitive species (gopher tortoises, eastern indigo snakes, burrowing owls, salamanders, Florida black bears, the gopher frog, etc.) besides the RCW. Formal take for the RCW has been conducted via the Section 7 consultation in the form of habitat degradation and not in the form of noise. The Section 7 consultation is included in Appendix H, Biological Resources.</p> <p>Suitable habitat appears to outweigh any negative influences associated with noise due to construction or military bombing. Observations have indicated that many animals become adapted to human activities and noises (Busnel, 1978). Scientists who have researched the effects of noise on wildlife report that animals may initially react with a startle effect from noises, but adapt over time, so that even this behavior is eradicated (Busnel, 1978). Based on the fact that the RCW population continues to grow at Eglin, including areas in close proximity to test areas, it appears that they have adapted to all of the noises associated with the military mission, including supersonic booms.</p> <p>Fuel issues have received a "No Effect" determination because the potential for impacting T&E species is remote.</p>
163	3009	EJ-2	<p>Thank you for you comment; your concerns have been noted. Environmental Justice issues are evaluated with a methodology that utilizes the entire county as the Region of Influence (ROI) and not specific locales within that ROI.</p>

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164	3010	TR-1	Thank you for your comment; please see the response to comment #135.
165	3011	LU-3	Thank you for your comment; please see the response to comment #32.
166	3011	LU-1	Please refer to the Okaloosa County Geographic Information System (GIS) WebGIS Site (http://webgis.co.okaloosa.fl.us/ocwebgisdev/). This website provides an interactive map, including the proposed alternative noise contours and parcel information for the tri-county area.
167	3012	GE-1	<p>The Air Force acknowledges that there will be impacts to the environment and have outlined those impacts in the Draft EIS. In addition, potential mitigations for water related issues have been outlined in Table 2-32 under the section associated with Physical Resources.</p> <p>Based on the criteria established in Section 3.12, there are no adverse impacts to federal and state-listed endangered, threatened, and sensitive species; however, it should be noted that through avoidance and minimization measures the Air Force makes every effort to reduce the potential for impacts.</p> <p>7SFG(A) Cantonment alternative sites were established based on Narrowing Criteria that are described in Sections 2.2 and 2.3.</p>
168	3012	GE-1	The Air Force acknowledges that there will be impacts to the environment with respect to air quality and noise and have outlined those impacts in the Draft EIS.
169	3012	EJ-2	<p>The Air Force interprets this comment as it relates to the possible noise effects associated with military training routes VR1082 and VR1085.</p> <p>Noise associated with the F-35 would be primarily associated with intermittent (less than 2 per day) low-altitude overflights as opposed to continuous noise events over long periods of time. Since noise associated with the F-35 is not continuous, activities would be minimally impacted since the duration and frequency of noise events play a role in determining overall impact. Whether or not an individual becomes annoyed by a particular noise is highly dependent on emotional and situational variables of the listener as well as the physical properties of the noise. These Military Training Routes (MTRs) have</p>

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			been in existence for a number of years and are not new to the area.
170	3012	AQ-5	The following potential mitigations have been added to Table 2-32 under Air Quality section: Construction activities would employ standard management practices for construction such as watering of graded areas, covering of soil stockpiles, and contour grading (if necessary), to minimize temporary generation of dust and particulate matter. This would serve to minimize air emissions associated with the Proposed Action.
171	3012	DO-11	Alternative sites were established based on Narrowing Criteria that are described in Sections 2.2 through 2.6.
172	3012	GE-1	Thank you for your comment. All Alternatives are fully considered.
173	3012	EJ-2	Thank you for you comment; please see the response to comment #169.
174	3012	TR-7	The Okaloosa County Transit (OCT) WAVE Express (Route 14) connects Fort Walton Beach with Crestview via SR 85. OCT added a new stop on the WAVE Express at the Veteran's Affairs Clinic near Eglin's west gate on April 28, 2008. OCT and Eglin AFB also operated a trial route to Eglin AFB December 4 - 15, 2006. The trial route operated from the WAVE Express in Crestview with transport to the Air Force Armament Museum, then transferred to an Eglin Shuttle at the museum, which continued to Eglin AFB. Stops on Eglin included the Medical Dental Clinic, Personnel Building, and Nomad Hall on the 33rd FW side. However, no permanent routes to or within Eglin have been identified at this time. The Transit Development Plan for OCT completed in 2006 does not identify transit projects to/within Eglin Main Base in its 10-year plan. It is recommended by the consultant preparing the transportation master plan that OCT and Eglin AFB continue to coordinate on potential future transit improvements, including additional stops and potential route improvements. Decisions currently being considered about future housing at Eglin AFB should also include discussions on potential provisions of transit and bicycle and pedestrian facilities. OCT currently supports the use of mass transit by military personnel by allowing them to ride for free. All military residents, including active duty, retired and dependents ride for free with a military ID card.
175	3012	TR-8	Please see the response to comment #174.

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176	3012	NO-2	<p>According to a study conducted by the Federal Interagency Committee on Urban Noise (FICUN), noise levels between 65 and 70 dB DNL are compatible with educational services, such as schools, provided that measures are taken to provide noise level reduction in the buildings of 25 dB (FICUN, 1980). Noise levels between 70 and 75 dB DNL are also compatible with educational services, with noise level reduction of 30 dB. Noise levels of 75 dB DNL and above are not considered compatible with educational services.</p> <p>Normal construction and renovation techniques can provide sound reduction in such structures. A discussion of these methods, including cost estimates, can be found in "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations" prepared in 2005 by Wyle Labs for the Navy (available at http://www.fican.org/pdf/Wyle_Sound_Insulation.pdf). However, while Congress has given the FAA the authority to spend taxpayer money for mitigating noise at noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
177	3012	NO-3	Thank you for your comment; the Air Force currently utilizes a process to address noise complaints. Complaints regarding aircraft should be directed to Eglin's 96 ABW Public Affairs Office at (850) 882-5987 or the Command Post (after hours and weekends) at (850)882-4020.
178	3012	NO-2	Thank you for your recommendations; the Air Force is currently considering several potential mitigations and additional mitigation measures will be considered through the

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			<p>adaptive management process. With regards to off-base noise impacts, while Congress has given the FAA authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority. Nonetheless, Congress may grant the Air Force specific authorization to fund off-base mitigations.</p> <p>Since the adaptive management approach is being adopted as part of the implementation for the beddown and operations of the JSF IJTS at Eglin AFB, any post-ROD mitigation plan for its beddown and operations will need to include provisions for monitoring noise post implementation and the success of the mitigations, as well as procedures for making necessary adaptations.</p> <p>Some adaptations may require additional NEPA analysis, such as those that would result in a substantial change to the action. Thus, the Post-ROD mitigation plan will include an adaptive management program incorporating (for example) the following kinds of adaptive management approaches:</p> <ul style="list-style-type: none"> - Noise modeling: Supplement existing data with new noise data as it is being developed in the future. Use new data to reveal and understand the potential effects of activities or practices that are underway, or being considered for implementation in the F-35 IJTS ramp up to final operational capability and there after. Make changes to improve mitigations and related actions. - Management and oversight: Monitor and evaluate results of earlier predictions Develop and implement adaptations to eliminate or reduce effects. - New knowledge and information: Through experimentation, knowledge and information can be incorporated into management options and recommendations, etc. <p>The following additional steps will also be part of the mitigation plan: identifying the type of monitoring for the action and each mitigation, how the monitoring will be executed, who will fund and oversee its implementation, and establishing the process and</p>

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			responsibilities for identifying and making changes to the action or mitigations to influence beneficial results or avoid/reduce adverse ones.
179	3012	AQ-3	<p>Section 3.7.3 states: "Chemical releases to the environment are presented in the Hazardous Materials sections in Chapter 4 through 7 of this EIS...". The chemicals of concern were antimony, barium, and lead compounds. Hazardous pollutants are regulated by point and area sources (such as reciprocating internal combustion engines). It was assumed that the Hazardous Air Pollutant levels from munitions would be insignificant and would have little effect on overall air quality for the Region of Influence".</p> <p>Air quality analysis sections address the impacts of the Proposed Action on atmospheric air quality and does not evaluate the impacts to indoor air quality.</p> <p>The February 2007 rule that is cited establishes requirements for manufacturers to implement technologies in an end product to ensure that emissions from those products will meet standards established in the rule. The Air Force does not fall under the requirements of this rule specifically but will use end products provided by the manufacturers that are impacted by this rule.</p> <p>Eglin AFB will comply with all appropriate federal and state regulations. This is a requirement of their Title V permit and most states' general duty clause.</p>
180	3012	AQ-4	<p>Air quality analysis sections address the impacts of the Proposed Action on atmospheric air quality and does not evaluate the impacts to indoor air quality.</p> <p>The Air Force has forwarded your recommendations regarding the LEED's program to the Army Corps of Engineers</p>
181	3012	AQ-5	<p>Eglin AFB is already switching to ultra-low sulfur diesel (ULSD). In fact, emissions calculations for both permitting and emissions inventory purposes utilize ULSD as the fuel source.</p> <p>Thank you for your comments regarding the establishment of policies that all construction</p>

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			<p>equipment operated on the installation shall operate on a minimum of B20 fuel. Eglin EIAP will submit your recommendation to the 96th CEV/EM Air Quality Manager.</p> <p>Eglin AFB is already specifying that all new equipment meet Tier 2 specifications and when appropriate Tier 3 requirements will be met as well.</p> <p>With regards to transportation, please see the responses to comments #174 and #175.</p> <p>As previously mentioned the following potential mitigations will be added to Table 2-32 under Air Quality section:</p> <p>Construction activities would employ standard BMPs for construction such as watering of graded areas, covering of soil stockpiles, and contour grading (if necessary), to minimize temporary generation of dust and particulate matter. This would serve to minimize air emissions associated with the Proposed Action. Each of these BMPs will be used to reduce particulate emissions.</p>
182	3012	W/F-2	Potential mitigations for water related issues have been outlined in Table 2-32 under the section associated with Physical Resources.
183	3012	WA-7	Potential mitigations for water related issues have been outlined in Table 2-32 under the section associated with Physical Resources.
184	3012	UI-1	The <i>Eglin Main Base Industrial Water Use Survey</i> has been completed and the results have been incorporated, as appropriate, into the EIS. Specifically, please refer to the Utilities Sections 4.6 and 6.6 for more information.
185	3012	DO-12	<p>The following additional information has been added to Section 1.4:</p> <p>"Air Force environmental impact analysis process regulations require the action proponent to prepare a mitigation plan and forward it to Headquarters (HQ), U.S. Air Force for review within 90 days of the signing of the Record of Decision (ROD). Among other things, the mitigation plan must specifically identify each mitigation measure, how the measures will be executed, and who will fund and implement the mitigations. Requiring</p>

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			<p>the detailed mitigation plan after the signing of the ROD enables the mitigation plan to be tailored precisely to the decision that is made. In the analysis of anticipated impacts in the EIS, the Air Force has done its best to accurately predict potential impacts and anticipate future conditions using the best available information and tools at the time of analysis. However, given the nature of the alternatives analyzed; the dynamics surrounding Eglin AFB; and the likelihood that baseline conditions will have unanticipated changes, new information may become available, or the effectiveness of mitigation measures may be different than expected; adaptive management techniques are well suited to such circumstances.</p> <p>Since the adaptive management approach is being adopted as part of the implementation for the beddown and operations of the JSF IJTS at Eglin AFB, any post-ROD mitigation plan for its beddown and operations will need to include provisions for monitoring noise post implementation and the success of the mitigations, as well as procedures for making necessary adaptations.</p> <p>Some adaptations may require additional NEPA analysis, such as those that would result in a substantial change to the action. Thus, the Post-ROD mitigation plan will include an adaptive management program incorporating (for example) the following kinds of adaptive management approaches:</p> <ul style="list-style-type: none"> ● Noise modeling: Supplement existing data with new noise data as it is being developed in the future. Use new data to reveal and understand the potential effects of activities or practices that are underway or being considered for implementation in the F-35 IJTS ramp up to final operational capability and thereafter. Make changes to improve mitigations and related actions. ● Management and oversight: Monitor and evaluate results of earlier predictions. Develop and implement adaptations to eliminate or reduce effects. ● New knowledge and information: Through experimentation, knowledge and information can be incorporated into management options and recommendations.

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			<p>The following additional steps will also be part of the mitigation plan:</p> <ul style="list-style-type: none"> ● Identifying the type of monitoring for the action and each mitigation. ● Delineating how the monitoring will be executed. ● Identifying who will fund and oversee its implementation. ● Establishing the process and responsibilities for identifying and making changes to the action or mitigations to influence beneficial results or avoid/reduce adverse ones.”
186	4006	LU-3	<p>Thank you for your comments; your concerns have been noted. Please see the responses to comments #39 and #40.</p> <p>Please note that the accompanying map submitted with the comment showing the middle section of the Florida Trail (Map 3 – “03-EglinNorth_2007.pdf”) shows the trail off-base following Hwy 90 to Crestview then down Hwy 85. However, GIS data obtained from Eglin’s Natural Resources Branch and personnel communication verifies that the Florida Trail does occur on Eglin in the vicinity of the 7SFG(A) Cantonment and Range Alternative 3 area as stated in associated comments and potential impacts will be mitigated as stated in comment response #39.</p>
187	4006	LU-3	Thank you for your comment; please see the response to comment #32.
188	4006	LU-2	Thank you for your comment; please see the response to comment #33.
189	4007	NO-6	<p>Any information provided to the public prior to release of the Draft EIS was for scoping purposes solely.</p> <p>In accordance with 40 CFR 1502.22, the best available noise source data was used for analysis. Noise source data utilized in performing the noise modeling analysis were results of actual testing of the F-35 AA1 model, which occurred in April 2008. The noise modeling data was used to develop alternatives presented during the scoping process as well as in the Draft EIS.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5</p>

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			Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
190	4007	DO-1	Thank you for your comment; please see the response to comment #12.
191	4007	LU-4	Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
192	4008	LU-1	Thank you for your comment; please refer to the response for comment #84.
193	4008	NP-4	Thank you for your comment; please refer to the response for comment #84.
194	4008	DO-1	Thank you for your comment; please see the responses to comments #195 and #199.
195	4008	DO-1	<p>The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. Even assuming Eglin had the space to put runway and support activities elsewhere on the Reservation, that endeavor would not be in line with the guiding principles of the BRAC process. The guiding principles of the process included advancing jointness and Total Force capability; eliminating excess capacity, redundancy, and duplication; achieving synergies; reducing costs by increasing effectiveness, efficiency, and interoperability; and exploiting best business practices. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive</p>

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			management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.
196	4008	DO-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.
197	4008	DO-1	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of this EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.
198	4008	DO-9	The basic unit of the Air Force is the squadron. A squadron may be a mission unit or a functional unit and may vary in size according to its responsibility. The composition of a squadron is determined by the type of airplane it operates and the nature of its mission. This IJTS represents approximately a third of the DoD JSF training complement. This equates to three Air Force squadrons each with 24 Primary Assigned Aircraft (PAA), one U.S. Marine Corps Fleet Replacement Squadron, with 20 aircraft, and one U.S. Navy Fleet Replacement Squadron with 15 aircraft. (The PAA are those that have flying hours and personnel associated with them.) The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of the EIS and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.
199	4008	DO-10	The BRAC 2005 process resulted in the decision to stand up the JSF IJTS at Eglin AFB. A detailed discussion of this process and how it resulted in the proposed action and alternatives analyzed in detail in the EIS is more fully described at Section 2.5 of the EIS

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			<p>and Appendix A, Volume III (Comment Responses), Addendum 1, Summary of BRAC Process for JSF IJTS.</p> <p>Building a new runway in the interior of the Eglin Reservation at this time would interfere with existing missions. Additionally, such an action would not be in line with the guiding principles of the BRAC process. The guiding principles of the process included advancing jointness and Total Force capability; eliminating excess capacity, redundancy, and duplication; achieving synergies; reducing costs by increasing effectiveness, efficiency, and interoperability; and exploiting best business practices.</p>
200	4008	GE-1	<p>Thank you for your comment; the Air Force acknowledges the noise increase as stated in the EIS.</p> <p>Noise mitigation measures included in the alternatives are discussed in Section 7.3.5 Mitigation. Additional mitigation measures will be considered through the adaptive management process. Developments regarding the F-35 aircraft, the training syllabus, and the delivery schedule or other new information could warrant changes to operational procedures, source location, and/or provide additional noise mitigation measures. Should the adaptive management process demonstrate that changes outside what has been analyzed in the EIS are warranted, additional NEPA analysis would occur.</p>
201	4008	NO-2	Thank you for your comment; please refer to the response for comment #84.

**APPENDIX A,
VOLUME III OF III**

**ADDENDUM 1
SUMMARY OF BRAC PROCESS FOR JSF IJTS**

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The selection of Eglin AFB, and furthermore, Eglin Main as the main operating base for the JSF F-35 Program is the result of multiple narrowing processes and criteria. A summary of the following information has been added to Section 2.5 to further explain and clarify this selection process.

An Office of the Secretary of Defense (OSD) memo dated 19 May 2003 directed “that the selection process for the Joint Strike Fighter (JSF - Initial Training Site be conducted within the 2005 Base Realignment and Closure (BRAC) process initiated by the Secretary of Defense.” (Aldridge, 2003). The OSD felt that utilization of the BRAC process to establish the JSF beddown, rather than a more typical legacy aircraft beddown process, would be more efficient and effective. The memo stated:

Utilizing the BRAC 2005 process will allow the selection of the Initial Training Site to be fully integrated into that process, providing the opportunity to make the most efficient and effective use of the capacity and capabilities of the enduring base structure that will result from the BRAC 2005 process.

Consequently, as part of the planning process for submitting recommendations to the BRAC Commission, the Secretary of Defense established the Education and Training Joint Cross-Service Group (E&T JCSG). This Group was chartered to conduct a review of Department of Defense (DoD) common, business-oriented education and training functions, which included Flight Training (E&T JCSG, 2005) as required by PL 101-50 Section 2903(c)(5), as amended. The group performed a detailed analysis of existing education and training capacity using certified data and developed recommendations that best satisfied current and future DoD requirements. The Overarching Strategy for the E&T JCSG’s host base candidate recommendations emphasized several key guiding principles to include in the analysis to develop these candidate recommendations. Several underlying key strategies were also identified by subgroups in order to assist in candidate recommendations:

Training is a force multiplier that supports Total Force capability. The E&T JCSG’s fundamental objective was to ensure that the department maintained availability of world class training to enhance force readiness. The E&T members established general guiding principles which formed their overarching strategy for the entire process. These guiding principles included:

- *Advance jointness and Total Force capability*
- *Eliminate excess capacity, redundancy, and duplication*
- *Achieve synergies*
- *Reduce costs by increasing effectiveness, efficiency and interoperability*
- *Exploit best business practices*

Each subgroup developed strategies that supported E&T JCSG overarching principles and helped guide E&T JCSG scenario development, deliberation and declaration of candidate recommendations (CRs). Subgroup strategies were as follows:

- ***Flight Training***
 - *Move toward fewer, more joint bases*
 - *Position DoD to conduct similar UFT across services with common aircraft*
 - *Enhance jointness while preserving Service-unique training and culture*
- ***Professional Development Education***
 - *Transfer appropriate functions to the private sector*
 - *Create Joint Centers of Excellence for common functions*
 - *Balance Joint with Service competencies across PME Spectrum*
- ***Ranges & Collective Training Capability***
 - *Establish cross functional/service regional range complexes*
 - *Preserve irreplaceable, one-of-a-kind facilities*
 - *Create new range capabilities for emerging joint needs*
- ***Specialized Skill Training***
 - *Create Centers of Excellence for common functions*
 - *Rely on private sector for appropriate technical training*
 - *Preserve opportunities for continuing Service acculturation*

The Flight Training (FT) Subgroup assessed sites for the JSF graduate-level IJTS. The E&T JCSG performed initial screening of installations and then used two primary analyses to further identify suitable sites for the JSF: (1) capacity analysis and (2) military value analysis. The JCSG used Military Value as the primary consideration, while balancing other selection criteria and the future force structure, to evaluate realignment and closure recommendations.

In the capacity analysis, the subgroups focused on each installation's existing capability to perform specific functions. Each subgroup calculated physical and operational capacity for functions using defined attributes and metrics. In the basing criteria for the JSF, the subgroup established criteria for the Main Operating Base runway and for auxiliary runways. The Main Operating Base is the location where the aircraft would be launched and recovered; where aircraft maintenance would occur; where the school

house would be located; where the logistical support would be; and where the ramp for nighttime beddown would be. Auxiliary airfields, on the other hand, do not need to meet the same requirements as the Main Operating Base. For the JSF, the auxiliary field would need to minimally have an 8,000-foot-by-150-foot runway, air traffic control, and crash and rescue support. Details of the subgroup's criteria and the analysis are found in the E&T JCSG BRAC Report, Volume VI, Appendix A: Capacity Analysis Report to the Infrastructure Steering Group, 20 April 2005 (available on the Internet at <http://www.brac.gov/finalreport.html>).

FT Subgroup capacity analysis measured runway, airspace, ramp space and groundtraining facilities that support fixed and rotary wing flight training operations. It is based on existing/approved curriculum requirements, existing infrastructure, and FY 2004 obligated military construction funding. Metrics and analysis calculations were based on aircraft currently assigned to a particular base.

The two primary resources the E&T JCSG FT Subgroup measured are: 1) runway(s) and, 2) airspace capacity. FT Subgroup used the methodology described in FAA Advisory Circular 150.5060-5, "Airport Capacity and Delay Manual" as their basis to calculate runway capacity for fixed-wing aircraft. This methodology defines the number of runway operations users could conduct during daylight hours over the course of a year. The approach accounts for weather conditions, the number and configuration of runways (main and outlying fields), the mix of aircraft, and the percentage of touch-and-go operations at home station and auxiliary fields. FT Subgroup calculated airspace requirements based on training events in each flying training syllabus to determine, as a function of student throughput, the number and size of dedicated blocks of airspace required for each type of training event (e.g., contact, formation flying, etc.). This approach summed dedicated airspace required to perform all flying events and compared this area (sq. nm as "shadow on the ground") with the available Special Use Airspace controlled/scheduled by the installation. Due to the fact a single block of airspace may support many types of training events during a single day, there is no viable way to calculate a fixed Maximum Potential Capacity for airspace. Instead FT determined Maximum Capacity using a time component (11- hour window for each of the 244 student training days each year) and airspace requirement relationship for syllabus-driven and overhead training events. An increase in the number of flight hours (over 11 hours per day) or number of days dedicated to flight training (over 244 days per academic year) would decrease the number of blocks of airspace, and subsequently the amount of airspace required for a specific syllabus objective when measured for a set number of students. Given the notion that the combination of training events a given block of airspace could accommodate is infinite, the group was unable to distinguish an upper limiting factor to determine Maximum Potential Capacity. Prudent scheduling may well result in more training without a commensurate

increase in special use airspace. That said, it is important to note the amount of airspace and its location relative to the main operating base are important considerations because safety demands most flying events take place during daylight hours. This combination of factors may limit the ability to “grow” UFT units at a location where there is abundant excess parking apron and runway capacity but limited airspace.

The subgroup noted the importance of considering the amount of airspace and its location relative to the Main Operating Base in the analysis. One of the airspace criteria included a desired distance of less than 120 nautical miles (NM) from the Main Operating Base. Other airspace criteria considered the distance to air refuel tracks from the Main Operating Base and the number of low level routes (with a minimum of two required).

Secondary resources measured included ramp area (space for 140 aircraft) and ground training facilities. Ground training facilities criteria consisted of the number of simulators and classroom facilities and their design capacity for maximum student population.

Two secondary resources FT Subgroup measured are; 1) Ramp (Apron) Area and, 2) Ground Training Facilities. FT Subgroup defined Ramp Capacity in square yards of usable ramp space. Capacity calculations compared total area available with area required to accommodate the “footprint” (parked and taxi operations) for aircraft assigned to an installation. FT Subgroup divided Ground Training Facilities into two categories: 1) Classrooms and 2) Simulators. Capacity calculations were based on the number of facilities and their design capacity (maximum student population). This approach summed the requirements over all events for the planned student throughput requirement and compared this requirement with available resources.

For the capacity analysis, the Flight Training subgroup evaluated 965 airfields in the continental United States to determine those best suited to perform the JSF training mission. Using Service-endorsed JSF basing criteria to screen and identify airfields, the subgroup identified installations that met basic infrastructure criteria and warranted further analysis (E&T JCSG, 2005). Most of the airfields (934) were eliminated from consideration as the Main Operating Base based on one or more of the following (E&T JCSG, 2005):

“The FT Subgroup used Service-endorsed criteria derived from a base selection matrix developed by the Joint Program Office to guide the search for the location to nominate as the best place to host JSF Initial Joint Training unit(s). FT evaluated 3,318 airfields named in the DoD Airfield Suitability, and Requirements Report (965 of which lay within the Continental US). FT

eliminated 3,287 airfields from consideration based on one or more of the following:

- 1) Airfield does not lay within the Continental United States*
- 2) Airfield designated Civilian, Air National Guard, or Air Reserve use*
- 3) Airfield elevation is higher than 3,000 feet mean sea level*
- 4) Airfield main runway is less than 8,000 feet*
- 5) No second runway or second runway is less than 8,000 feet*
- 6) Airfield is greater than 550 nautical miles from the coastline*
- 7) Traditional weather is less than 3,000/3 more than 200 days a year”
[if the ceiling is less than 3,000 feet and visibility is less than 3 statute miles for more than 200 days a year]*

The remaining 31 airfields meet basic infrastructure criteria to host the JSF training mission but, based on military judgment, the present mission at the following 20 bases make nomination to host the initial JSF Schoolhouse in the near term imprudent or infeasible.

<i>Altus AFB</i>	<i>Strategic Airlift (C-17) Training Base</i>
<i>Andrews AFB</i>	<i>Proximity to DC as DV Airlift Mission</i>
<i>Brunswick NAS</i>	<i>Poor weather conditions</i>
<i>Cherry Point MCAS</i>	<i>Operational AV-8B, C-130, and EA-6B Base</i>
<i>China Lake NAWS</i>	<i>Test & Evaluation Center</i>
<i>Dover AFB</i>	<i>Strategic Airlift Hub</i>
<i>Lemoore NAS</i>	<i>Operational Fixed-/Rotary-wing Base</i>
<i>Luke AFB</i>	<i>Fighter (F-16) Training Center</i>
<i>McConnell AFB</i>	<i>Operational KC-135 Tanker Base</i>
<i>Miramar MCAS</i>	<i>Operational Fixed-/Rotary-wing Base</i>
<i>Nellis AFB</i>	<i>Operational Fighter/Exercise Base</i>
<i>Oceana NAS</i>	<i>Operational (F/A-18/F-14) Base</i>
<i>Patuxent River NAS</i>	<i>Test & Evaluation Center</i>
<i>Randolph AFB</i>	<i>Pilot Instructor Training Base</i>
<i>Scott AFB</i>	<i>Headquarters TRANSCOM/AMC</i>
<i>Sheppard AFB</i>	<i>Euro-NATO Joint Jet Pilot Training (Treaty Limited)</i>
<i>Tinker AFB</i>	<i>Major Depot, Operational AWACS/TACAMO Base</i>
<i>Travis AFB</i>	<i>Strategic Airlift Hub</i>
<i>Whidbey Island NAS</i>	<i>Operational Fixed-/Rotary-wing Base</i>
<i>Yuma MCAS</i>	<i>Joint Civil-use Airfield”</i>

This screening left 11 airfields, including Eglin AFB, which were subject to more detailed analysis. The Services requested that four additional candidates be added back to the list for a total of 15 candidate airfields for detailed analysis.

The first 11 installations listed below, represent the remaining candidates for the Joint Strike Fighter Initial Training Site and formed the universe for more

detailed analysis. In addition, the Services requested that MCAS Cherry Point, MCAS Yuma, Sheppard AFB and Randolph AFB be included for a total of 15 as possible candidates.

<i>MCAS Beaufort</i>	<i>NAS Meridian</i>	<i>Vance AFB</i>	<i>MCAS Yuma</i>
<i>Moody AFB</i>	<i>Eglin AFB</i>	<i>NAS Pensacola</i>	<i>Sheppard AFB</i>
<i>Shaw AFB</i>	<i>Laughlin AFB</i>	<i>Tyndall AFB</i>	<i>MCAS Cherry Point</i>
<i>NAS Kingsville</i>	<i>Columbus AFB</i>	<i>Randolph AFB</i>	

The FT Subgroup's Military Value Analysis focused on comparing DoD installations' suitability to host flight training subfunctions including the JSF Graduate-level Initial Joint Training Site. The DoD's 12 current primary flight training installations and all bases that could reasonably accept the JSF training missions were targeted. Survey questions were developed in order to encapsulate specific information on each installation as it related to six comprehensive global attributes. The six attributes included: Airfield Capacity, Weather, Environment, Quality of Life, Managed Training Areas, and Ground Training Facilities. Each installation was then assigned a final ranking from most-to-least desirable. FT then provided a final summary of the Results of Analysis:

The FT Subgroup was able to compile a useful measure of merit regarding Military Value of training installations. Since there are no installations that host JSF training, the Flight Training subgroup evaluated 965 airfields within CONUS against criteria developed by the Joint Strike Fighter Program Office for the Initial Training Site. Of the 31 bases that met the initial criteria, 20 were eliminated using military judgment. The Services subsequently requested 4 of the eliminated bases (based on military judgment) be reconsidered and included in the list of 11 remaining bases. Eglin AFB received the highest military value score for the list of 15 bases "best" suited for hosting the Initial Joint Training Site for the JSF.

The final recommendation from the JCSG and what became official on November 9, 2005, was to realign a number of bases by relocating a sufficient number of instructor pilots, operations support personnel, maintenance support personnel, front-line and instructor-qualified maintenance technicians, and logistics support personnel to stand up the Air Force, Marine Corps, and Navy portions of the Joint Strike Fighter (JSF) Initial Joint Training Site at Eglin AFB.

References:

Aldridge, E.C. Jr., 2003. Under Secretary of Defense (Acquisition, Technology, and Logistics), Memorandum for Secretary of the Navy and Secretary of the Air Force, Subject: Joint Strike Fighter Initial Training Site Selection Navy. 19 May 2003.

Defense Base Closure and Realignment Commission (DBCRC), 2005. DBCRC Report to the President. Volume One. 8 September 2005.

Education and Training Joint Cross-Service Group (E&T JCSG), 2005. Base Closure and Realignment Report, Volume VI. E&T JCSG, Secretary of Defense. May 2005.