

# Final EIS

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## Written, Oral, and Agency Comments



## How to Use This Section

Chapter 3 includes comments raised by agencies and the public during the review of the Draft EIS and Air Force responses to substantive comments. Public and agency involvement is an important part of the NEPA process, and all comments are taken into consideration by the Air Force in its decision making process.

The Air Force would like to express appreciation for your comments. The fact that no responses were prepared for the many commentators who praised the F-22 and requested that the aircraft be based at a specific base does not in any way reduce the value of your participation.

### Comments

Written, Oral, and Agency comments are organized in four sections as shown below.

- ☐ **Written Comments and Submitted Letters - 0001-0069**  
Members of the public submitted comments on the Draft EIS. This section contains these letters and written comments.
- ☐ **Native American and Alaska Native Letters - 7000-7001**  
This section contains letters received from Native Americans or Alaska Natives with comments on the Draft EIS.
- ☐ **Public Hearing Transcripts and Summaries - 8000-8084**  
Public hearings were conducted in 23 locations as part of the review of the Draft EIS. This section contains either verbatim transcripts from the hearings or a compilation of issues and questions raised by public or agency participants during the public hearing process.
- ☐ **Agency Letters - 9000-9023**  
Federal, state, and local agencies submitted letters on the Draft EIS. This section contains these letters.

### Responses

Responses to comments are presented in this section. Responses were prepared as follows.

- ☐ **Comment Identification**  
Each written or oral comment was assigned an identification number.
- ☐ **Comment Review**  
The comments were reviewed and substantive comments were bracketed as described in section 3.1 of this Final EIS.
- ☐ **Response Number**  
Each bracketed comment was given a numbered response. Responses are presented consecutively by number.

***WRITTEN COMMENTS AND SUBMITTED LETTERS***

## Initial F-22 Operational Wing Beddown Final EIS

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~~999999~~

27 April 2001

Ms Brenda Cook, F-22 EIS Project Manager  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms Cook:

As a full-time beach-front owner and retired resident for the past 6½ years, I repeat my previous objection, with additional objections, to the beddown of the first Operational Wing of 72 F-22 fighter aircraft at Tyndall Air Force Base, Florida.

1. The primary people and economic activities in Panama City and Panama City Beach are yearround retirement and tourism. People live here and visit here to relax and enjoy clean water, beaches, golf courses, fishing, boating, and fresh air without the noise and pollution of other places.
2. Just last week, I phoned complaints again to the Tyndall AFB public affairs office concerning the resumption of hot-dogging close to the beach perimeter by military aircraft. Everyone experiences ear pain and probable damage. Noise and air pollution are negative public-relations and recruiting factors for the Air Force and unacceptable to the taxpayers and voters who are trying to grasp a little well-earned joy in their lives. 1
3. It is my understanding that the F-22 is a noisier and heavier air polluter than the F-15. Can we reasonably expect that the F-22 pilots will be more considerate than the F-15 pilots? 2  
3
4. Shortly after Tyndall personnel considered Tyndall to be the prime candidate for F-22 beddown, they announced to the local newspaper, The News Herald, a detailed and very expensive building and hiring program that was only waiting for the sure-to-come final green light. 4
5. This area is in the midst of a building and population boom. Housing has become very expensive. For example, a new high-rise beach condo nextdoor to mine has its least expensive units at \$415,000 with a top-floor units at over \$1 million, thankfully, unheard of prices when I bought mine! 5

000001

6. The initial Air Force study had positively shown that Langley Air Force Base in Virginia was the preferred wing beddown because
  - A. It would require much less expenditure for additional facilities.
  - B. It would require a smaller increase in additional personnel, both civilian and military.
  - C. The location would have less of an objectionable impact on people and the local environment.
  - D. From a tactical viewpoint, Langley's mideast-coast location and access to the Atlantic Ocean would be superior.
  - E. Finally, interaction with the Norfolk Navy Base and nearby Army bases would be facilitated.

Regards,

*Sidney P. du Mont, Jr.*  
Sidney P. du Mont, Jr.



## Initial F-22 Operational Wing Beddown Final EIS

00002

20000  
00000

May 3, 2001

John Schleicher  
366 CE/CEVQ  
1100 Liberator Street  
Building 1297  
Mountain Home AFB, ID 83648

Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB VA 23665-2760

Dear Air Force,

I just spent last weekend camping and hiking with several families in the Big Jacks Creek area of the Owyhees. The canyons of this area are just as incredibly beautiful and offer such magnificent solitude and vistas as other parts of the Owyhee Region. As you can guess, I feel very strongly that the Owyhees should not be impacted any further by the Air Force. The thought of 72 F22's being located here makes my heart heavy and I feel sick and angry. The Owyhees should remain the remote, relatively untouched wilderness that they are today, despite the 366<sup>th</sup> wing being stationed at Mountain Home. All further encroachment must stop in order to preserve the silence, the sacred sites of the Native American population of Duck Valley, the habitat for antelope, elk, deer, mountain sheep, birds of prey, redband trout, etc, and the biodiversity of the desert region, so that all can continue to live out there, as well as people who have a way of life and others that trek in those remote parts for recreation and solitude.

I have read and studied the two most recent volumes sent to me regarding the Juniper Butte Range and the potential location of 72 F22s practicing there. I read plenty of your own statistics that point to many problems for the environment and the people in the Owyhees should this occur. Training for these planes is best located at one of the other 4 possible sites. It would be a terrible mistake to place it in the Owyhees, an area that is still wilderness but would no longer be should the F22's practice out there. They would ruin the wilderness. I site several reasons below from your report.

It is unacceptable that 440 acres will be impacted with construction such as clearing, grading, power lines, and the buildings that you site in the report. It is unacceptable that 2400 acres of rangeland will be infected with chaff and flares, including 2 residential areas and 2 Native American reservations as sited in your report. And the increased number of sorties and sonic booms, as stated in your report, will totally destroy the quiet solitude that make the Owyhees and the Jacks Creek Region so valuable to me. ] 6

Out of all 5 possible locations, your report says that the Mountain Home proposal will have the highest impact to soil and ground water, "the largest disturbance of any basing location." This fact alone should disqualify the Mountain Home AFB and Juniper Butte Training Range for the location of the F22's.

000002

Further, the F22 training will certainly negatively affect wildlife, including plants. Your report says it all: "Because of the remote nature of the area, the status and distribution of many of these species is not well known." For this reason alone, this area should not be further tampered with until we know exactly what will be destroyed. Then, a science-based, reasonable decision *could* be made. Until then, you cannot make one that is reasonably based on science. ] 7

Of further concern, your report goes on to say that an increase of sonic booms "could adversely affect some populations of wildlife species," and "species that are rare or already declining have a potential to be more at risk." Also, your report goes on to say, "within Mountain Home, airspace has the potential to affect special status wildlife species, including sage grouse and California bighorn sheep. However, the nature and magnitude of this effect is not documented." Even worse, your report states that supersonic noise will quadruple and "cause a perceptible change in the noise environment in remote areas." This is where the wild species live best right now and what people so enjoy about the place.

Also, your report says, "The effects of artificial impulsive infrasound are not well understood," and "the substantial increase in sonic booms resulting from the number of F22 sorties operation" would also seem to reasonably disqualify this site from location of the F22's.

Finally regarding this supersonic noise, and simply put, your report summarizes this particular problem by stating, "At Mountain Home, increases in sonic booms over special use areas would make the potential for consequences greater than any other location." At the alternative sites, supersonic activity occurs over water. In my mind, the only reasonable decision is: the No Action Alternative is preferred at Mountain Home.

Regarding the Native Americans, your report states, "Air Force consultation with interested Native American groups regarding airspace actions is ongoing." Therefore, no decision on this region should be made until consultation is over and the Native American population is totally satisfied. It's just wrong to so impact their land and lives as long as the discussion process is incomplete. It is incredibly morally wrong to even be discussing location of the F22's at Mountain Home for this reason alone. ] 8

Given all I've sited above, and I know that I have left out many reasons that others have already spoken to, the only reasonable and ethical decision for the Air Force to make is: the No Action Alternative is preferred at Mountain Home. The F22 training needs to locate elsewhere.

Thank you.

Sincerely,

*Karen Knudtsen*

Karen Knudtsen

000003

May 11, 2001

Dear Sirs,

In regards of your Public Hearing on the Draft Environmental Impact Statement for the Initial Operational Wing Beddown, I beg you not to use Eglin AFB, Florida. We spent our life savings on a beautiful place on the bay and near Eglin Air Force Base. The bombing exercises are almost unbearable now and the noise of the planes coming and going is disrupting our lives. You can't carry on a conversation or talk on the phone now; if we had additional flights as you suggest, we would have to sell out home, as it would be unbearable.

I hope you will consider the heavily populated area of Destin and choose another location.

Thank you,  
Ray Housh

000004

MAY 14, 2001

Hq ACC /CEVP

129 Andrews Street Suite 102  
Langley AFB VA 23665-2769

ATTN: Ms. Brenda Cook

DR Ms. Cook:

This is in response to the public hearing regarding the EIS for the F-22 Operational Wing Beddown. I recently moved (4-20-00) from Atlanta to Destin, Fla to what, I thought, was a quiet place. There was no question about the beauty of Destin, but as we found out later our house is in a direct flight path from Eglin AFB, Ft Walton Beach, Fla.

Worse than that is the continuing fact that the pilots flying the planes seem to be in a contest with each other as to who can break the sound barrier the quickest and at the lowest altitude. When they fly over it takes from 2 to 8 planes, one right behind the other with full after burner to break any existing speed record known to man. About 20 to 35 planes a day! Are we at work?

000004

This is actually ~~not~~ called for in that they have the entire Gulf of Mexico (1 mile from my house) to do their major speed record maneuvers, why even potential subdivisions with hundreds of residents. Many of us in the desert area know this matter. 11

This is an apparent "artillery" the military assumes it has. Also, the Bay Area they fly over, the Chappachie Bay, is experiencing fish deaths, etc. which I believe come from the jet fuel pollutants that drift down into the water of the Bay. 12

Being one of thousands of tax payers this entire process is not being monitored or questioned, but signed off. Seems the commander and people in charge are oblivious to the entire situation. Don't misunderstand me, I know national defense is very important, but to continue to allow current flight pattern, high speed "race car" mentality and ignorance of the authorities to recognize the noise pollution and water pollution this is causing need to recognize a wake up call. I sincerely believe that Langley is not your first choice of site location. Ed in. I intend to go to higher authority. 13

Rebecca Apple  
9:45 AM  
5-14-01  
called  
842-882-3991  
AIR ABANDONMENT  
PUBLIC AFFAIRS

Kenneth A. Carter

copy to NATIONAL subcommittee newswork



Sue Liercke  
BROKER

**LIERCKE**  
Real Estate  
LLC.

000005



HQ ACC/CEVP  
129 ANDREWS STREET SUITE 102  
LANGLEY AFB, VA 23665-2769

MAY 15, 2001

DEAR MS. BRENDA COOK,

AS A BUSINESS OWNER IN THE CITY OF MOUNTAIN HOME, IDAHO I REALIZE WHAT A VITAL PART OF THE REGIONAL ECONOMY THE MOUNTAIN HOME AIR FORCE BASE IS.

THE AIRBASE AND THE MOUNTAIN HOME COMMUNITY HAVE BEEN GOOD NEIGHBORS FOR MANY YEARS AND WE'RE SURE IT WILL REMAIN THAT WAY IN THE FUTURE.

MOUNTAIN HOME HAS LOTS OF ROOM FOR EXPANSION WITH LOCAL BUSINESSES EAGER TO WORK TOWARD MEETING ANY NEEDS OF ANY POPULATION CHANGES THAT MIGHT OCCUR IF THE F-22 OPERATIONAL WING IS LOCATED HERE.

MOUNTAIN HOME HAS VERY GOOD SCHOOLS THAT PROMOTE GOOD RELATIONSHIPS BETWEEN AIR FORCE AND CIVILIAN FAMILIES.

MY COMPANY EAGERLY LOOKS FORWARD TO THE PROSPECT OF THE F-22 WING BEING ASSIGNED TO MOUNTAIN HOME. AS A REAL ESTATE BROKER I DO BUSINESS WITH MANY OF YOUR AIR FORCE MEMBERS AT THIS TIME AND THE LOCATING OF THE F-22 WING HERE INDEED WOULD BE A BOOST TO MY BUSINESS.

SINCERELY,

*Sue Liercke*  
SUE LIERCKE

000006

LISA ANDERSON

May 17, 2001

HQ ACC/CEVP  
Attn: Ms. Brenda Cook  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook:

This letter is in support of the Mountain Home Air Force Base receiving three squadrons of F-22's to replace the one squadron of F-15C. I have been a resident of Mountain Home since my father moved here in 1967 with the United States Air Force.

Sincerely yours,



Lisa Anderson

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000007

M&W MARKETS INC.

May 18, 2001

HQ ACC/CEVP  
129 Andrews St, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

Dear Ms. Cook,

I attended the Public Hearing last night here in Boise, regarding the F-22 wing proposal for Mtn. Home AFB.

I am strongly in favor of moving the F-22's to Mtn. Home AFB. They would be a perfect fit for the composite wing.

Our family owned a large ranch in Lamy, New Mexico where we milked 750 head of Holsteins. In spite of the some booms they still gave milk and had their calves.

The two young environmentalists that spoke really upset me - thus this letter. Also, I used to go elk hunting in the Selway - Jackson



DIVISION OF INTERMOUNTAIN FOOD STORES

(over)

000007

Wilderness Area in North Idaho. We used to  
hear sonic booms (I assume from Fairchild  
AFB in Spokane) and the elk, deer, Mtn. ~~she~~  
Goats and bears all seemed to survive.

I hope Mtn Home AFB, which is very  
isolated with lots of room for expansion  
is chosen for the F-22 Wing.

Sincerely,

John "Pat" Tate

000008

**LIERCKE  
CONSTRUCTION**

General Contractors

MAY 15, 2001

HQ ACC/CEVP  
129 ANDREWS STREET SUITE 102  
LANGLEY AFB, VA 23665-2769

DEAR MS. BRENDA COOK,

AS A BUSINESS OWNER IN THE CITY OF MOUNTAIN HOME, IDAHO  
WE REALIZE WHAT A VITAL PART OF THE REGIONAL ECONOMY THE  
MOUNTAIN HOME AIR FORCE BASE IS.

THE AIRBASE AND THE MOUNTAIN HOME COMMUNITY HAVE BEEN  
GOOD NEIGHBORS FOR MANY YEARS AND WERE SURE IT WILL REMAIN  
THAT WAY IN THE FUTURE.

MOUNTAIN HOME HAS LOTS OF ROOM FOR EXPANSION WITH LOCAL  
BUSINESSES EAGER TO WORK TOWARD MEETING ANY NEEDS OF ANY  
POPULATION CHANGES THAT MIGHT OCCUR IF THE F-22 OPERATIONAL  
WING IS LOCATED HERE.

MOUNTAIN HOME HAS VERY GOOD SCHOOLS THAT PROMOTE GOOD  
RELATIONSHIPS BETWEEN AIR FORCE AND CIVILIAN FAMILIES.

OUR COMPANY EAGERLY LOOKS FORWARD TO THE PROSPECT OF  
THE F-22 WING BEING ASSIGNED TO MOUNTAIN HOME. AS NEW HOME  
BUILDERS AND ALSO RENTAL PROPERTY OWNERS WE DO BUSINESS  
WITH MANY OF YOUR AIR FORCE MEMBERS AT THIS TIME AND THE  
LOCATING OF THE F-22 WING HERE INDEED WOULD BE A BOOST TO OUR  
BUSINESS.

SINCERELY,

Sue Liercke

SUE LIERCKE, SEC.

Dear Ms. Cook

18/05/01

000009

the beauty of the best weather  
& the roar of the engine

I am absolutely in favor in locating the first F-22 Operational Wing at Langley Air Force Base here in Va. I have been an aircraft advocate for many years & enjoy seeing them in flight when they pass overhead only wish the flights were more frequent and am hoping flight paths change and bring them closer to me. The sky appears empty! I miss

Good Luck in the 22<sup>nd</sup> present endeavor to locate here; & to each & every pilot my many thanks for being there for me & all.

Sincerely,  
Selen Rodd

000010

May 12, 2001

Ms. Brenda Cook  
F-22 Initial Bed-down  
HQ/ACC/CEVP  
129 Andrews St, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook,

My husband and I encourage ACC to locate the F-22s at Mountain Home Air Force Base in Idaho. The mission, location and features we have at the base make this the perfect location.

The Mountain Home area features some of the best air training areas in the world. Year-round flying can be accomplished due to the excellent weather and climate available here. The lack of encroachment around the base and the range areas are another tremendous asset for this location.

Thank you for the opportunity to provide comments on this issue.

Sincerely,

John & Sue Gross

John and Sue Gross

## Initial F-22 Operational Wing Beddown Final EIS

Ms. Brenda Cook, Project Manager  
F-22 Initial Beddown  
HQ ACC/CEVP  
129 Andrews St., Suite 102  
Langley AFB, VA 23665-2769

May 14, 2001

Dear Ms. Cook,

I have reviewed the Draft EIS on the F-22 beddown. As a native of Mountain Home, Idaho, I encourage you to locate the F-22s at Mountain Home Air Force Base. It is obvious that continued mission development at MHAFB is good for the local economy. However, I believe there are compelling reasons to locate the mission here that make good sense from a national defense standpoint.

Mountain Home and southwest Idaho have enough open space to accommodate the needs of the F-22 fighters and crews. The military can operate here for much less money than they can in other areas of the country. Other than a few environmental radicals, the vast majority of Idahoans are patriots that appreciate the need for training, advanced equipment and 'quality of life' for the members of our military.

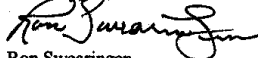
We enjoy widely varied terrain and climate. Our comparatively uncongested airspace is a huge benefit for Air Force fighters.

Mountain Home Air Force Base has been our neighbor here for over 50 years. They are good neighbors. They have become an integral part of our community and state, economically and culturally.

I encourage you to locate the F-22s at Mountain Home Air Force Base. It is the right thing to do for the Air Force and for the United States of America.

Thank you for the opportunity to comment on this important issue.

Sincerely,



Ron Swearingen

000011

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5-16-01

#### PLEASE PRINT

We support the Air Force bringing the F22 here to Mountain Home. We have the best flying conditions available, be on the safe side and give the F22's to Mountain Home where they belong. We have the housing, we have everything including the best community - Air Force relationships you will not find anywhere else.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME:	HAROLD M. de la Motte
ORGANIZATION:	Ret'd USAF
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

## Initial F-22 Operational Wing Beddown Final EIS

000013

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 16 May 01

PLEASE PRINT

After looking through the F-22 CD, I see no  
problem of the Beddown of F-22 at MHAAB, ID.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addressee and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: Fred Foster  
ORGANIZATION:  
ADDRESS:  
CITY/STATE/ZIP:

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000014

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5-15-01

PLEASE PRINT

On this third hearing I have been  
privileged to attend, I am continually  
impressed with the professionalism of  
the Air Force personnel, both in inform-  
ation and community respect areas.  
I believe Idaho is good for the Air  
Force and the Air Force is good for Idaho,  
and the environmental aspect beneficial  
to both.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addressee and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: Joyce Taylor  
ORGANIZATION:  
ADDRESS:  
CITY/STATE/ZIP:

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook



## Initial F-22 Operational Wing Beddown Final EIS

000015

May 23, 2001

Attention: Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook,

This letter is in support of the assignment of the three squadrons of F-22s to replace the one squadron of F-15Cs to the Mountain Home Air Force Base in Idaho. We feel that this base is the premier place for the Air Force to train its personnel for a number of reasons. Idaho is a sparsely populated state and encroachment to the Air Force Base is not the problem, as it is in so many of the other bases. Additionally, the air space over Idaho is far more open than other, more populated states.

Mountain Home, in conjunction with the Air Force, has worked hard to help develop realistic training sites in the State of Idaho. As a result, the personnel of the Mountain Home Air Force Base have the availability of Saylor Creek and the new Juniper Butte Training Ranges. The presence of these ranges would optimize the training capabilities for the three new squadrons.

Finally, the personnel that have been stationed at the Mountain Home Air Force Base would attest to the friendly and open acceptance they receive from the people of Mountain Home and the surrounding communities. These communities support the Base and the US Air Force and are proud to be associated with the gunfighters of the Mountain Home Air Force Base.

Please consider the Mountain Home Air Force Base for this replacement and any future replacements of squadrons of F-22s for the F-15Cs.

Thank you.

*Patricia Johnson*

000016

MB/20-2007

Ms. Brenda Cook

We saw the notice in the Panama City newspaper concerning the air plane placement. We live in the area of Calhoun county where the jets fly low. We don't like the noise that is being made already. So if you have the base already located in Va keep it there. We don't want it here.

Also there is the endangered wildlife to consider. The forest dept is helping people in our area reestablish the wild turkey and the rare red-capped woodpeckers. The U.S. Fish and Wildlife Service are planning to distribute grants to protect the longleaf pine trees that are favored by the woodpeckers. Why take the time to plant the trees if all the loud noises caused by low fly jets scares them away.

*Patricia Johnson  
Joe Riches*

14

MIRACLE & ASSOCIATES, CHTD.

Certified Public Accountants

000017

May 22, 2001

Attention: Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews AFB, Va 23665-2769

Dear Ms. Cook,

I am writing to urge you to consider Mountain Home Air Force Base as the home of the F-22 Squadrons that are replacing the existing F-15C Squadron. I believe that the Mountain Home Air Force Base has the most to offer these Squadrons in training capabilities. The personnel that have worked in Mountain Home would attest that Idaho offers a unique area to work and to live. The weather and lack of population offers more flying days and air space than are available in any other location. The training range availability optimize the training needs of the Air Force. And, the community supports the Air Force presence and the Air Force mission unabashedly.

Please consider the Mountain Home Air Force Base for this replacement of F-15Cs and for the future replacement of F-15Cs for F-22s.

Thank you.

Sincerely,

*Mari Young*

Mari Young



HEARING

EVALUATION & NOISE PROTECTION ASSOCIATES, INC.

HENRY C. HECKER, M.A., Au.D.  
AUDIOLOGIST

TERESA S. GRAHAM, M.S.  
AUDIOLOGIST

ERIC B. HECKER, Ph.D.  
AUDIOLOGIST

000018

May 26, 2001

Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook:

It was a pleasure talking with you at the public hearing on the 24-th at Thomas Nelson Community College. Unfortunately, I did not get there until almost at the end, but I read the two Environmental Impact Statement volumes mailed to my office and enclosed are my comments.

As you recall, we talked about these at the end of the meeting. Even my personal concern has to do only with "noise" I am fully aware of the complexity of all issues involved, but I like to offer my views in the area where my experience and training enables me to do so.

In addition to my "comments", basically summarizing our discussion after the meeting, I am enclosing some documents related to the erroneous statement about 90 dB. and 85 dB. vs. time exposure. In addition I like to call your attention to the fact that all OSHA regulations clearly refer to dBA when listing noise readings. The reason for this has to do with the human ear's selective sensitivity to various frequencies, regardless of the loudness. Since the major work in your studies related to noise refer to human factors, this has to be the reported standard, other wise the given information is questionable.

Hopefully these comments will be beneficial to your work related to the F-22 project and if you have any question about any part of my letter, feel free to call me.

With best regards,  
*Henry C. Hecker*  
Henry C. Hecker, M.A., Au.D., FADA,  
Audiologist



# HEARING

## EVALUATION & NOISE PROTECTION ASSOCIATES, INC.

HENRY C. HECKER, M.A., Au.D.  
AUDIOLOGIST

TERESA S. GRAHAM, M.S.  
AUDIOLOGIST

ERIC B. HECKER, Ph.D.  
AUDIOLOGIST

May 24, 2001

Public hearing at TNC re. LAFB's plans to house F-22 fighters

Noise considerations do not address the frequency analysis of the dB. readings, seldom, mostly NEVER are the noise levels identified as dBA, or dBC. From human hearing sensitivity point of view this is critical! 15

OSHA ruling is 85 dBA and not 90 and nowhere is reference to 16 hr. exposure to 85 dBA without the use of ear protection. **MAJOR ERROR!!!** 16

The heavy emphasis on constantly using **AVERAGE noise readings, going up to 24 hr. time period** have dubious relevance to the human ear's "hearing" capacity and to the "annoyance" factor!! 17  
The noise data should reflect dBA, or dBC, readings including octave band analysis at least from 250Hz. to 12000 Hz.

The often mentioned "the F-22 is **TWICE** as loud as the F-15" is a perfect way to create panic in a lay person's mind along with the misleading noise level data. It comes down to comparing apples and oranges under the same heading. Very counterproductive, particularly if opposition exists, or potential for future litigation related to NOISE, see Va. Beach's class action suit against the Navy's Oceana Air Station. Outside of correcting the above issues discussed, I propose actual data gathering on the prospective sights. Any noise data gathered at Edwards AFB, or Nellis AFB. H 18  
has major problems when applying to the other bases, where geography (excessive water area at LAFB,) densely populated residential area vs. desert. Humidity, temperature, reflective surfaces in the noise path have great consequences on noise level measurements and should be compared with actual numbers from each prospective sight vs. the data at Edwards AFB, or Nellis AFB.

This type of information would add a great deal of credibility to the public's opinion on issue of controversy along with specific information to the Air Force, if in the future allegations surface with claims that are specific to the respective AFB's location.  
This could be accomplished in a simple way.

Have an F-22 fly at various times, AM, PM, during the day at night in each place and take noise level readings as to dBA and dBC levels along with frequency analysis of these noise levels. Using the Government testing personnel, along with independent civilian experts( who would not be accused of "hiding information") the test data could be then compared with previous information gathered at Edwards AFB and presented "as is!" and then make the final decision right, or wrong.

Such "visit" should not be announced in any way to avoid public "bias" for, or against the project. A perfect way to conduct a "double blind" study. If, for example, nobody will call LAFB with noise complaints during the F-22 visit, you have a very good chance to support your favorable findings. However, if the switchboard lights up with calls from all over, you can be sure that no matter how much your data shows "minimal problems", you can prepare yourself to continued objection and poor PR. for the future.

In terms of "engine noise", I am somewhat puzzled. The civilian airlines achieved major noise reduction in jet engine noise levels compared with 1970 + vintage airliners after Congress mandated reduction in jet engine noise levels. The manufacturers were able to come up with better and larger and quieter engines. why can't the Air Force set similar requirements for the builders of the F-22. The usual answer is **cost**, but from past experience I have learned that if you can't sell your **NOISY** product you will loose your business to someone who can and a result many manufacturers will find a way to do better without exorbitant cost increases, even if it means to cut on their "profit". 19

One other issue has to do with an erroneous assumption both written and verbally expressed, regarding "HEARING LOSS CAUSED BY AIRCRAFT NOISE" at LAFB. Considering the published noise levels

000018

000018

(always averaged and without octave band info) they are not realistic when one considers people who already have a hearing loss. 20

In the Tidewater area we have thousands -a higher than average number based on average population density nationwide- of people who have hearing loss and use hearing aids. This higher number is the result of retired military families, shipyard workers, NASA employees(wind-tunnels) and the general elderly population with age related hearing loss.

In relation to **sensorineural hearing loss** (permanent) -that often is caused by long term noise exposure- additional problems exist. An individual with such SNL (sensorineural loss) **can't hear to good**, but in addition, we often see an added problem, **RECRUITMENT!** Recruitment, is a secondary phenomenon associated with SNL. creating an abnormal loudness perception by the individual's impaired hearing organ. In practical terms, it means that a sound has to get louder if a hearing loss exists, but once the threshold is reached in the impaired ear, even a slight increase in loudness will be perceived not twice, but **maybe TEN times as loud**, with the appropriated reaction like, **actual physical pain**, or a permanent threshold shift in the hearing thresholds. For example, such a hearing impaired person is outside the house, wears a hearing aid and suddenly exposed to a 108dBA noise burst (even for short duration) will experience all of the above discussed events. Therefore, your assumption that short term high level random noise emitting from an aircraft **can not cause hearing loss** is subject to case by case assessment. 21

## Initial F-22 Operational Wing Beddown Final EIS

000019

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5/29/01

PLEASE PRINT

We live in the flight path  
and have experienced fly overs  
on a regular basis at certain  
times of the year.

We have had planes fly 10 to 20 feet  
over our house and farm  
& frighten all of our animals  
so that the chickens would not  
lay eggs for 2-3 days after

The noise was needless to say, very  
unpleasant.

We do not want to support  
this endeavor.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: Barbara H. Lietzke  
ORGANIZATION:  
ADDRESS: Rt 2 - Box 112N  
CITY/STATE/ZIP: Keysville Va. 23947

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000020

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5/29/01

PLEASE PRINT

We have lived here + 15 years and really  
have never been bothered by the F15's  
flying low over which they have done.

We are not opposed to the F22's at all  
and do not oppose them at all.

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

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NAME: Ralph Charlton  
ORGANIZATION:  
ADDRESS: [REDACTED]  
CITY/STATE/ZIP:

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
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Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

# Initial F-22 Operational Wing Beddown Final EIS

000021

## Written Comment Sheet

Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5/24/01

### PLEASE PRINT

My wife and I moved to Destin FL in April of 2000. We thought the area was beautiful and peacefully quiet. We thought the near-by Air Force Base (Eglin) noise effects would be in the upper range 20 miles away. Since moving here the Air Force activity has increased considerably. We live in the Emerald Bay Subdivision (approx 220 homes) and lately the F-15 jets have increased, are at lower altitudes and on some days the noise levels are at maximum levels; especially when 4 to 6 planes at maximum high speed fly directly over our property. Your rooftop won't do the "clanging" over the Gulf of Mexico instead of over "quiet" subdivisions? The noise, jostling, and entire noise nuisance is on the increase. Complaints to the Public Hearing office and on state sites (primarily from jet engine noise), I am the defense, but not to the unnecessary expense. Now we are advised that the DEIS and the possibility of Eglin is considered to add the F-22 beddown. It was stated the noise level of the F-22 is considerably more, there would be 169 more sorties and a significant increase in noise level at once.

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

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NAME: Kenneth Carter  
ORGANIZATION: USA Citizen  
ADDRESS: 1084 Emerald Bay Dr  
CITY/STATE/ZIP: Destin FL 32541

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
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129 Andrews Street, Suite 102  
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Attn: Ms. Brenda Cook

000021

NAME:

Page 2

Intervals if Eglin is selected. It was stated at the May 22 meeting at Ft. Walton that this would have little impact on wildlife and the environment. That seemed to be the Air Force's quiet major concern.

What about the thousands of people who live or visit here???

There seemed to be little consideration of that in the environmental study. Ms. Cole indicated they have "talked" to people in the area about that possibility.

Who are these people?? Did they question these near-by PR in the flight material? I felt uncomfortable to speak at the May 22 meeting, not having a copy of the DEIS at that time to reference before speaking.

My concern and alert here is the apparent unconcern of the "study" to address the real-life reality of how these obnoxious noise levels will be getting much worse if the F-22 project ends up here. The environmental study team is not looking at the more critical data of noise impact in this area. (33 planes fly directly over our home every night. That's about that number fly back (return) that night = 66 flights. These guys are speed junkies. High decibel levels.

## Initial F-22 Operational Wing Beddown Final EIS

000022

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5/29/2001

#### PLEASE PRINT

I AM most opposed to having the F-22 operational wing beddown flying & especially low in and around our surrounding counties of Prince Edward County. It is not only dangerous, but is particularly harmful to animals and wild life. This seems to be the second time our area has been selected for low practice flying by these very well professional fliers. None and may I reiterate none is incapable of accidents. And flying at night is OK? But the nexting one of your men could not even relate what time of the night this may occur. I am sure, all concerned, will feel as though they are living in a war zone. I am most familiar with Norfolk, as my mother was born and raised there many years ago and I have relatives there as well. Prince Edward County, I hope, will not be affected. However, I am concerned with regards to the Amelia, Price, and Charlotte area. I was told we would be eliminated due to our airport.

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

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NAME: Elizabeth Anne Fretwell  
ORGANIZATION:  
ADDRESS: 409 2nd Avenue  
CITY/STATE/ZIP: Farmville, VA 23901

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
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Attn: Ms. Brenda Cook

000023

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5-30-01

#### PLEASE PRINT

We have enjoyed seeing the Fighter Jets fly over, but they are loud and if your outside it hurts your ears and rattles your windows in your house.

If these Jets are bigger than the ones that have been flying over, we are really going to have a problem with the noise outside and our windows and houses would stand much more.

If they plan to fly at night, we'll never be able to get any rest. And in our area we have a lot of shift workers who sleep during the day. They'll never get any rest either.

We are a farming area with different cattle. They are already having problems with the current Jets going over. What will happen when the new ones fly.

We would prefer NOT to have these Jets in our area.

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

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NAME: SHARON T. Huddleston  
ORGANIZATION:  
ADDRESS:  
CITY/STATE/ZIP:

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
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Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

# Initial F-22 Operational Wing Beddown Final EIS

000024

## Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 31 May 2001

### PLEASE PRINT

Please address noise pollution in considering the EIS for the F-22. We have a problem now with the F-15s and the QF4s. The problem impacts about 20 home owners in the flight approach landing pattern. This could be easily solved to the benefit of all concerned by a slight change in the pattern. This is the north to south approach on the eastern shore of East Bay. I have complained about the QF4s numerous times to the Tyndall Air Force Base about this. They have always been able to solve it temporarily. I would like to have a permanent solution to the problem before the F-22s are stationed at TAFB. It would be most beneficial to all concerned to solve the problem as quickly as possible.

36

I am available to meet with the TAFB personnel at the base at almost any time to discuss a solution.

I am sure this can be worked out to everyone's satisfaction.

Many thanks for your consideration.

Richard Ingram	cc: 325 FW/PA	325 FW/CC
	Attn: Mr. Herm Bell	Attn: Brig General Hodgkins
	445 Suwannee Road	445 Suwannee Road
	Tyndall AFB, FL 32403	Tyndall AFB, FL 32403

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

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NAME:	Richard Ingram
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
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Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000025

## Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: June 1, 2001

### PLEASE PRINT

I am strongly opposed to the proposal that Farmville be the primary training space and MOP for F-22s out of Langley Air Force Base. I recall the noise and deep concern raised by the low flying F-15s over our town.

It is hard to believe that the Air Force would consider endangering not only the residents, but the college students hospital and nursing homes, as well. This is a highly inappropriate site for military operations. Longwood College has just sustained an enormous loss by fire of 3+ signature buildings and the disruption is major. Faculty lost their research books, lesson plans, grade books. Sixteen classrooms were lost. Faculty offices were affected. We do not need even the possibility of further damage. The state and country's future is dependent on the effective education of the students. Jeopardizing this will not be helpful.

I have yet to talk to anyone who affirms your proposal. Farmville is growing at an unusual rate. To have the risk of F-22s practicing above us is imprudent. It would cause major hostility.

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

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NAME:	Toney L Lockwood
ORGANIZATION:	
ADDRESS:	306 Beech St
CITY/STATE/ZIP:	Farmville, VA 23901

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
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129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

## Initial F-22 Operational Wing Beddown Final EIS

000026

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: June 1, 2001

PLEASE PRINT

COMMENTS ON PAGE 2

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

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NAME: Virginia B. Welch

ORGANIZATION:

ADDRESS: Rt. #1 Box 171

CITY/STATE/ZIP: Pamplin, Virginia 23958-9303

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
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129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000026

NAME: Virginia B. Welch

Page 2

I am a patriotic citizen. Having lived through World War II and knowing the sacrifices everyone made for this country, I do not belittle the necessity for military power. However, I am opposed to adding 72 additional F-22's to the Langley MOA.

Eastern Virginia is too concentrated with military installations. Peace time is the ideal time to build the necessary landing strips in other locations to accommodate these F-22 squadrons. Never forget the horrors of Pearl Harbor and the destruction it caused to military power. Too much military build-up in one location is not wise. Also, consider the expense involved when these planes have to be flown out when the threat of a hurricane is evident.

The environmental concerns were centered around aquatic life and water quality. There seemed to be no consideration for human life, animal life, farm crops or timber land. We are dependent on the value of farm land and what it can produce.

Our home and farm buildings were severely damaged by the sonic booms in December 1989. The temperature hovered around zero degrees and snow was everywhere. Immediately after the blast, we were told that this damage would be covered to our satisfaction. Pictures were taken by the crew who came to assess the damage. These pictures were "lost" before our amended damage estimate was accepted. Another crew was sent in. They had no knowledge of what things were like the day after this accident. Fortunately, our daughter had also taken pictures of this damage. Some repairs had to be made immediately to make the house livable. It is difficult to repair a 150-year-old brick house and in some instances impossible. This was a most frustrating experience. The lawyer who came with the last crew said the repairs would be made the cheapest possible way.

After hiring an architect, who confirmed the amended estimate was not excessive, we finally got a settlement in May of 1991. We were in a state of upheaval for several years as repairs were made. Even though the estimate was honored, it proved to be inadequate. Consequently, we used our savings to cover some repairs.

Because the Farmville MOA is small in land area is no reason to flood us with more planes. We are taxpaying citizens and desire consideration for our well-being. We would be grateful for the privilege to enjoy domestic tranquility.

You can never understand the trauma we went through unless you experienced it happening to you in your own home.



## Initial F-22 Operational Wing Beddown Final EIS

000027

### Written Comment Sheet

Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5-24-01

PLEASE PRINT

TALKEETNA ALASKA IS EAST AND SOUTH OF THE SUSITNA MOA. THERE ARE ABOUT 50 SMALL LIGHT AIRCRAFT OPERATING OUT OF TALKEETNA INTO THE NORTHERN HALF OF THE MOA FROM THE SURFACE TO FL220 OVER THE TOP OF MT MCKINLEY.)

THERE IS SOME CONCERN ABOUT COLLISION AVOIDANCE AMONGST OURSELVES AND EVEN MORE SO, AIRCRAFT OF MUCH GREATER SPEEDS AND ON A DIFFERENT RADIO FREQUENCY.

THE F-22 COULD EASILY "SEE" US (AND AVOID US) WITH ITS ELECTRONIC CAPABILITIES. MOST OF US HAVE TRANSPONDERS.

I WOULD APPRECIATE YOUR ATTENTION IN THIS MATTER.

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

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NAME:
ORGANIZATION:
ADDRESS:
CITY/STATE/ZIP:

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129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000028

### Written Comment Sheet

Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 5-24-01

PLEASE PRINT

TRAPPER CREEK, ALASKA IS ABOUT 5 NM WEST OF TALKEETNA (30 MILES BY ROAD). THAT COMMUNITY WOULD BE CLOSER TO THE MOA THAN TALKEETNA. YOU SHOULD HAVE A MEETING IN TRAPPER CREEK.

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

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NAME:
ORGANIZATION:
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Attn: Ms. Brenda Cook

## Initial F-22 Operational Wing Beddown Final EIS

000029

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: May 30, 2001

PLEASE PRINT

Langley AFB is the primary home-site for the  
F-22s. The secondary home-site for the F-22s should be  
the farthest distance from Langley AFB on United States  
land. Elmendorf AFB, Alaska is the best choice. This  
plan is best for United States strategic maneuver for  
world peace and security.

The National Environmental Policy takes second place.  
People and animals migrate to parts of the world to suit  
their needs.

Renee P. Schneider

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

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NAME: Renee P. Schneider  
ORGANIZATION: \_\_\_\_\_  
ADDRESS: PO Box 874033  
CITY/STATE/ZIP: Wasilla Alaska 99687-4033

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.  
☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.  
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HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000030

4 June 2001

Ms. Brenda Cook  
F-22 EIS Project Manager  
HQ ACCCEVP  
129 Andrews Street  
Suite 102  
Langley AFB  
Virginia 23665-2769

Dear Ms. Cook:

My wife and I encourage the Air Force to reconsider basing the F-22 Raptor fighter jet at Langley Air Force Base in Hampton, Virginia, and choose a different location. Keysville's population is comprised of mostly elderly residents and some reside in the local nursing home requiring specialized care. The high noise level from low flying jets is harmful to the welfare and well being of these senior citizens. ] 42

We are distressed about the existing noise level of the F-15 fighter jets flying from Langley AFB which has increased since 1991. Currently F-15s create a tremendous amount of noise, shattering the peace and serenity of the Keysville and Farmville communities, due to their low level flights. They fly low enough and fast enough to rattle windows and china in cabinets. If the jet noise of the F-22 is as loud as predicted and if they fly as low as the F-15s and there is an increase in the number of flights, the noise level will become unbearable in these rural communities. ] 43  
] 44

Flying F-22 jets over the Keysville and Farmville areas would create excessive turmoil and disrupt the tranquility of a quiet community.

Sincerely,

Eric L. Traywick  
Eric L. Traywick

000031

**Written Comment Sheet**  
Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 3 June 2001

**PLEASE PRINT**

Thank you for holding subject public hearing at the Farmville Train Station on 29 May 2001.

Upon review of Volumes 1 & 2 of the DEIS, I'm writing to voice my opposition to selection of Langley AFB, VA as the beddown site for the F-22. Because of the noise, safety and air pollution problems in the Farmville, VA MOA, the majority of 20 attendees at the hearing and all contacts made since that time "oppose any continuation or expansion of air operations in the Farmville MOA". Formal comments from the public identified clearly the serious too low flying and resulting unacceptable noise levels in and around the Farmville MOA.

The total noise impact in the Farmville MOA has not been adequately addressed. The total number of sortie-operations will increase and it is not clear whether the total noise and safety from flying operations of the USAF from Langley, the Air National Guard from Richmond Airport and Navy flying from Oceana into the local MOA have been totally assessed.

I understand you used MR\_NMAP to model aircraft noise operations. This metric does not provide an intuitive description of the noise environment. Even if your final DNL averages do not indicate high annoyance in the Farmville MOA, anyone who has experienced these low flying aircraft over their farm or house knows that it is much too loud and very annoying. Further, USAF personnel at the 29 May public hearing could not answer whether the total noise impact over the Farmville MOA and in the vicinity of Langley AFB had been assessed using the latest two DOD metrics. These metrics are "Dynamic Visualization of Noise from Low Flying Aircraft" and the "Prediction of Noise Propagation from Military Activities using the Acoustic Battlefield Aid for Active Noise Control of Military Aircraft Noise". These two analytical procedures were briefed at the International Military Noise Conference 24-26 April 2001 at the Wyndham Inner Harbor Hotel in Baltimore, Maryland.

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

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NAME: Duane M. Benton

ORGANIZATION:

ADDRESS: 1706 Briery Road

CITY/STATE/ZIP: Farmville, VA 23901

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
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Attn: Ms. Brenda Cook

000031

NAME: Duane M. Benton, Farmville, VA 23901

Page 2

Are you aware that the Farmville area is a bird sanctuary? I could not find this addressed in the DEIS and for low level operations (500-5000 feet) in the Farmville MOA, safety and bird strikes should be fully evaluated.

In assessing the air pollution of EPA's criteria pollutants, the proposed flying and beddown of the F-22 will significantly increase the nitrogen oxide pollutants in tons/year over the Farmville MOA. This, plus additional sulfur dioxide pollution where almost 100% of air operations are in the mixing layer below 4000 feet gives unacceptable air and water degradation in the MOA. Water quality studies at Longwood College have shown that the fallout from these air pollutants are already increasing the acidity of local lakes, streams and rivers.

In summary, the noise, air and water pollution plus safety problems existing and proposed for the Farmville MOA are too obtrusive to choose your preferred alternative for subject beddown. On page LA3-13 it is noted that the Elmendorf and Langley sites have the least potential for environmental noise consequences, but since you have not assessed using the latest available military noise models for the Farmville MOA, request you give additional weights to the less populated Elmendorf and Mountain Home alternatives over the Langley alternative.

Thank you for your consideration of these serious and significant environmental problems.

## Initial F-22 Operational Wing Beddown Final EIS

000032

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: June 2, 2001

#### PLEASE PRINT

Both my wife and I, as citizens of Farmville, wish to express our firm opposition to the proposal that the Farmville, Virginia area be the primary training airspace and MOA for F-22s out of Langley Air Force base.

For years this community was harassed by the noise created by the sudden and abrupt appearance of low-flying F-15s over our town. The noise and the danger created by these loud and low-flying aircraft was absolutely frightening.

The Farmville area is a growing community and not as small or as isolated as it once was. Indeed, it is becoming a choice spot for retirees and that means there is an influx of older people (many of them veterans) who have come here to avoid the very thing the Air Force is proposing. There is a college in Farmville, a major community hospital and a number of nursing homes in the area. The community is no longer an appropriate place for a military operations area. Indeed, it never was and its use for that purpose created in this community bad public relations for both the U.S. Air Force and Navy.

It was quite obvious at the public hearing held in Farmville 29 May 2001, that opposition to this proposal was unanimous. The Air Force made no friends at this public hearing and will meet considerable opposition from

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: Douglas M. and Sarah V. Young  
ORGANIZATION: Individuals in the community  
ADDRESS: 207 St. George Street  
CITY/STATE/ZIP: Farmville, VA 23901

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000032

Page 2

NAME: Douglas M. and Sarah V. Young

this community to this proposal. Our terrible experience in this community with the F-15s makes it unlikely that you would ever receive any support here for a Military Operations Area.

I would suggest that it would be prudent for the Air Force to look elsewhere for its MOA or be prepared for some formidable opposition and some very bad public relations from this community.

I am a veteran and generally support the armed forces, but in this instance there are clearly many more isolated areas on the east coast that would be more appropriate for your purposes than the Farmville area.

Douglas M. Young  
Sarah V. Young

June 1, 2001

Mr. Brenda Cook  
F22 E15 Project Manager  
Langley AFB, Va.

000033

Dear Mr. Cook,

I am writing in regard to an article in my local paper, The Charlotte Gazette about the Air Force considering basing a F-22 squadron at the Langley field. I think it would be a great honor for the state of Virginia to be chosen for this training of our forces. Some of the aircraft training now fly over my area and we enjoy watching them practice their maneuvers. How else can they learn? It should be the pride of any nation to have men and women willing to dedicate their lives to defending our freedom.

There was an article in the Richmond Times Dispatch several months ago about how our government has let the military bases deteriorate for lack of funds to maintain them. That is a disgrace when our government leaders waste so much money on themselves and on things that do not benefit anyone.

Please count this letter as an endorsement for basing

000033

the aircraft at Langley for training in this area. What noise they cause is very little price to pay for knowing we are equipping our nation to defend itself if needed. I would have been at the meeting in Farmville on May 29 but was not able to come. I am a World II Ranger Veteran and know the importance of having a strong Air Force to back up the military forces in times if needed. To do so they have to be trained in time of peace.

Sincerely,  
Paul Styers  
Alban Styers

## Initial F-22 Operational Wing Beddown Final EIS



### CENTRAL REDI-MIX CONCRETE, INC.

"The Difference Is In The Service"

June 4, 2001

Ms. Brenda Cook  
F-22 EIS Project Manager  
129 Andrews St.  
Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook:  
My husband and I enjoy seeing the Air Force planes fly in our area. We usually run outside to see them; the noise does not bother our three horses or pigs, and causes no problems at our concrete plant. Our military people need a place to train and the Farmville - Prince Edward County area should be ideal.  
I am looking forward to seeing the F-22 in our skies.

Sincerely,

David C. Orton

*David C. Orton*

Caraletta Sue Orton

*Caraletta Sue Orton*

000034

### Written Comment Sheet

#### Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

000035

Thank you for your input

DATE: June 4, 2001

#### PLEASE PRINT

The Air Force, along with the other branches of the military, and indeed the U.S. government as a whole, has a serious credibility problem. We have been lied to too many times to take your assurances at face value. When we have witnessed military planes flying over our land at what we now know to be below legal limits, when extensive property damage has been done by low-flying planes and fair compensation not made, when our children and animals have been terrorized by the noise, when large quantities of pollutants are spewed out in the wake of each plane's passing and we are told it will do us and the environment no harm, we can only assume that you hold us in contempt, our lives and well-being of little account.

I ask this basic question: Is the F-22 an instrument of freedom or bondage? In recent decades up to the present, there have been 25, 30 or 40 wars being waged throughout the earth at any given moment. The U.S. is the biggest supplier of weapons in those wars, often to both sides in a conflict. Ever new generations of weapons are devised (for example, F-22 to replace F-15) and old systems are sold to antagonists in conflicts around the world. The F-22 will, in turn, go the way of its predecessors to become a weapon in the arsenal of Saudi Arabia or Israel or Turkey or Columbia. Does this sow the seeds of peace or conflict, freedom or bondage? In modern warfare the vast majority of fatalities are non-combatants, people caught in the crossfire who want no part in the conflict. To the children incinerated in a Baghdad bomb shelter during "Desert Storm", were the bombs, missiles, planes, and warships instruments of freedom or ambassadors of hell? To the Pentagon those incinerated children are "collateral damage". To me they are brothers and sisters, children of God. When this nation comprising 6 percent of the world's population demands some 30-40 percent of the world's resources for

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME:	Tim Lietzke
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☒ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

## Initial F-22 Operational Wing Beddown Final EIS

000035

NAME: Tim Lietzke

Page 2

itself, the F-22 is rightly seen by the poor of the earth as just one more enforcer of an unequal distribution of resources. Even within the borders of this richest nation on earth, when one in five children goes to bed hungry at least some days each month while billions are wasted on the machinery of death, can we call ourselves free? When our children imbibe the images of violent assault and all too often mimic them with tragic consequence, can we call ourselves free?

To me as a person of faith seeking to live the way of Jesus in the power of the Spirit, this plane is a blatant violation of God's love. Jesus' command to love enemies lays upon us the responsibility of finding nonviolent ways of resisting injustice, of thwarting aggressors, and of defending victims. Thankfully there is a rich, though little considered, history of just such action. Nonviolent people power, not the weapons of war, toppled Marcos, Milosevic, and a string of Communist governments in eastern Europe. When tried, it was even successful against the Nazis--frustrating their plans and prompting them to leave Norway, to cite one example, and saving thousands of Jews who fled for refuge to a little village in France no bigger than Farmville, to cite another. Nonviolent resistance overthrew British rule in India and brought African Americans in this country a greater measure of civil rights. The examples abound. To be sure, it is not an easy way; it has nothing to do with passivity; to be followed faithfully it requires a deep transformation of heart. Nor is it a way without risk. Many who have followed it have suffered greatly and died, yet were victorious because they remained steadfast channels of God's love, faced their fears, and overcame the cycle of violence begetting more violence.

In sum, the F-22 is a multi-billion-dollar, colossal theft from the poor; it is an environmental hazard of uncalculated magnitude; it is a public nuisance; it is an instrument of death and destruction, plain and simple. If people everywhere raised the cry, "We don't want your planes", then might commence the dawn of peace for which we pray.

000036

June 5, 2001

Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook:

I received the DEIS for F-22 Beddown today and I thank you. I had no idea that the postage would be \$30.00 to receive this and would like my name removed from receiving the final EIS. I think this is a terrible use of taxpayer money and will look at the document on the web site or at the Amelia County library.

Thank you,

Mary Ann Carlson

Mary Ann Carlson

## Initial F-22 Operational Wing Beddown Final EIS

000037

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 6-2-2001

#### PLEASE PRINT

I'M IN FAVOR OF THE F-22 BED DOWN AT MTN. HOME AFB. I'VE LIVED HERE SINCE 1957 AND I KNOW PEOPLE WHO HUNT IN THE TRAINING RANGE AREA. I'VE HEARD FROM THESE PEOPLE THE LOCAL WILDLIFE DOESN'T PAY ANY ATTENTION TO THE CURRENT AIRCRAFT BEING USED. I'M CONVINCED THE IMPACT ON OUR ENVIRONMENT WILL BE MINIMAL. IF AT ALL. I'VE LIVED IN IDAHO ALL MY LIFE AND I LOVE HER. IF I THOUGHT THE F-22 BEDDOWN MIGHT BE DETRIMENTAL TO THIS COUNTRY IN ANY WAY, I COULDN'T ENDORSE IT.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: DENNIS C. HSHLEY  
ORGANIZATION: \_\_\_\_\_  
ADDRESS: 1255 E. 5TH N.  
CITY/STATE/ZIP: MTN. HOME, ID 83647

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000038

Sally Anne McInerny, P.E., Ph.D., Associate Professor

5 June 2001

ACC/CEVP  
Attn: Brenda Cook  
129 Andrews St., Suite 102  
Langley AFB, VA 23665-2769

Ladies / Gentlemen,

I have a question regarding the calculation of DNL noise levels for the Draft Environmental Impact Statement for the F-22 which was available at [www.cevp.com](http://www.cevp.com). On page AO-1-15, the draft EIS states that "Noise generated by a particular aircraft type used in these models represents actual noise measurements regularly updated.... Using this data set, the formulas driving the noise models account for spherical spreading, atmospheric absorption, and lateral attenuation." Does the atmospheric absorption model account for the effects of non-linear levels? Non-linear effects can result in high frequency levels that do not decrease as rapidly as predicted based on linear absorption corrections. This means that A-weighted levels and measures derived from these levels are under-estimated. My experience with this is in the area of noise generated by missiles and rockets, but one can expect the same effects in large military jets.

Sincerely,

*Sally Anne McInerny*  
Sally Anne McInerny

56



# Initial F-22 Operational Wing Beddown Final EIS

000039

## Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: June 7, 2001

PLEASE PRINT

I am very much opposed to having the F-22's (72 of them) beddown at Langley Air Force Base. My opposition is based on the fact that I own property in Buffalo District of Prince Edward County -- near the town of Pamplin, Virginia -- which is under or within the Farmville MOA.

I have seen first hand the destruction which was caused by Air Force jets when they broke the sound barrier and caused at least one sonic boom over my parents' home in December of 1989. (Actually two pilots from Seymour Johnson Air Force Base admitted that they broke the sound barrier that day.) Glass was blown out of windows, walls and foundations were cracked, etc. Buildings were moved off of their concrete and block foundations.

Although Air Force personnel took pictures of the destruction, several weeks later they appeared to have none. They wanted the negatives of the pictures I had taken. I offered to make them a set of pictures if they left money for me to do so. They were not interested, so it appeared to me that they just wanted to get their hands on my negatives.

The destruction was heartbreaking, but sadly, the manner in which those sent by the Air Force chose to compensate for the loss was also heartbreaking. They were quite unconcerned about any structural damage which will forever be present. They seemed only to be interested in replacing glass using the cheapest glass replacement business in the area. Cosmetic repairs were the only ones they seemed to be interested in making.

(OVER)

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: VIRGINIA A. WELCH

ORGANIZATION:

ADDRESS:

CITY/STATE/ZIP:

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000039

NAME:

Page 2

I understand that the FAA determines who uses the Farmville MOA. I sincerely hope that all branches of United States Military and the FAA will have enough consideration for the citizens of the Farmville MOA to reduce the flights in the area and to reduce the size of the MOA. It is my desire that the Farmville MOA be closed completely. I understand that the F-22's are permitted to break the sound barrier 30 times rather than two -- the current regulations for the jets flying in the Farmville MOA at the present time. I do not believe that sonic booms are ever permitted over land -- I sincerely hope not -- but I know it has happened in the past. I know if it has happened once, it is apt to happen again.

Please do everything in your power to work toward closing the Farmville MOA. In the meantime, please do not permit the F-22's to beddown at Langley Air Force base and fly in the Farmville MOA.

Sincerely,

Virginia A. Welch

000040

June 6, 2001

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

Dear Ms. Cook:

Since I was unable to attend the Air Force Public Hearing that was held on May 29, 2001 in Farmville, VA, I am submitting written comments concerning the possible location of an F-22 Operational Wing at Langley Air Force Base, Virginia. My husband and I are NOT in favor of any increased activity in the airspace over the Farmville area. There is quite enough going on in the skies overhead at the present time. I feel certain that no matter what the public is told, the beddown operation will end up meaning MORE pollution for our area—noise pollution and air pollution. This proposed operation will not bring a single benefit to Farmville area residents and in fact, is certain to decrease the quality of life for those of us living here.

For over 2 hours today the planes were flying over my home. Granted they were not directly overhead for that entire time, but they came and went more times than I'd care to count, bringing with them that incredibly loud noise. At the time, I was talking on the phone to a friend who lives 5 miles away in Meherrin, VA. When the planes flew over our home, I could not hear a word she was saying. When the planes proceeded east, she could not hear me. Later in the day, the planes were back and in early evening they returned again. Thankfully, they did not fly over after dark tonight—that is the scariest thing of all.

I understand that the aircraft to be used in the proposed operation could result in the breaking of the sound barrier. If this happens, I assume that in addition to the horrendous noise we currently experience, we will have "sonic booms" to contend with. This is not why we moved to the country—we came here for the peace and quiet—NOT sonic booms.

The air pollution these training flights leave in their wake is not as obvious as the noise pollution, but it is more dangerous and it is there. Why would we want to add more air pollution to our area???

My husband and I moved to the country from the suburbs—we were looking for a quiet place for our retirement. When we moved here, we were aware of the training flights that took place in the skies over our property. We could definitely do without them, but since it was our choice to locate here, we have lived with the noise without complaint. However, we are not in favor of changing or increasing current operations. We do not want more noise and we do not want more air pollution—enough is enough.

Yours truly,

*Sue D'Onofrio*  
Sue D'Onofrio

000041

Dear Ms. Cook:

6-7

These articles represent my sentiments exactly, but also let me add words of my own.

Not only will we have MORE noise pollution—like the present amount isn't enough (?) but what about the air pollution falling into our lakes, rivers and onto the feeding fields of our livestock?

We live in a historical era home, with hand blown windows much too costly now for us to replace. Many now have cracks—want to know where they came from?

The F15's when they would fly over closely and break the sound barrier. The area population had to fight to make them end that practice. But were we financially reimbursed for our beautiful windows? They're STILL cracked!

Are the Navy officials going to pay me for the ones your jets will crack or break?

We moved here for health reasons and to live peacefully

2.

000041

but we feel like we live in  
downtown Bosnia WITHOUT your  
contribution!

We do not want the Navy  
jets!

Carol Lynn Drake



000042

Ms Cook!

6-6-01

THIS IS IN RESPONSE TO MY FEELINGS  
OF THE NAVAL JETS (F-22) COMING TO THIS  
TRAINING AREA.

WE ARE UNDER ONSLAUGHT ENOUGH  
WITH THE F15'S HERE. NOT ONLY IS  
HUMAN QUALITY OF LIFE COMPROMISED  
BUT ANIMAL AND ENVIRONMENTAL  
QUALITY IS ALSO IMPACTED IN  
VARIOUS NEGATIVE WAYS.

66

67

WE FEEL WE HAVE CONTRIBUTED  
ENOUGH TO THE MILITARY'S TRAINING  
MANUEVERS WITHOUT ADDITIONAL ONES.  
THERE ARE OTHER SITES AVAILABLE,  
WE SUGGEST STRONGLY YOU SELECT  
ONE OF THOSE. WE ARE ALREADY  
DOING MORE THAN OUR SHARE.

PEOPLE ENJOY RURAL LIVING  
FOR A REASON, AND THAT REASON  
IS NOT TO BE SHAKEN OUT OF  
THEIR MINDS, BEDS, PEACEFULNESS,  
OR HOMES.

THE PLANES ARE NOT WELCOME  
HERE!

John Drake



# Initial F-22 Operational Wing Beddown Final EIS

000043

## Written Comment Sheet

Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: June 6, 2001

### PLEASE PRINT

We are very apposed to the new F-22 fighter aircraft flying in the Farmville MOA. The noise from military planes flying very low over this area already is very too much. Since the total number of annual over flights by the F-22 and other military planes would be expected to increase significantly we would expect a dramatic increase in noise as well. This would make living there impossible.

We have lived in this area and know what the noise level is like now. We are renting our property out at this time and with this added noise no one would want to live there. As for our trying to sell the property that would be impossible. The way we see this, is that we will have lost our investment and all the hard work which has been put into the property. The property will have to go to waste.

Another reason to not let the planes fly over the Farmville area is the pollution. The gardens and other food crops raised there would be destroyed and made unhealthy for use. The people living in this area must become more important to you than an air plane. (over)

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME:	Mr. + Mrs. Donald A Lietzke
ORGANIZATION:	
ADDRESS:	P.O. Box 698
CITY/STATE/ZIP:	Nellysford, VA 22958-0698

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000043

Page 2

NAME:

We ask that you please do not let these fighter F-22 maneuvers and other flights be put in the Farmville area MOA. The noise and pollution would destroy that area.

Don is a retired engineer of thirty-eight years of service with NASA and is familiar with the products produced by combustion of aircraft fuel. I am a retired school teacher from Newport News having taught ten years during integration downtown. I have a great love for children.

Yours truly,  
Rachel C. Lietzke  
Donald A. Lietzke

## Initial F-22 Operational Wing Beddown Final EIS

000044

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: June 8, 2001

PLEASE PRINT

see attached letter

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME:	<u>DORA C. CHAFFIN</u>
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☒ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000044

June 6, 2001

Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook:

There are at least two serious problems, and one lesser problem, with the proposed beddown of an Operational Wing of F-22 fighter aircraft at Langley AFB, and the use the Farmville Military Operations Area (MOA).

#### Noise Pollution

It is expected that there will be a very large increase in air activity, from all military sources, in the Farmville MOA. According to your Draft Environmental Impact Statement, this increase will be approximately 37% (page LA3-48). The F-22 is louder at lower altitudes than the existing F-15C aircraft (page LA3-14). And of course, sorties flown in the Farmville MOA are often at lower altitudes. (All will be below 4000' (page LA3-25).) **The combination of more flights and increased noise per flight would provide an unacceptable level of noise pollution in the Farmville MOA.** The fact that the noise level may actually decrease in the six offshore Warning Areas does not provide any comfort to citizens living in the Farmville MOA. ] 71

Citizens generally have a choice of where they wish to live. Local residents, and many individuals who have moved here, wish to live in a serene, relaxed environment. Everyone knows the advantages of city life. Wages tend to be higher, there are more public services provided, there are more entertainment and shopping opportunities, etc. People who decide to live in rural environments are willing to give up these city advantages in order to enjoy a slower, and we believe, a much more pleasant way of life. Excessive noise of any type makes this type of life difficult, and for some people, impossible. ] 72

In addition to the negative impact of aircraft noise pollution on humans, there is much anecdotal, and some scientific, evidence of its impact on animals. There is a great deal of agricultural activity in the Farmville MOA, with large numbers of livestock. There may be potential for damage to livestock activities. It is obvious that the United States Fish and Wildlife Service believes that noise pollution may be damaging to wildlife, since they require a flight buffer strip around a nesting bald eagle (page LA3-37). ] 73  
] 74

## Initial F-22 Operational Wing Beddown Final EIS

000044

### Air Pollution

The increased number of flights, the low altitudes over the Farmville MOA, and the increased emissions of the F-22 compared to the F-15C cause a potentially serious pollution problem. Virtually all flights over the Farmville MOA occur below the average mixing height of 4000' AGL (page LA3-25). Although the Air Force may not think that an additional 50 tons of NO<sub>x</sub> emissions over the Farmville MOA is a problem (page LA3-26), I can assure you that the citizens who live in this area do think that it is a problem. **This increased level of air pollution on the Farmville MOA is unacceptable.**

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### Safety

Although the probability of an aircraft crash over the Farmville MOA may be very small, the potential loss from a crash is catastrophic. It is very common for localities to have restrictions on residential development near military or commercial airports. And the military often supports such restrictions. It is obvious that accidents do happen. Although the population density in the Farmville MOA is low compared to many areas, it is probably very high compared to the areas around Elmendorf AFB and Mountain Home AFB. And of course, the danger of loss of human life is certainly higher in operations around Hampton than around Anchorage or Mountain Home/Bruneau. **The safety issues raised by the beddown of F-22s at Langley are certainly worth considering.**

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**Based on the concerns about noise pollution, air pollution, and safety, we are asking that the beddown of the F-22 Operational Wing not take place at Langley AFB.**

The Public Input Process: Although formal requests for public input on this decision process may have been issued many months ago, it is doubtful whether any citizen could form an informed opinion on this question without knowing some details as are given in the Draft Environmental Impact Statement, which was published in April of 2001. The Farmville public hearing (May 26, 2001) was scheduled only about two weeks prior to the deadline for public input (June 10, 2001). In fact, since Air Force representatives did not bring enough copies of the Draft to this meeting, we were unable to learn details of the proposed beddown until we received our copy of the Draft on June 4. This left four working days for preparation of this response. More time for responses from citizens in the Farmville MOA would have been appropriate.

77

78

Sincerely,

*Wilkie W. Chaffin*  
Wilkie W. Chaffin, Ph.D.

*Dora C. Chaffin*  
Dora C. Chaffin

cc: Senator John Warner  
Senator George Allen  
Congressman Virgil Goode

000045

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: June 6, 2001

PLEASE PRINT

See attached letter.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: WILKIE W. CHAFFIN

ORGANIZATION:

ADDRESS: Route 2, Box 25

CITY/STATE/ZIP: Pamplin, VA 23958

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000045

June 6, 2001

Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook:

There are at least two serious problems, and one lesser problem, with the proposed beddown of an Operational Wing of F-22 fighter aircraft at Langley AFB, and the use the Farmville Military Operations Area (MOA).

#### Noise Pollution

It is expected that there will be a very large increase in air activity, from all military sources, in the Farmville MOA. According to your Draft Environmental Impact Statement, this increase will be approximately 37% (page LA3-48). The F-22 is louder at lower altitudes than the existing F-15C aircraft (page LA3-14). And of course, sorties flown in the Farmville MOA are often at lower altitudes. (All will be below 4000' (page LA3-25).) **The combination of more flights and increased noise per flight would provide an unacceptable level of noise pollution in the Farmville MOA.** The fact that the noise level may actually decrease in the six offshore Warning Areas does not provide any comfort to citizens living in the Farmville MOA. 79

Citizens generally have a choice of where they wish to live. Local residents, and many individuals who have moved here, wish to live in a serene, relaxed environment. Everyone knows the advantages of city life. Wages tend to be higher, there are more public services provided, there are more entertainment and shopping opportunities, etc. People who decide to live in rural environments are willing to give up these city advantages in order to enjoy a slower, and we believe, a much more pleasant way of life. Excessive noise of any type makes this type of life difficult, and for some people, impossible. 80

In addition to the negative impact of aircraft noise pollution on humans, there is much anecdotal, and some scientific, evidence of its impact on animals. There is a great deal of agricultural activity in the Farmville MOA, with large numbers of livestock. There may be potential for damage to livestock activities. It is obvious that the United States Fish and Wildlife Service believes that noise pollution may be damaging to wildlife, since they require a flight buffer strip around a nesting bald eagle (page LA3-37). 81 82

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#### Air Pollution

The increased number of flights, the low altitudes over the Farmville MOA, and the increased emissions of the F-22 compared to the F-15C cause a potentially serious pollution problem. Virtually all flights over the Farmville MOA occur below the average mixing height of 4000' AGL (page LA3-25). Although the Air Force may not think that an additional 50 tons of NO<sub>x</sub> emissions over the Farmville MOA is a problem (page LA3-26), I can assure you that the citizens who live in this area do think that it is a problem. **This increased level of air pollution on the Farmville MOA is unacceptable.** 83

#### Safety

Although the probability of an aircraft crash over the Farmville MOA may be very small, the potential loss from a crash is catastrophic. It is very common for localities to have restrictions on residential development near military or commercial airports. And the military often supports such restrictions. It is obvious that accidents do happen. Although the population density in the Farmville MOA is low compared to many areas, it is probably very high compared to the areas around Elmendorf AFB and Mountain Home AFB. And of course, the danger of loss of human life is certainly higher in operations around Hampton than around Anchorage or Mountain Home/Bruneau. **The safety issues raised by the beddown of F-22s at Langley are certainly worth considering.** 84

**Based on the concerns about noise pollution, air pollution, and safety, we are asking that the beddown of the F-22 Operational Wing not take place at Langley AFB.**

The Public Input Process: Although formal requests for public input on this decision process may have been issued many months ago, it is doubtful whether any citizen could form an informed opinion on this question without knowing some details as are given in the Draft Environmental Impact Statement, which was published in April of 2001. The Farmville public hearing (May 26, 2001) was scheduled only about two weeks prior to the deadline for public input (June 10, 2001). In fact, since Air Force representatives did not bring enough copies of the Draft to this meeting, we were unable to learn details of the proposed beddown until we received our copy of the Draft on June 4. This left four working days for preparation of this response. More time for responses from citizens in the Farmville MOA would have been appropriate. 85

Sincerely,

*Wilkie W. Chaffin*  
Wilkie W. Chaffin, Ph.D.

*Dora C. Chaffin*  
Dora C. Chaffin

cc: Senator John Warner  
Senator George Allen  
Congressman Virgil Goode

## Initial F-22 Operational Wing Beddown Final EIS

000046

June 6, 2001

Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley, AFB, Va. 23665-2769

RE: Draft EIS

Dear Ms. Cook:

I live on St. George Island, Fla. We are about 70 miles Southeast of Tyndall AFB. This letter is to request that Tyndall not be considered for the F22. We have had a home on St. George since 1981. During this 20 year period we have had terrible problems with sonic booms in this area. My skylight windows (10 feet by 10 feet) have been cracked on one occasion and the seals broken on another. The windows were replaced by the Air Force when broken, thanks to Senator Heflin, but nothing was done the next time because the Freedom of Information Act made us run over our time to sue. Tyndall assumes no responsibility for any of their actions. They replaced half the windows in Appalachicola, Fla. one year while accepting no blame. We had a meeting with General Buris several years ago about the sonic booms and all he wanted to know was had we ever speeded going through the AFB as he was "the mayor" of Tyndall. This is the attitude of the military and it is wrong. Tyndall wants the F22 and Panama City wants the F22 for its' economy. If by chance they get this oversized noisemaker please make all of the training take place OVER Tyndall and OVER Panama City. They can fly straight out over the Gulf and not cross our island or even get near it. Please put us off limits but better yet give it to Alaska or Idaho. ] 86

I hope my input can override AFB PR, and those only looking at the economic side. We live here and the military doesn't abide by the rules. These planes need to train far away from populated areas. Thank You.

Sincerely,

*Marie K. Day*  
Marie K. Day

000047

Wayne R. Lundberg

HQ ACC/CEVP  
Attn: Brenda Cook  
129 Andrews St., Ste 102  
Langley AFB, VA 23665-2769

Hello Brenda,

Since I had the opportunity to provide comments on this draft EIS, I thought I should point out one of the subtle technicalities that could well be a significant concern in the future.

ref AO-1-16, paragraph 3

"Because of the F-22's greater performance, it is able to reduce power after becoming airborne from 100 percent engine throttle ratio (ETR) to 70 percent ETR." - note "it is able to"

Thus, it is IMPLIED in this EIS that the F-22 departure profile used for modeling actual flight operations is, in fact, the Noise Abatement Departure Profile (NADP) mentioned. ] 87

It is clear, however, that a NADP must also be used in actual practice to reduce the noise impact of F-22 flight operations. Otherwise, the physical effects of lateral attenuation would cause significantly increased noise exposure alongside the flightline. To take advantage of lateral attenuation (mostly ground absorption) effects the power cutback must be done within the first 100 feet or so of altitude. This essentially assumes that pilots - many of which are new to this model aircraft - can actually react that fast, or will remember to do so at such a critical point in the operation. Is there any further evidence that such a maneuver is even practical, or safe? ] 88

What assurance does the public have, as documented by this draft EIS, that pilots will actually - always - follow such a departure profile? Literally, none. The EIS deftly avoids a crucial and significant issue. My compliments to its authors! ] 89

Aircraft design capabilities are documented in the F-22A-1-1 Technical Order, which has the effect of a chain-of-command order, which pilots must follow.

However, it is all but certain that the Noise Abatement Departure Profile which the F-22 Draft EIS uses/assumes routinely is NOT the departure profile incorporated in the T.O. F-22A-1-1. (more likely the use of 100% ETR until cruise airspeed is reached, leveling off at cruise altitude, like most other fighter aircraft TOs) ] 90

It is recognized that 'local procedures' may be employed at Andrews or other AFBs to comply with community noise restrictions. This creates a potential conflict or source of confusion for pilots - which orders/procedures apply? Are the departures roughly described even embodied in any Operating Instruction (OI) at Andrews? ] 91

For civil or military aircraft operating in civil airfields it is required, per the FAA Certification process, that the NADP be documented in technical manuals (meaning, equivalently, military TOs) and followed at all times. For non-developmental aircraft such as the C-32 or C-37, this is not a problem - they are designed to use a NADP at all times.



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Given the obvious circumstance that the F-22 must follow the NADP from its first day of routine operations at the selected airfield, it is reasonable to expect that the NADP be documented in the applicable Tech Order. Realistically, it should be documented and trained as the primary operational scenario, since using the usual TO "scramble" departure profile would essentially require that the US assume a war footing (per exemptions that DoD may take from NEPA). This is an important fact for the aircraft design/acquisition community to consider, and as such it should be properly recognized and included in the aircraft design documentation.

92

Moreover, this draft EIS must certainly provide better explanation to the public of this crucial aspect of aircraft flight operations and literal (therefore enforceable), technically credible assurances that pilots will actually fly the aircraft as it is described/modeled in the EIS/NoiseMap.

Sincerely,



Aeroacoustician,  
Physical Scientist

000048

COMMENT: My home is 2 miles from Langley AFB. I have worked for the Air Force for 34 years, the majority of which has been at Langley AFB. After a busy and full day at work, I look forward to going home and being able to relax outside on my deck, reading the newspaper, caring for my plants, or being able to unwind. Even now, when the F-15s are night flying, being able to spend time outside at home whether to unwind and relax or even just to talk to my neighbors, becomes infrequent. After all, doesn't everyone look forward to being able to go home and relax after a busy day at work. If it's like this with the F-15s flying, what will it be like if the F-22s are brought to LAFB. Please don't make noise level in my community any worse. Sometimes I feel as though I need personal protective equipment to prevent any hearing loss just to be able to sit outside at my own home.

93

94

Barbara J. Herb

6/13/01  
Dear Ms Cook. 000049

Please Send Raptors,  
F-22 & 1172 They  
eat mice and Rats

Sincerely  
Dennis Paul  
Mausser  
Dennis Paul  
MAUSSER

000050

Ms. Brenda Cook  
F-22 EIS Project Manager  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook,

I am writing in regards to the *Initial F-22 Operational Wing Beddown, Draft Environmental Impact Statement* public comment period. I am a firm believer in the American dream and all that our Constitution was founded upon and allows. I know that I not only live in the most beautiful but also the most powerful country on this planet. I was, therefore, sorely disappointed at my findings in the above-named document. I have attached a copy of the facts that are of greatest concern.

Based on the attached fact sheet, I am requesting the Air Force select the No – Action Alternative due to the incomplete and comparative data generated by this EIS. The document clearly states that the data are either not based on the actual F-22 or are incomplete. This data should, therefore, not be used to support this document's statement that there would be no significant environmental impact if the F-22's are stationed at Langley AFB. 95

I am also requesting that an independent EIS be conducted to cover the impact on the Farmville MOA by the projected increase of 230 total sorties per year. This new EIS should be initiated when the testing phase is completed and the F-22 aircraft is considered operational and no longer a prototype. 96

This community is called "The Heart of Virginia" and represents some of the most patriotic and proud Americans I have ever known. The people in this MOA live here because of the area's beauty and their love

000050

and enjoyment of nature through activities such as fishing, hiking, hunting, boating, and camping. The increased number of sorties would surely impact our ability to enjoy these outdoor activities. Yet the Air Force has made the statement, based on incomplete data, that there would be no significant impact "to cultural, visual or traditional resources" if the F-22s are based at Langley. I am deeply disappointed that the responsible parties for this EIS have used "incomplete safety, air quality and noise data" to make these bold statements about the impact on my life, my home, my community and my country. Is this such an urgent project that the safety and quality of life in our communities can be so easily risked?

I trust that the recipients of this letter will each take the responsibility of their station, rank, or office to have these requests fully enacted and the current Draft EIS set aside. Only then can an accurate EIS be completed and a NEW public hearing be held along with a NEW public comment period to ensure the laws governing this process are followed in good faith.

I thank each of you for your time and immediate attention to these matters. I am grateful to live in a country where I can write this letter and know it has the power to affect the changes needed to ensure the safety and well being of the people these jets are being created to protect.

I am most sincerely yours,

  
Angela Whittaker

pc: Rep. Virgil Goode, Sen. John Warner,  
Sen. George Allen, Dr. Roche SAF-OF, Sec. Gordon England

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## Fact Sheet

### Air Force Draft Environmental Impact Statement

The following is information taken directly from the Air Force document entitled, Initial F-22 Operational Wing Beddown, Draft Environmental Impact Statement, April 2001

#### Noise

##### Page LA3-1, Vol 1

"Noise data have been collected on the F-22; however, none of the aircraft have flown the full range of maneuvers and engine power settings needed to develop the complete noise database required for noise analysis."

"However, there are limitations to the extent of data since this aircraft is new, with four prototypes flying. Noise, air quality and safety data have been collected to the greatest extent possible for the F-22 specific aircraft."

"In the environmental analysis performed on the F-22, F-22 Force Development Evaluation and Weapons School Beddown, Nellis AFB (Air Force 1999a), the best available information was used (at the time only one F-22 prototype had been flown). This information indicated that the noise profile of the F-18A Hornet formed an appropriate surrogate for the F-22 at that time."

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Air Quality

Page LA3-2, Vol.1

"The F-22 uses a new propulsion system, ... F119-PW-100... This engine is still under test and evaluation and may require changes depending on the test program." "In an effort to approximate the fuel emissions that would be expected for this F119 engine, the f100 series of engines were evaluated."

SAFETY

Page LA3-2, Vol. 1

"Safety data are unavailable for the F-22 because there are only four test and evaluation prototype aircraft flying."

"There have not been enough flight hours to accurately depict the safety record for this new aircraft."

CONCLUSION ABOUT DATA

Page LA3-3, Vol. 1

"As indicated above, the data for the F-22 aircraft that are necessary to model the aircraft's noise, air quality and safety are incomplete."

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Other interesting facts

Page ES-5

"Actual flight altitude would depend upon the lower and upper limits of specific airspace units."  
In the Farmville MOA the upper limit is 5000 ft MSL and the lower limit is 300 ft AGL.

Page LA2-8

The projected total use of the Farmville MOA will rise from 619 sorties per year to 849 sorties per year. That in an increase of 230 sorties per year.

During ONE sortie "...the F-22 would spend between 20 to 60 minutes in the training airspace."

Table 2.1-7. Projected F-22 Training Activities

Night Operations occur at 2000ft AGL (above ground level) to 5000ft AGL.

At 2000ft the F-22 is PREDICTED to emit sound exposure levels of 101 dB. This is compared to the noise of a subway station, running a printing press, a train horn at 33 yards by the [www.ietnoise.com](http://www.ietnoise.com). In this situation one could not talk on a phone, hear a T.V in the same room and I dare say one could certainly not sleep.

99

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## WHAT'S MISSING

There was no information included in the document, that I could determine in my examination, that evaluated the Environmental Impact on the Farmville MOA due to the projected increase of 230 more sorties per year. The information was not only based on incomplete data, but was not inclusive of the total use these operations areas will receive.

100

Cecil G. Yeatts

000051

June 14, 2001 [Flag Day]

Editor, Farmville Herald  
Steven E. Wall  
P.O. Box 307  
Farmville, Virginia, 23901

Dear Steve,

May I add my voice to the subject of the Farmville Military Operations Area? At my age about the only thing I run for now, is to quickly get to a part of my yard to see those beautiful military jets as they thunder past, banking and hopefully making a second pass. Pride that our great country can fly such magnificent aircraft for our benefit is humbling. It is better they fly over than the Chinese or some other country. Who would you complain to, about them flying over?

I remember during WWII how the P 47 fighter planes flew over our area, and people complained about the noise. They helped save the world from Germany and Japan in their attempt to take over, because we let them train the way they needed to train. Perhaps the same people complaining today could look in the papers of that era, and see their parents or grandparents name complaining of those noisy flying machines scaring them as they flew over.

Four or five seconds, duration, a couple times a week or month, passing overhead at several hundred miles per hour is all right with me. The sad thing is, they have been cut back on fuel to fly, and number of hours they can fly, to save money.

Thank you for allowing me to vent my frustrations, that our pilots can not get enough flying time before they are up against an enemy trying to shoot them down. It's sad!

Respectfully,



Cecil G. Yeatts, UTCS USNR Ret.

Copy to: H Q ACC/CEVP  
129 Andrews Street Suite 102  
Langley AFB, Virginia, 23665-2769

# Initial F-22 Operational Wing Beddown Final EIS

000052

## Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 15 June 01

### PLEASE PRINT

We feel that the noise of jets close to Farmville will upset the elderly to the point of transferring and possible hospital visits. There is a nursing home almost within the city limits and having spent much time there we know from experience what can happen. There you were also very much opposed to Farmville being the MAF farther from Langley VA.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME:	Worlow Lumsden
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☒ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000053

## Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 6-16-01

### PLEASE PRINT

I feel we do not want the F-22 jet due to the fact we have two nursing homes one on the East end of the West end of a common hospital in the center the north has a mental building & people at least 3 buildings are on 2nd St. and since I have been told could injure them to have mental health problems it is not right for this section to be put under such noise as the F-22 from Langley VA. Wish you would give some thought to some place that doesn't have a college right in the center of Farmville & another about 5 miles south of town.

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME:	Dora L. Townsend
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
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HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

## Initial F-22 Operational Wing Beddown Final EIS

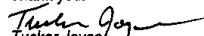
000054

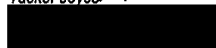
Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street  
Suite 102  
Langley AFB, Va.  
23665-2769  
June, 18, 2001

Ms. Cook:

I am writing a letter to the editor of the Farmville Herald newspaper in Farmville, Virginia concerning the Farmville area MOA and the possible future assignment of F-22 squadrons at Langley AFB.  
I am sending you a copy of that letter and you may use it if desired in the final EIS.

Thank you:

  
Tucker Joyce



000054

Editor,  
The Farmville Herald  
Farmville, Virginia  
June 18, 2001

Dear Sir:

I would like to respond to the recent articles and editorial concerning our southside Virginia MOA and the future assignment of F-22 fighter aircraft squadrons at Langley AFB.

I have a completely different outlook and opinion on this subject that most of the comments and statements I have been reading in your paper. I feel very proud when I see one or more of these aircraft fly over my house and property. I feel this is a very small sacrifice to pay on our part to ensure our pilots are getting the training they need for whenever they are called to fight in combat. Sure, they are very noisy, but so is that car that rides by with the 200 watt amplifier playing music and making my windows rattle, the logtruck coming by my house, hunting season, and several other things.

We have just recently been reading about and watching the dedication of the D-Day memorial at Bedford. What sacrifice are we complaining about to, in some small way, protect our freedom compared to those brave men?

As for asking for compensation from the government or military for having this MOA in our area? That's the new attitude that's popular these days..I'm a victim...pay me... or I'll sue you.

Asking the Air Force to locate these new squadrons somewhere else is another popular thing...'not in my backyard'.

As for safety concerns, I feel a lot safer seeing these jet fighters flying over my property than not.

These planes are not the 'enemy', they are our American military.. training to protect us and our freedoms!

Thank you:

Tucker Joyce  
Rice, Virginia

000055

6-16-01

Dear Ms Cook

Thank you for giving me a chance to say something about the F-22 Raptor. I've been up here for 34 yrs and cannot imagine Elmendorf AFB without the "best of the best."

We're so close to the USSR/China the entire nation needs this protection.

As an American and an Alaskan I would be very proud to house the F-22 Raptor here at Elmendorf AFB. I fully support the idea.

As far as the environmental impact, I cannot imagine any. Elmendorf has always been so careful and ready to take care of anything that happens.

To all Have a great life!!

Annie Wheeler

000056

HQ ACC/CEVP

Attn: Ms. Brenda Cook

129 Andrews Street, Ste 102

Langley AFB, VA 23665-2769

Dear Ms. Cook:

Please be advised that I vehemently oppose the arrival of F-22 jets to the Farmville MOA. After reading your documents, I realize that your EIS is based on prototype studies and that actual environmental assessment is currently inconclusive.

105

You are well aware there are a group of concerned citizens who are working hard to have an independent EIS done by an agency who does not have a prior agenda to having these jets fly over our community. And to that end, we are taking whatever steps are necessary to have this MOA closed. We do not want the Air Force's pollution (noise, air, water) in our community. You will run into these same arguments in Alaska, Idaho, and Florida. Find somewhere else to practice your missions. American citizens are weary of this kind of military intrusion. Fly over water using ships for target practice, practice in a simulation situation, pay some other country to use their air space. THINK, GET CREATIVE. We do not want this pollution.

106

Please don't use lack of patriotism or lack of support for our military to blame those of us who oppose this action. The F-22 is your mission - figure out a way to practice that does not affect the people who pay your salaries. This is only the beginning of opposition - 20 years from now this will be a moot point. You will, by then, have figured out a collaborative way to practice.

Again, I am most opposed to the F-22 jets flying in the Farmville MOA due to the pollution and potential danger these low-flying flights pose to this community.

107

108

Sincerely,

Joan Kruzicki

Joan Kruzicki

attached: petitions



000056

Petition to Representative Goode, to Senators Warner and Allen, and to the Secretaries of the Air Force and Navy to stop present and proposed additional fly-overs in the Farmville area by low-flying military fighter aircraft.

Whereas we, the undersigned citizens living in the Farmville area, find our quality of life already negatively impacted by the noise pollution generated by low-flying military aircraft in this Military Operations Area, and

Whereas we anticipate an increase in the overall level of noise and environmental pollution coming from military aircraft in the coming years, and

Whereas the negative impact of the noise and emissions on domestic and wild life has been documented,

Therefore, we the undersigned

- 1: Reject the proposed basing of the new F22 fighter aircraft at Langley A.F.B.
- 2: Demand that the Farmville Military Operations Area (MOA) be closed.
- 3: Demand that overflights by low-flying military aircraft cease.
- 4: Ask that the Air Force be required to give timely and fair compensation to those people who sustain damage to property and livestock as a result of such overflights.

Signature	Name, printed	Address / City / Zip
1. Joan Kruzicki	Joan Kruzicki	
2. Evelyn Morgan	Evelyn Morgan	
3. Donna Davis	Donna Davis	
4. Jean S. Hobbs	Jean S. Hobbs	
5. Libby A. Wells	Libby A. Wells	
6. Nancy Davis	Nancy Davis	
7. Verna L. Rhoades	Verna L. Rhoades	
8. Shannon Cappedge	Shannon Cappedge	
9. Rachel J. Ehlers	Rachel J. Ehlers	
10. Sarah Ames	Sarah Ames	
11. Mary Hobbs	MARY HOBBS	
12. Audrey Love	Audrey Love	
13. Kathleen R. Clark	Kathleen R. Clark	
14. Renee LeMoine	Renee LeMoine	
15. Sandra Mason	Sandra Mason	

000056

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Signature	Name, printed	Address / City / Zip
1. Beatrice B. Downs	Beatrice B. Downs	
2. A.C. Downs Jr.	A.C. Downs Jr.	
3. Robert L. Boudin SR	R. L. Boudin SR	
4. Lolace Moore	Lolace Moore	
5. Delois S. Carter	Delois S. Carter	
6. Hazel Fowler	Hazel Fowler	
7. Geraldine B. Harmon	Geraldine B. Harmon	
8. Martha E. Brand	Martha E. Brand	
9. Patricia Sanders	Patricia Sanders	
10. Leslie Samuel	Leslie Samuel	
11. Veronica J. Downs	VERONICA J. DOWNS	
12. Shelly Elkins	Shelly Elkins	
13. Susan Schanbach	Susan Schanbach	
14. Wanda L. Cary	Wanda L. Cary	
15. Elizabeth Barr	Elizabeth Barr	

# Initial F-22 Operational Wing Beddown Final EIS

000056

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- 2: Demand that the Farmville Military Operations Area (MOA) be closed.
- 3: Demand that overflights by low-flying military aircraft cease.
- 4: Ask that the Air Force be required to give timely and fair compensation to those people who sustain damage to property and livestock as a result of such overflights.

Signature	Name, printed	Address / City / Zip
1	RAYMOND CORMIER	
2	Jerry L. Stuart	
3	CAROLYN CLEMENS	
4	Christopher R. Broden	
5	Linda Linville	
6	Doris Allen	
7	Edward K. Komen	
8	Dennis Patterson	
9	Wm F. Darrill	
10	CATHERINE WHITE	
11		
12		
13		
14		
15		

000056

Petition to Representative Goode, to Senators Warner and Allen, and to the Secretaries of the Air Force and Navy to stop present and proposed additional fly-overs in the Farmville area by low-flying military fighter aircraft.

Whereas we, the undersigned citizens living in the Farmville area, find our quality of life already negatively impacted by the noise pollution generated by low-flying military aircraft in this Military Operations Area, and

Whereas we anticipate an increase in the overall level of noise and environmental pollution coming from military aircraft in the coming years, and

Whereas the negative impact of the noise and emissions on domestic and wild life has been documented,

Therefore, we the undersigned

- 1: Reject the proposed basing of the new F22 fighter aircraft at Langley A.F.B.
- 2: Demand that the Farmville Military Operations Area (MOA) be closed.
- 3: Demand that overflights by low-flying military aircraft cease.
- 4: Ask that the Air Force be required to give timely and fair compensation to those people who sustain damage to property and livestock as a result of such overflights.

Signature	Name, printed	Address / City / Zip
1	Lalisha V. Fitchett	
2	Robert L. Horn	
3	Anne Ellett	
4	Yvonne E. Moore	
5	Rebecca C. Givanneth	
6	Yolanda Key	
7	Yvonne E. Moore	
8	April L. Howard	
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## Initial F-22 Operational Wing Beddown Final EIS

000057

### Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 6/19/01

#### PLEASE PRINT

The F-22 will provide an air dominance capability that the U.S. Air Force desperately needs. Furthermore it must be logistically supported for sustained combat operations. Mountain Home AFB and the community would provide the best possible support for just such a project. The existing 366<sup>th</sup> Aerospace Expeditionary Wing is primed for rapid deployment with the latest military equipment available. This should include the new F-22. The Mountain Home Wing has the technical expertise to maintain and fly such a weapon system. They have the space, the runway and the training range. Most of all they are motivated to take on this new responsibility. It is also noteworthy that they have community support in all that they undertake. Give the 366<sup>th</sup> Wing a chance to show you what they can do.

Capt Clair D. Densley USAF(RET)

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME:

ORGANIZATION:

ADDRESS:

CITY/STATE/ZIP:

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000058

June 19, 2001

HQ ACC/CEVP

Attn: Ms. Brenda Cook  
129 Andrews Street STE 102  
Langley AFB, Va. 23665-2769

Ms. Cook

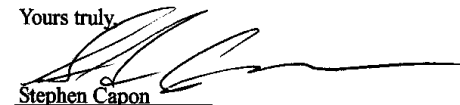
I am writing to voice my opposition to the proposed F-22 Operational Wing Beddown at Langley AFB. I moved to Virginia from New York to get away from crowded streets and noisy communities only to find that my farm is located in the Farmville MOA. Now, to find out that the Air Force wants to increase the air traffic with louder jets is very unsettling.

What I find even more unsettling is the fact that the Air Force acted as it's own lead agency for the E.I.S. and came to the conclusion that there would not be a negative impact to the communities in the MOA. The data used in the EIS was, in your own words "incomplete". The engine used for the noise data is not the engine that will be on the final F-22. And because a prototype of the F-22 is all that is available flight and safety data had to be "projected".

I am as patriotic as the next person and strongly believe that in order to remain the strongest nation in the world we have to train our forces with the newest and best equipment available, but to go ahead with this bed down is not fair to any community.

Therefore, I urge that considering that this EIS was prepared with incomplete and conflicting data the Air Force choose the "no action" option until an independent agency can prepare an EIS with actual data.

Yours truly,

  
Stephen Capon

Cc: Rep, Virgil Goode  
Sen. John Warner

000059

June 19, 2001

HQ ACC/CEVP  
ATTN: MS BRENDA COOK  
129 ANDREWS STREET STE 102  
LANGLEY AFB, VA 23665-2769

Dear Ms. Cook,

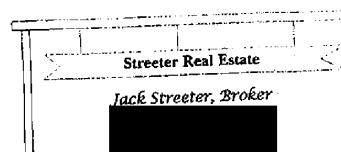
I am writing this letter to voice my opposition to the proposed F-22 operational wing bed down at Langley AFB. I moved from New York ( my family home) to Virginia, because I lost my quality of life. When I looked here to buy a farm I knew the planes flew by Farmville, but I was told they only fly once a week and never over private land. Even though they do fly over my place I didn't have a problem, till last month when I noticed they were flying more flights. And then I witnessed jets playing , circling around crossing one another and going up and over one another. They spooked my livestock and caused me worry and concern. I know to you its only 4 seconds, but in that 4 seconds what happens if they crashed. Just because we are a rural community doesn't make it right. And now I find out about the F-22 . This is really got me worried. Even tonight 3 times planes flew over after dark. 2 of which were low and sounded horrible. What will the quality of life be like. I came here so I can farm my land and sit outside. I left New York because I couldn't do that anymore. I chose farming, raising livestock. Will I be able to do that here? I understand you pay for the damage you do. But that's not the point. All you need is one yahoo pilot. And then you don't check unless people complain. I am opposed to this bed down operation only because I feel it will harm the farming industry here and make the area stagnant. You offer nothing to us but harm.

Yours truly,

  
Jane Capon

Cc: Rep. Virgil Goode  
Sen. John Warner

000060



HQ ACC/CEVP, Attn: Ms. Brenda Cook  
129 Andrews Street  
Langley AFB, VA 23665-2769

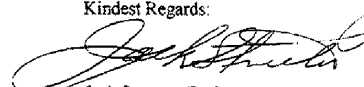
June 18, 2001

This is in regard to the F-22 aircraft being stationed at Mountain Home Air Force Base.

There is no better weather conditions or air space available in the United States than we have here at Mountain Home Air Force Base. And, if we can leave politics out of the decision and talk about the defense of this REPUBLIC, there should be no question but that one Wing of the F-22 should be bedded down here at Mountain Home Air Force Base. I feel so strongly about this that I would be willing to defend that decision with my life if necessary. I think it is that important to our country.

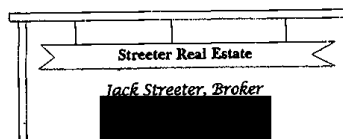
For I pledged allegiance to the flag of the United States of America. And to the REPUBLIC for which it stands, one Nation, under God, with liberty and justice for all.

Kindest Regards:



Jack Streeter, Broker  
Veteran of World War II, Korean and the Vietnam War

Enclosure:



000060

July 4<sup>th</sup> 2000

### A TEST OF THE CONSTITUTION

Jarbridge is a small community along the Nevada and Idaho border. It is an ancient mining town flanked by old cattle ranches and is in a picturesque canyon. While the canyon is not as big or as awesome, it is in some ways just as beautiful and more scenic than the Grand Canyon. This remote setting may well be the place where the American people will test the Constitution of the United States to see if it supercedes the bureaucracies established by the Federal government, which is now limiting the freedom of the American people.

Of the approximately 1,000 people that were a part of the Shovel Brigade to remove the berm and the large boulder off the Jarbridge road, many of them came from across the entire United States. From the East, West, North, and South they came. From the Indian Reservations, Mexico and even Canada. Of the four large ropes that were attached to the boulder, with approximately 125 men and women pulling on each rope, they represented almost every political and ethnic group and social status. From local cowboys, ranchers, truck drivers, J. R. Simplot's son, Scott, and state and local officials to migrant Mexican laborers. They all pulled together for one cause. To open the road. The yellow school buses from Jerome Idaho School district, driven by senior citizen ladies who honked their horns and told everyone to get out of the road as they roared up the canyon on that small dirt road, were not unlike Paul Revere's famous ride warning the people "the British are coming."

What caused or precipitated this disagreement between Elko County, the State of Nevada, and the people of the United States? It was a road some distance from the main canyon that was used for approximately 100 years and runs along a mostly dry wash that, maybe every 3 or 4 years if we get a heavy rain or the snow melts, some water may rush down the canyon and some of the debris reaches the main stream that is infected by a small fish, somewhat similar to a small carp, that is called a bullhead trout. People say they are not very tasty and most anglers throw them back in the water. However the Federal government wants to put them on the endangered species list. That is the reason they closed the road and caused the problem. It was built by the miners and ranchers maintained by the county, and used by citizens of Nevada, Idaho, and tourists from all over the United States.

The founders of this nation, the ones that wrote the Constitution of these United States, made it plain in the letters they wrote back and forth that when the states became populous enough to garner the revenue, the states would manage the land within their borders. I quote George Washington when he said, "Government is not reason; it is not eloquence; it is force! Like fire, it is a dangerous servant and a fearful master." They put together the rule book as to how this republic should be governed. "By the people, for the people and of the people." The government should work for the people, not the people work for the government. The government should do only those things that are impossible for the people, through free enterprise, to do for themselves. The government should have a standing military and each state should maintain its own militia controlled by the governor and the local sheriffs who are elected by the people and have the responsibility to protect the freedoms as outlined by the United States Constitution and each state's constitution respectively. From whomsoever and whatsoever jeopardizes those freedoms. That's why it clearly states the people have the right to petition the government for regress and peacefully protest to prove that their rights have been jeopardized.

Taxation without representation is what is happening in many instances and why should Congress, the Cabinet members, Supreme Court, Senators, and the President vote to give themselves a raise without going to the people first to get a majority vote. They are not Union bosses. They are servants of the people, elected by the people, and should have to answer to the people for their actions.

The Shovel Brigade issue may be the beginning of a test of the constitution of the United States to see if this is a republic or a socialistic democracy run by bureaucrats that the people don't even get to vote for but who limit the freedoms of the people.

The government (the BLM, Fish & Game, and the Forest Service) has stated it will sue for trespassing all the people who were involved in the Shovel Brigade. I have shovel #734 and I am proud to be a part of this group of Americans who went to Jarbridge to move the boulder and open a road to freedom for all.

I have defended this republic in three wars. In World War II, Korea and Vietnam and I will continue to fight for the rights of the American people as stated and guaranteed in our constitution.

*Jack Streeter*  
Oscar Jackson Streeter  
A.k.a. Jack Streeter  
Retired United States Army/Air Force  
"A View From The West Forty"



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## THE WILDERNESS SOCIETY

Idaho Regional Office

June 8, 2001

Ms. Brenda Cook  
HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23655-2769

Dear Ms. Cook,

The following comments summarize the concerns of The Wilderness Society regarding the beddown process for the F-22 aircraft. These comments are provided during the comment period on the Draft Environmental Impact Statement. Overall we find the DEIS to be woefully inadequate to evaluate any new or cumulative impacts associated with bringing the F-22 aircraft to MHAFB. The Air Force has yet to live up to and complete agreements with the citizens of Idaho, the Bureau of Land Management and others who were involved in the planning process for the ETI and previous Air Force proposals. The Air Force has made many short term and long term commitments that it has yet to complete. Many deadlines discussed during the ETI process have come and gone. Many problems remain unresolved or ignored. The Air Force needs to take care of these matters before it even considers adding more aircraft.

The Air Force seems to have forgotten the extent of their impacts, which are not simply to parcels of land that are physically disturbed. The affected environment by this proposal is a community of various life forms that exist and depend on each other in some way. The plants, animals, native peoples, soil, water, air and even the occasional visitor. The Air Force has previously committed to look at these issues in connection with Air Force use of these areas. To date, the Air Force has failed to collect the necessary base line data to compare current use levels with future use levels associated with "new" activities such as the B1-B beddown and the Juniper Butte Range. The F-22 analysis fails to even mention, let alone analyze, many of these issues.

The DEIS consistently states that the environmental consequences of the proposed action would not be significant from the base line conditions. Yet, the Air Force does not know what those base line conditions are. The Air Force has yet to complete wildlife and noise monitoring studies, which are part of the mitigation for the ETI proposal. Those studies, if ever conducted, will show necessary trends in the over all health of the effected environment and its various components. The Air Force cannot say the proposed action will have no effects because that is simply not known at this time. Maybe 5 or 10 years down the road the effects will start to become clear. But at this point in time, the Air

Recycled Paper

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Force has no data to show base line conditions compared to current conditions that demonstrate there has been no impacts.

The Air Force has failed to consult with the appropriate management agencies responsible for the affected environment. The Air Force, in particular, did not address the concerns of the BLM. The Air Force does point out that the projected increase in noise levels for the Jarbridge and Owyhee MOAs "may interfere with management goals for special use areas under the MOAs". But there is no discussion of how these impacts could be lessened or if they are even acceptable at all. 116 117

The discussion of impacts to Wilderness Areas was clearly written by someone who has no idea what the area is like. The majority of lands under the MOAs were characterized in the DEIS as rural. I believe the majority of lands are public, a very different status. The societal values of the affected areas go well beyond the number of WSAs present. The entire character of the landscape is primitive and wild. There are thousands of acres outside the WSAs that are in good condition and may qualify for wilderness protection. The value of these areas is well known and documented. For example, even the Record of Decision for the Enhanced Training in Idaho proposal set forth a commitment that the Air Force would seek to train elsewhere in recognition of these values. "The Air Force has also consulted extensively with the State of Idaho and BLM regarding wilderness areas and WSAs during the environmental impact analysis process and recognizes the environmental sensitivity and special considerations needed to protect the values of the Owyhee canyonlands during the months of April, May, and June. The 366<sup>th</sup> Wing Commander will work with the State Director, Idaho BLM to establish, if required, temporal and/or geographic restrictions on low level activity in order to lessen noise impacts." The F-22 DEIS does not address this issue specifically or the sensitivity of the affected environment. 118 119

Additionally, the DEIS for the F-22 fails to discuss how the F-22 aircraft might be used in compliance with the settlement agreement the Air Force made with the Greater Owyhee Legal Defense (GOLD) groups. Many times in the DEIS it is mentioned that the F-22 will fly primarily above 5,000 feet agl, yet there is no discussion of how the Air Force would meet the 15,000 feet agl restrictions over the canyon complexes for spring, summer and fall protections. 120 121

As stated in the DEIS, the number of sorties associated with the aircraft would increase from 14,758 to 23,353, a 58 % increase. This is a very significant increase. The associated increase in chaff and flare use would be expected to be about the same, a 58% increase. The level of supersonic noise will increase by 17.5%. These are all very significant increases and the associated impacts are simply not known. The Air Force cannot use one size fits all noise studies, wildlife studies or similar data to make a final determination of the effects of a proposed activity. The affected environment under the MHAFB alternative is extremely fragile, special and is not replaceable.

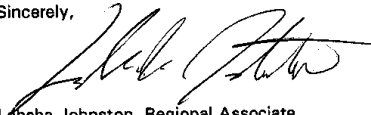
In summary, this DEIS does not adequately disclose or analyze the current state of impact from existing activities and cannot, therefore, predict what impact additional activities would have. This includes the proposed action of adding the F-22 aircraft to MHAFB. Of all the alternatives analyzed in the DEIS, the MHAFB alternative included the most significant increase in number of sorties. MHAFB was also identified as the alternative with the most environmental consequences associated with the proposed action. We may

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not agree with the Air Force methodology in coming to these conclusions, but we will agree that the Mountain Home alternative should be the least desired by the Air Force as a result of the DEIS process.

The Wilderness Society does not support any change in aircraft use until base line studies and mitigation measures for current activities are completed. Once the current state of the resources is established and trends are identified, any change in use would need to be analyzed again before any changes take place. For these reasons, the Air Force should withdraw the MHAFB alternative from the Final EIS for the F-22 aircraft.

Sincerely,



Lashia Johnston, Regional Associate

## Initial F-22 Operational Wing Beddown Final EIS

000062

Helen D. and Gayle E. Nienhueser



June 20, 2001

Re: Initial F-22 Operational Wing Beddown

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms Brenda Cook

Dear Ms Cook:

We are writing to oppose locating the first F-22 Operational Wing at Elmendorf Air Force Base in Alaska. We are opposed because of increased noise from more and louder planes. We live on the south side of Chester Creek in Anchorage, a mile or more south of Elmendorf AFB. The noise now from Elmendorf on certain days is TERRIBLE. We have an office on the second floor on the north side of our house, facing Elmendorf, and there are times when we cannot talk on the phone because of the noise from Elmendorf. We have lived here over 30 years and in that time have seen a vast increase in airplane noise. Moving the office to a different part of the house is not an option—that location and its view are the reason we live here. We certainly do not want to see any increase in noise.

We are also very concerned about increased noise in the training areas as we have a cabin northwest of Trapper Creek, on the edge of one of the training areas (about 100 miles north of Anchorage and 40 miles south of Mt McKinley). We live there for part of the year and are frequently there at other times, often on weekdays when the training is going on. The location is real wilderness (we walk 6 miles from the road to get there) and it is very disturbing to have military jets roaring nearby. And the sonic booms are terrifying and have the potential to cause injury; once when backpacking out from the cabin a sonic boom startled us. My back hurt back for a day afterwards because the sonic boom made me jump. These F-22s should be located where the training is done over water. ] 122

Thank you for the opportunity to comment.

Sincerely,

Helen D. Nienhueser

Gayle E Nienhueser.

000063

June 20, 2001

HQACC/CEVP  
129 Andrews Street  
Suite 102  
Langley AFB, Virginia 23665-2769

Attention: Ms. Brenda Cook

Dear Ms. Cook,

I am writing to object to F-22 Raptor aircraft coming to Langley Air Force and flying in the Farmville MOA. For that matter I object to the flying already taking place in the area. My reasons for this objection are as follows:

1. Air Pollution and Health Concerns
2. Noise Pollution
3. Safety
4. Human and Animal Discomfort (especially pets)
5. Damage to House and Property
6. Lowering of Property Value

We moved here nine years ago to get away from the air pollution and noise pollution. Instead we are in this MOA. I have reasons to believe it has already damaged our house.

I have very sensitive ears and must wear earplugs when exposed to loud music (concerts, etc.) and it is painful when jets fly over so low and make so much noise. There's no warning and no time for earplugs!

I live on a small hill and have actually looked out (not up) the window and seen the jets. I have seen huge shadows passing over the lawn as they flew over. In some cases they've been barely above the treetops. Last night jets flew over our house flying very low and the noise was very disturbing. Twice this morning two large propeller driven planes flew over very, very low. I have heard them at night after retiring 11:30 p.m. and later which disturbs our sleep. ] 123  
] 124

These planes should not be allowed to fly over rural areas anymore than they are allowed to fly over towns or cities. There should be enough unpopulated regions in which such training can be done. People in rural areas are not second class citizens and should not have to put up with these dangers and annoyances. I am all for a strong well trained military, but I think we have had our share of intrusion and now it's someone else's turn or better still an unpopulated region should be used. ] 125

A concerned citizen.

## Initial F-22 Operational Wing Beddown Final EIS

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June 22, 2001

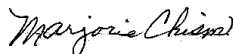
HQ ACC/CEVP  
Attn: Brenda Cook  
129 Andrews Street, Suite 102  
Langley AFB, Virginia 23665-2769

Dear Ms. Cook,

I grew up on a farm in Minnesota. I moved to the Washington, D.C. area 58 years ago and have seen the area grow and expand. I have lived in Maryland, but have lived in Virginia for most of my life.

I plan to move to Farmville with my daughter and her husband to get away from the ever increasing congestion, urban sprawl and noise from cars and planes. I look forward to enjoying the "country life" again with a slower pace of living and a quiet environment. My daughter gave me a copy of an article that appeared in the local Farmville newspaper regarding the Air Force's proposal to fly F-22 jets in the Farmville area. I want to strongly oppose your consideration of this area. We're leaving Northern Virginia to get away from the problem of noise so please find another area where no one lives and noise would not be problem. Please let Farmville remain the quiet country town we love so much. ] 126

Sincerely,



Marjorie Chism

000065

June 21, 2001

HQ ACC/CEVP  
Attention: Brenda Cook  
129 Andrews Street  
Suite 102  
Langley AFB, Virginia 23665-2769

Dear Ms. Cook,

Enclosed with this letter is my "Letter to the Editor" sent to both of the local Farmville Herald and the Burke-Crewe Newspapers.

As you will read I am vehemently opposed to the Air Force Proposal to fly ANY jets in the Farmville MOA. My "Letter to the Editor" will express my feelings.

Thank you for reading and considering my view.

Sincerely,



Karen L. Nyce

Enclosure - Letter to the Editor



000065

LETTER TO THE EDITOR:

My husband and I bought a farm last year just outside of the town of Farmville. We bought this farm so we could retire to a place where we could find "peace and quiet." We have lived in the Northern Virginia area for the past thirty-seven years and have seen the traffic, congestion, population and noise levels from aircraft rise through the years. We are now looking for a quiet, tranquil community in which we can enjoy rural living.

We subscribed to the Farmville Herald and the Crewe-Burkeville newspapers in order to keep up with the news and issues affecting Farmville. To my horror, I read that the Air Force is considering using the Farmville MOA for additional training flights using F-22 jets. I want to express my vehement opposition to even the consideration of such a proposal. I cannot understand why the Air Force would even consider such a proposal over a populated area with farms, livestock and abundant wildlife. We plan to bring our horses to our new farm and they would be frantic with such noise from low level flights possibly causing them harm while running uncontrollably in fear. We bought our farm to retire to a peaceful, quiet country setting, not an area with jets flying overhead breaking the sound barrier. We endured the noise, growth, congestion and gridlock in Northern Virginia and now we want a tranquil farm life.

Another fact to be considered is the safety issue. I am an equestrian who likes to ride. I cannot imagine my horse's reaction to the intense noise produced by a supersonic jet. The possibility of him running off with me or throwing me off in his panic would be quite real. I would be very apprehensive about riding if I thought there was a possible a jet could fly overhead. Also, Farmville is considering a proposal to build an equestrian center. If such a project becomes a reality, it would be tragic to have hundreds of horses stabled, riders competing and spectators around horses that would be panic stricken by the incredible impact of any-type of supersonic jet. noise overhead. It just does not make any sense to even consider the Air Force proposal to fly jets over the Farmville MOA and inflict disruptive and possibility dangerous noise levels where people and animals exist.

There are thousands and thousands of uninhabited acres owned by the U.S. Government that the Air Force could use in the deserts of the western part of the country where there are no residents or livestock to disrupt. There are plenty of places available in this country that would be far better suited for this type of "noise" pollution. I am strongly opposed to the present or future use of the Farmville MOA area for any type of Air Force training. The Air Force needs to find an area where the noise will not be an issue. Also, I feel that no amount of monetary compensation could equal the unbearable noise produced by these jets. Therefore, I feel monetary compensation should not be considered as a "trade off."

A property owner has certain rights guaranteed to him by the Constitution. The right of ownership of property entitles the owner the right of possession, the right to control the property within the framework of the law, the right of ENJOYMENT, the right of exclusion and the right of disposition. It would be hard to enjoy peace and quiet in your home with supersonic jets flying overhead at obituary times of the day or night. It is easy for the Air Force, who is not going to be adversely affected by this annoyance, to make a decision for their convenience to have jets fly

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over our rural area of privately owned homes and farms. If we wanted to hear supersonic jets, we would have moved close to Langley Air Force Base. The residents of Farmville and surrounding areas live there because they enjoy a peaceful, quiet town.

For anyone wanting to voice their opinion please write to:  
HQ ACC/CEVP  
Attn: Brenda Cook  
129 Andrews Street, Suite 102  
Langley AFB, Virginia 23665-2769

A complete draft of the Air Force proposal can be found on the following web site:  
[www.cevp.com](http://www.cevp.com)

Let Farmville and adjoining areas remain the tranquil, serene community that is so endearing. Relocate the F-15's and abandon the proposal for the F-22's. Let there be someplace where rural life can continue without the intrusion of such "noise pollution."

Karen and Lester Nyce

# Initial F-22 Operational Wing Beddown Final EIS

000066

## Written Comment Sheet Public Hearings for the Initial F-22 Operational Wing Beddown Draft EIS

Thank you for your input

DATE: 24 Jun 01

PLEASE PRINT

WHAT RESEARCH AND/OR PROVISIONS HAVE BEEN DISCUSSED AS TO  
THE PROTECTION OF THE OCCUPANTS IN THE 'LIGHTER-THAN-AIR'  
HOUSING AREA DUE TO THE SUBSTANTIALLY INCREASED ENGINE  
NOISE AT TAKE-OFF

133

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

Please note: Comments will be published in the Final EIS. Please do not include your personal information (such as addresses and phone numbers) if you would object to having it printed in the Final EIS. Providing this information will be considered consent for it to be published.

NAME: SMSGT MICHAEL B. WoodsORGANIZATION: 83 CS/SCAF

ADDRESS: [REDACTED]

CITY/STATE/ZIP: [REDACTED]

- ☐ Yes, include my name and address on the mailing list so I can receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Only put my name on the mailing list. I understand I won't receive information on the Initial F-22 Operational Wing Beddown EIS.
- ☐ Do not include my name and address on the mailing list.

Please hand this form in or MAIL BEFORE June 10, 2001 to:

HQ ACC/CEVP  
129 Andrews Street, Suite 102  
Langley AFB, VA 23665-2769  
Attn: Ms. Brenda Cook

000067

John G. R. Wolfe

June 21, 2001

HC ACC/CEVP  
Att'n: Brenda Cook  
129 Andrews St. - Suite 102  
Langley AFB  
VA - 23665 - 2769

REF: Public comment on deployment of F-22 'Raptor'

Dear Ms. Cook;

Thanks for the extended opportunity to publicly comment on the draft environmental impact statement regarding deployment of the F-22 "Raptor" planes at Elmendorf AFB, Alaska.

As a long-term resident of Anchorage, since 1959, I very strongly disagree with the proposal to deploy these new planes to Elmendorf AFB here in Anchorage.

Elmendorf is a relic of the World War II years, and the Municipality has grown to a remarkable degree since those early years of the 1940s and 1950s. The Municipality of Anchorage is immediately adjacent to the Base and, in fact, wholly surrounds the Base and its adjacent Army Post, Fort Richardson, except for that portion which is waterfrontage along Knik Arm of Cook Inlet.

Since the introduction of the jets at Elmendorf, it has become increasingly apparent that the decibel levels of jet noise in the immediate downtown-core of the city are at levels which are unacceptable to the Public.

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While the Elmendorf runways are about 2 - 2 1/2 miles from the downtown-core, there is absolutely no buffering of the jet noise; there is empty space between the Elmendorf runways and the center of the city - an open valley of Ship Creek.

The F-22 "Raptor" is most likely to be even more noisy than the current planes. If they are to be based in Alaska, fine, but the site should be at Eielson AFB, farther north and in the rural Interior of the state. Jets should be phased-out at Elmendorf AFB because of immediate proximity to both Commercial and Residential areas of the Municipality of Anchorage.

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Sincerely,



# Initial F-22 Operational Wing Beddown Final EIS

000068

June 19, 2001

Ms. Brenda Cook  
F-22 EIS Project Manager  
HQ ACC/CEVP  
129 Andrews St., Suite 102  
Langley AFB, VA 23665-2769

Dear Ms. Cook:

Enclosed you will find an initial batch of petitions asking, among other things, that the F-22 not be based at Langley AFB.

We are also concerned that many citizens in the Farmville MOA are not informed of Air Force plans. We note that there were no public hearings within the Farmville MOA proper, the only meeting being in the adjacent town of Farmville. Moreover, based on the listings in the Executive Summary of the Draft EIS, the document has not been placed in all libraries in the Farmville MOA.

Concerning the Draft EIS, the document itself admits that the data are either not based on the actual F-22 or are incomplete. Thus, the No-Action option should be adopted.

Finally, there is an inherent conflict of interest in the Air Force doing its own study to determine the environmental impact of its own planes. And since other planes from other bases use the Farmville MOA, the EIS should reflect the impact of total airspace use. Therefore, we respectfully ask that the Initial F-22 Operational Wing Beddown, Draft Environmental Impact Statement be set aside and an independent EIS be conducted.

Sincerely,

*Tim Lietzke*

Tim Lietzke  
for the Piedmont Airspace Protection Association

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000068

Petition to Representative Goode, to Senators Warner and Allen, and to the Secretaries of the Air Force and Navy to stop present and proposed additional fly-overs in the Farmville area by low-flying military fighter aircraft.

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- 4: Ask that the Air Force be required to give timely and fair compensation to those people who sustain damage to property and livestock as a result of such overflights.

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1 <i>John H. Layman</i>	John H. Layman	
2 <i>Robert M. Gentry</i>	Robert M. Gentry	
3 <i>Margaret B. Lindsay</i>	MARGARET B. LINDSAY	
4 <i>M. E. Lindsey</i>	M. E. LINDSEY	
5 <i>Mary B. Booker</i>	MARY B. BOOKER	
6 <i>Betty A. Fretwell</i>	Betty Anne Fretwell	
7 <i>Dorothy M. Fore</i>	DOROTHY M. FORE	
8 <i>James M. R. Ruff</i>		
9 <i>Nancy Andrews</i>	NANCY ANDREWS	
10 <i>Lois Mitchell</i>	LOIS MITCHELL	
11 <i>Marie Miller</i>	MARIE MILLER	
12 <i>Carolyn Wells</i>	CAROLYN WELLS	
13 <i>Francis Bruce</i>	FRANCIS BRUCE	
14 <i>Franklin Bruce</i>	FRANKLIN BRUCE	
15 <i>Mary S. Martin</i>	MARY S. MARTIN	

# Initial F-22 Operational Wing Beddown Final EIS

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1. <i>Jim Lietzke</i>	Tim Lietzke	
2. <i>Barbara H. Lietzke</i>	Barbara H. Lietzke	
3. <i>Katherine Barrow</i>	Katherine Barrow	
4. <i>F. S. Barrow</i>	F. S. Barrow	
5. <i>Linda Southall</i>	Linda Southall	
6.		
7.		
8.		
9.		
10.		
11. <i>Mary Camozzi</i>	Mary Camozzi	
12. <i>Greg Henderson</i>	Greg Henderson	
13. <i>Phyllis B. Mitchell</i>	Phyllis B. Mitchell	
14. <i>Rev. R. W. Collins</i>	Rev. R. W. Collins	
15. <i>Gail L. Henderson</i>	GAIL L. HENDERSON	

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Signature	Name, printed	Address / City / Zip
1. <i>Pam Brumfield</i>	Pam Brumfield	
2. <i>Scott Brumfield</i>	Scott Brumfield	
3. <i>Bradley Watson</i>	BRADLEY WATSON	
4. <i>Douglas Schneider</i>	Douglas Schneider	
5. <i>Melanie Fulcher</i>	Melanie Fulcher	
6. <i>Cheryl Cash</i>	Cheryl Cash	
7. <i>Sallic R. Tryna</i>	Sallic R. Tryna	
8. <i>Elizabeth Ross</i>	Elizabeth Ross	
9. <i>Joseph H. Brooks</i>	Joseph H. Brooks	
10. <i>Margaret Taylor</i>	Margaret Taylor	
11. <i>Margaret A. Taylor</i>	Margaret Taylor	
12. <i>Anne S. McEllen</i>	Anne S. McEllen	
13. <i>J. A. McEllen</i>	J. A. McEllen	
14. <i>Myra J. Green</i>	Myra J. Green	
15. <i>Gladys Carson</i>	GLADYS CARSON	

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Signature	Name, printed	Address / City / Zip
1. <i>Nan H. Calvin</i>	NAN H. CALVIN	
2. <i>Harold N. Colvin</i>	HAROLD N. COLVIN	
3. <i>Betty Taylor</i>	BETTY TAYLOR	
4. <i>Anne McCoy</i>	ANNE MCCOY	
5. <i>Helen Henson</i>	HELEN HENSON	
6. <i>Ben Baldwin</i>	BEN BALDWIN	
7. <i>Carol Baldwin</i>	CAROL BALDWIN	
8. <i>Elizabeth Dupree</i>	ELIZABETH DUPREE	
9. <i>Martha Tennant</i>	MARTHA TENNANT	
10. <i>Emmalee Patterson</i>	EMMALEE PATTERSON	
11. <i>Ruth T. Patterson</i>	RUTH T. PATTERSON	
12. <i>Janet W. Moore</i>	JANET W. MOORE	
13. <i>Elizabeth Arch</i>	ELIZABETH ARCH	
14. <i>Hubert P. Atchley</i>	HUBERT P. ATCHLEY	
15. <i>Fred Hanbury</i>	FRED HANBURY	

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1. <i>James B. Carter</i>	JAMES B. CARTER	
2. <i>Elizabeth T. Carter</i>	ELIZABETH T. CARTER	
3. <i>Rhonda Arnold</i>	RHONDA ARNOLD	
4. <i>Rosa S. Mann</i>	ROSA S. MANN	
5. <i>Susan H. Paul</i>	SUSAN H. PAUL	
6. <i>Joyce G. Whitlock</i>	JOYCE G. WHITLOCK	
7. <i>Diane M. Andrews</i>	DIANE M. ANDREWS	
8. <i>Constance K. Gills</i>	CONSTANCE K. GILLS	
9. <i>Harry Jefferts</i>	HARRY JEFFERTS	
10. <i>Joyce B. Hicks</i>	JOYCE B. HICKS	
11. <i>Ronald G. Lawrence</i>	RONALD G. LAWRENCE	
12. <i>Rita W. Lawrence</i>	RITA W. LAWRENCE	
13. <i>Henry M. Mayer</i>	HENRY M. MAYER	
14. <i>Mary T. Worthington</i>	MARY T. WORTHINGTON	
15. <i>Lewis Worthington</i>	LEWIS WORTHINGTON	
16. <i>David M. Carkebros</i>	DAVID M. CARKEBROS	

# Initial F-22 Operational Wing Beddown Final EIS

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Signature	Name, printed	Address / City / Zip
1 ERNA DAYE	ERNA DAYE	
2 STAN SIKKOWSKI	STAN SIKKOWSKI	
3 GERTRUDE PATTERSON	GERTRUDE PATTERSON	
4 C. EDWARD NORTON	C. EDWARD NORTON	
5 ANNA BUTLER	ANNA BUTLER	
6 T.H. CROCKETT	T.H. CROCKETT	
7 LORENE HUSKEY	LORENE HUSKEY	
8 D.A. HUSKEY	D.A. HUSKEY	
9 GREG L. FULCHER	GREG L. FULCHER	
10 MARIA SILVEIRA	MARIA SILVEIRA	
11 W.M.T. STANLEY	W.M.T. STANLEY	
12 LOU STANLEY	LOU STANLEY	
13 ANN WARD	ANN WARD	

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Signature	Name, printed	Address / City / Zip
1 MELINDA HANKS	MELINDA HANKS	
2 KIMBERLY MOORE	KIMBERLY MOORE	
3 JAMES W. CROWL	JAMES W. CROWL	
4 KATHRYN G. STINSON	KATHRYN G. STINSON	
5 BETTY A. PIKE	BETTY A. PIKE	
6 CHARLOTTE CYPUS	CHARLOTTE CYPUS	
7 G. R. CYRUS JR.	G. R. CYRUS JR.	
8 LENA S. COSBY	LENA S. COSBY	
9 KATHRYN G. STINSON	KATHRYN G. STINSON	
10 ROBERT C. AMANUEL	ROBERT C. AMANUEL	
11 LINDA K. ARMSTRONG	LINDA K. ARMSTRONG	
12 SOENNE WRIGHT	SOENNE WRIGHT	
13 PAMELA W. BUTLER	PAMELA W. BUTLER	
14 ELIZABETH MCCUTCHEN	ELIZABETH MCCUTCHEN	
15 JOSEPH C. MCCUTCHEN	JOSEPH C. MCCUTCHEN	

# Initial F-22 Operational Wing Beddown Preliminary Final EIS

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1 Rachel Lietzke	Rachel Lietzke	
2 Donald A. Lietzke	Donald A. Lietzke	
3 Nancy W. Mattley	Nancy W. Mattley	
4 Patricia Hensley	Patricia Hensley	
5 Charlene Palmer	Charlene Palmer	
6 Emma Sprague	Emma Sprague	
7 Elsie Wheeler	Elsie Wheeler	
8 Betty Eldridge	Betty Eldridge	
9 Shirley Beale	Shirley Beale	
10 Alberta Braxton	Alberta Braxton	
11 Cassandra Taylor	Cassandra Taylor	
12 Peggy Booker	Peggy Booker	
13 Estherlyn Young	Estherlyn Young	
14 Louise Vick	Louise Vick	
15 Anne M. Jones	Anne M. Jones	

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1 Joyce Dunaway	Joyce Dunaway	
2 Anne Dunaway	Anne Dunaway	
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1. <i>Jean Kruzicki</i>	Jean Kruzicki	
2. <i>Evelyn Morgan</i>	Evelyn Morgan	
3. <i>Donna Davis</i>	Donna Davis	
4. <i>Jean S. Hobbs</i>	Jean S. Hobbs	
5. <i>Libby A. Wells</i>	Libby A. Wells	
6. <i>Nancy Davis</i>	Nancy Davis	
7. <i>Verna L. Rhoades</i>	Verna L. Rhoades	
8. <i>Shannon Cappedge</i>	Shannon Cappedge	
9. <i>Rachel J. Ehlers</i>	Rachel J. Ehlers	
10. <i>Tarah Ames</i>	Tarah Ames	
11. <i>Mary Hobbs</i>	Mary Hobbs	
12. <i>Audrey Love</i>	Audrey Love	
13. <i>Kathleen B. Clark</i>	Kathleen B. Clark	
14. <i>Renee LeMoine</i>	Renee LeMoine	
15. <i>Sandra Mason</i>	Sandra Mason	

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1. <i>Beatrice B. Downs</i>	Beatrice B. Downs	
2. <i>A.C. Downs Jr.</i>	A.C. Downs Jr.	
3. <i>Robert L. Bowden Sr.</i>	R. L. Bowden Sr.	
4. <i>Lois Lacey Moore</i>	Lois Lacey Moore	
5. <i>Deloris S. Carter</i>	Deloris S. Carter	
6. <i>Hazel Foulkes</i>	Hazel Foulkes	
7. <i>Geraldine B. Horner</i>	Geraldine B. Horner	
8. <i>Martha C. Brand</i>	Martha C. Brand	
9. <i>Theresa Sanders</i>	Theresa Sanders	
10. <i>Leslie Samuel</i>	Leslie Samuel	
11. <i>Veronica J. Downs</i>	Veronica J. Downs	
12. <i>Shelley Elkins</i>	Shelley Elkins	
13. <i>Susan Schanley</i>	Susan Schanley	
14. <i>Wanda L. Cacy</i>	Wanda L. Cacy	
15. <i>Elizabeth Barr</i>	Elizabeth Barr	



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1 <i>Crista Coey</i>	Crista Coey	
2 <i>Joyce Johnson</i>	Joyce Johnson	
3 <i>Dorothy Pettus</i>	Dorothy Pettus	
4 <i>Virginia A. Newcomb</i>	Virginia A. Newcomb	
5 <i>Rhonda H. Barton</i>	Rhonda H. Barton	
6 <i>John Hess</i>	John Hess	
7 <i>Richard G. Whitely, Sr.</i>	Richard G. Whitely, Sr.	
8 <i>Jennifer Green</i>	Jennifer Green	
9 <i>Tracy S. Shook</i>	Tracy S. Shook	
10 <i>Brent Harmon</i>	BRENT HARMON	
11 <i>Marty Feinman</i>	MARTY FEINMAN	
12 <i>Becky Ewing</i>	Becky Ewing	
13 <i>Marty McAdams</i>	Marty McAdams	
14 <i>Aaron Harding</i>	Aaron Harding	
15 <i>Betty Hardy</i>	Betty Hardy	

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1 <i>Angela Whitaker</i>	Angela Whitaker	
2 <i>Tammi F. Smith</i>	Tammi F. Smith	
3 <i>Rebecca Adams</i>	Rebecca Adams	
4 <i>Adessa Pride</i>	Adessa Pride	
5 <i>Dana Adams</i>	Dana Adams	
6 <i>Kimberly</i>	Kimberly	
7 <i>Michelle P. Townsend</i>	Michelle P. Townsend	
8 <i>Valerie J. Carter</i>	Valerie J. Carter	
9 <i>Amata Godsey</i>	Amata Godsey	
10 <i>LeAnn G. Bailey</i>	LeAnn G. Bailey	
11 <i>L. Entzminger</i>	L. Entzminger	
12 <i>Angeles W. Christie</i>	Angeles W. Christie	
13 <i>Mildred Jones</i>	Mildred Jones	
14 <i>Iain Waugh</i>	Iain Waugh	
15 <i>Andrea Mulder</i>	Andrea Mulder	

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Signature	Name, printed	Address / City / Zip
1. <i>Gilly Thompson</i>	Gilly B. Thompson	
2. <i>William E. Thompson</i>	William E. Thompson	
3. <i>Alleen Oakerson</i>		
4. <i>Diane Benton</i>		
5. <i>John Hall</i>		
6. <i>John &amp; Carolyn Dornach</i>	Dornach	
7. <i>Dianne Simpson</i>	Dianne Simpson	
8. <i>Patrick B. Gwilt</i>	Patrick B. Gwilt	
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Signature	Name, printed	Address / City / Zip
1. <i>Rosa J. Bedford</i>	Rosa J. Bedford	
2. <i>Sarah K. Moore</i>	SARAH K. MOORE	
3. <i>Ray Carlson</i>	Ray Carlson	
4. <i>John Verga</i>	John Verga	
5. <i>P. Townsend</i>	P. Townsend	
6. <i>C. Daves</i>	C. DAVES	
7. <i>Chris McCormick</i>	Chris McCormick	
8. <i>Donna Browning</i>	Donna Browning	
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Signature	Name, printed	Address / City / Zip
1. Lowell T. Frye	Lowell T. Frye	
2. Brenda B. Clark	Brenda B. Clark	
3. Thomas A. William	Thomas A. William	
4. Homer L. Springer	HOMER L. SPRINGER	
5. Bob Beaudet	Bob Beaudet	
6. Jackie Jones	Jackie Jones	
7. Barbara Chesler	Barbara Chesler	
8. Darlene Smith	Darlene Smith	
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Signature	Name, printed	Address / City / Zip
1. Sarah V. Young	SARAH V. YOUNG	
2. Teri D. Kidd	Teri D. Kidd	
3. W.C. Woods	W.C. WOODS	
4. H.B. Addleman	H.B. ADDLEMAN	
5. Sandra Breil	Sandra Breil	
6. Patricia Lust	PATRICIA LUST	
7. Holly West	HOLLY WEST	
8. Don Merkle	DON MERKLE	
9. Harriet H. Hlad	HARRIET H. HLAD	
10. Lawrence H. Hlad	LAWRENCE H. HLAD	
11. Joanne Wright	JOANNE WRIGHT	
12. Avis Addleman	AVIS ADDLEMAN	
13. Andrew Orth	ANDREW ORTH	
14. William D. Jones	WILLIAM D. JONES	
15. Betty L. Harris	BETTY L. HARRIS	

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Signature	Name, printed	Address / City / Zip
1 <i>Thomas P. Burke, Jr.</i>	Thomas P. BURKE, Jr.	
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1 <i>Douglas M. Young</i>	Douglas M. Young	
2 <i>Jean P. Shell</i>	Jean P. Shell	
3 <i>Frieda E. Myers</i>	FRIEDA E. MYERS	
4 <i>Allison M. Cummings</i>	ALLISON M. CUMMINGS	
5 <i>Vilka C. Witten</i>	VILKA C. WITTEN	
6 <i>Angela Rogers</i>	Angela Rogers	
7 <i>Lillie Brown</i>	Lillie Brown	
8 <i>Sandra Trant</i>	Sandra Trant	
9 <i>W. John Green</i>	W. John Green	
10 <i>Freda M. Combs</i>	Freda M. Combs	
11 <i>April Hurley</i>	April Hurley	
12 <i>Nancy Bell</i>	Nancy BELL	
13 <i>Rebecca Caliban</i>	Rebecca Caliban	
14 <i>Lydia C. Williams</i>	Lydia C. Williams	
15 <i>Ibrahim M. Stuedgen</i>	Ibrahim M. Stuedgen	

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1 <i>Yvonne Brown</i>	Yvonne Brown	
2 <i>Cecilia Culler</i>	Cecilia Culler	
3 <i>Linda B. Reid</i>	Linda B. Reid	
4 <i>Ethel Cox</i>	Ethel Cox	
5 <i>Abigail H. O'Connor</i>	Abigail H. O'Connor	
6 <i>Archie O'Connor</i>	Archie O'Connor	
7 <i>Nancy Krippl</i>	Nancy Krippl	
8 <i>Twila Harnage</i>	Twila Harnage	
9 <i>David Harnage</i>	David Harnage	
10 <i>Lori Bowers</i>	Lori Bowers	
11 <i>Randall Johnson</i>	Randall Johnson	
12 <i>Donna Ferguson</i>	Donna Ferguson	
13 <i>Donna Simpson</i>	Donna Simpson	
14 <i>Barbara Martin</i>	Barbara Martin	
15 <i>Eileen Connors</i>	Eileen Connors	

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1 <i>A. Baird Jackson</i>	A. Baird Jackson	
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1 <i>Carol Eastlake</i>	CAROL EASTLAKE	
2 <i>Maria Baber</i>	MARIA BABER	
3 <i>Leslie Henderson</i>	Leslie Henderson	
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Signature	Name, printed	Address / City / Zip
1 <i>Randy Claybrook</i>	Randy Claybrook	
2 <i>June &amp; Tom Price</i>	JUNE & TOM PRICE	
3 <i>Dutch Shook</i>	Dutch Shook	
4 <i>Steven Capon</i>	STEVEN CAPON	
5 <i>James Capon</i>	James Capon	
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1	RAYMOND CORMIER	
2	Jerry L. Stuart	
3	CAROLYN CLEMENS	
4	Christopher R. Braden	
5	Linda Linville	
6	DORIS ALLEN	
7	Edward Komer	
8	Dennis Patterson	
9	Wm F. Darrill	
10	CATHERINE WHITE	
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1	Laish V. Fitchett	
2	Robert L. Horn	
3	Anne Ellett	
4	Yvonne E. Moore	
5	Rebecca G. Givens	
6	Yolanda Key	
7	VIRENDA BRIDGEFAR	
8	April L. Howard	
9	Candis LaPrade	
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25 Jun 01

Dear Brenda Cook:

Please, consider YES VOTES, from the four members and local residents of Eagle River, Alaska: Bartlett Family. Jane, my wife, Zachary, my son, Tari, my daughter, and myself are all in favor of the possible new base at Elmendorf for the F-22. We are great backers in the Defensive Policies of the United States and would love to have a new home for these magnificent fighter planes and their maintenance teams. We say, Bring It On!

Regards,

Mark A. Bartlett



Mark A. Bartlett  
VECO ELECTRICAL FOREMAN / WOA





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