

AGENCY LETTERS

Initial F-22 Operational Wing Beddown Final EIS

009000



North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

April 24, 2001

Ms. Brenda Cook
Dept. of the Air Force
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB NC 23665-2769

Dear Ms. Cook:

Subject: Draft Environmental Impact Statement - Proposed Beddown (Establishment) of the Initial F-22 Operational Wing at Langley Air Force Base, Virginia

The N. C. State Clearinghouse has received the above project for intergovernmental review. This project has been assigned State Application Number 01-E-0000-0654. Please use this number with all inquiries or correspondence with this office.

Review of this project should be completed on or before 05/24/2001. Should you have any questions, please call (919)807-2425.

Sincerely,

Ms. Chrys Baggett
Environmental Policy Act Coordinator

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009001

James S. Gilmore, III
Governor

John Paul Woodley, Jr.
Secretary of Natural
Resources

David G. Brickley
Director

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

217 Governor Street, 3rd Floor
TDD (804) 786-2121 Richmond, Virginia 23219 (804) 786-7951 FAX (804) 371-2674
<http://www.state.va.us/~dcr/vaher.html>

30 April 2001

Alton Chavis
Department of the Air Force
129 Andrews Street, Suite 102
Langley AFB VA 23665-2969

Re: F-22 Operational Wing Beddown Draft Environmental Impact Statement

Dear Mr. Chavis:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, natural heritage resources have not been documented at Langley Air Force Base. Further we do not anticipate that aircraft operations will adversely impact natural heritage resources documented in the area.

Under the Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Department of Conservation and Recreation (DCR), DCR has the authority to report for VDACS on state-listed plant and insect species. The current activity will not affect any documented state-listed plants or insects.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. New and updated information is continually added to BCD. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Should you have any questions or concerns, feel free to contact me at 804-692-0984. Thank you for the opportunity to comment on this project.

Sincerely,

Robbie Barreto
Locality Liaison

An Agency of the Natural Resources Secretariat

Initial F-22 Operational Wing Beddown Final EIS



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Snake River Basin Office, Columbia River Basin Ecoregion
1387 South Vinnell Way, Room 368
Boise, Idaho 83709

009002

MAY 07 2001

Alton Chavis
Chief, Environmental Analysis Branch
Department of the Air Force
Headquarters Air Combat Command
129 Andrews Street
Suite 102
Langley Air Force Base, Virginia 23665-2769

Subject: Draft Environmental Impact Statement for the Initial F-22 Operational Wing
Beddown
File #200.0213/OALS #676

Dear Mr. Chavis:

The Snake River Basin Office anticipates no action on the Draft Environmental Impact Statement
for the Initial F-22 Operational Wing Beddown. Please contact Marilyn Hemker of my staff at
(208) 378-5288 if you have any questions.

Sincerely,

Marilyn A Hemker
for Supervisor, Snake River Basin Office

MEMORANDUM

STATE OF ALASKA

Office of the Governor
Division of Governmental Coordination

009003

TO: Distribution List

DATE: May 17, 2001

FROM: Maureen McCrea
Project Review Coordinator

TELEPHONE: 907-269-7473

FAX: 907-269-3981

E-MAIL: maureen_mccrea@gov.state.ak.us

SUBJECT: INITIAL F-22 OPERATIONAL WING BEDDOWN
State I.D. No. AK 0105-11AA
DEIS NEPA Review

The Division of Governmental Coordination received a Draft Environmental Impact Statement (DEIS) for the Initial F-22 Operational Wing Beddown. The U.S. Air Force (USAF) prepared this document to satisfy the requirements of the National Environmental Policy Act (NEPA). The USAF distributed this document to several central areas and has made it available through a web site: www.cevp.com. Also, DGC received both a hard copy and a CD of the document. If you did not receive it or cannot access it, please notify the USAF or DGC. Please review this document in accordance with NEPA and provide comments on the full range of issues and plans presented. I have attached a copy of the Executive Summary and the Project Information Sheet.

The NEPA regulations emphasize cooperative consultation among agencies. Consulting agencies should identify environmental effects and values in adequate detail now, before preparation of the final EIS. Federal court decisions have established that DEIS review participants must structure their participation so that it is meaningful and alerts an agency to the reviewer's position. Environmental objections that can be raised at the draft stage might not be considered if raised after completion of the final EIS.

The State has not received the USAF determination of this activity's effects and consistency with ACMP. The federal agency will address ACMP requirements later in its planning process. 387

The State should take this opportunity to preliminarily address potential ACMP consistency issues of the proposed activity. In your response, identify comments relating to the activity's consistency with the ACMP separately from the NEPA comments.

Please comment to the USAF at the address noted on the last page of the Executive Summary with a copy to DGC by 5:00 p.m. on June 10, 2001.

Attachment

cc: Brenda Cook, Langley AFB, Virginia up attachments

009003

Distribution List

Karlee Gaskill, DNR/DMLW
Tim Rumfelt, DEC
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STATE OF ALASKA

009003

TONY KNOWLES, GOVERNOR

SOUTHCENTRAL OFFICE

OFFICE OF THE GOVERNOR

240 Main, Suite 500
Anchorage, AK 99501

**OFFICE OF MANAGEMENT AND BUDGET
DIVISION OF GOVERNMENTAL COORDINATION**

550 West 7th Ave., Suite 1660
Anchorage, AK 99501
P.O. Box 110030

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DGC Maureen McCrea	(907) 269-7473	(907) 269-3981	maureen_mccrea@gov.state.ak.us
DEC Tim Rumfelt	(907) 269-7564	(907) 269-7652	Trumfelt@envirocon.state.ak.us
DFG Don McKay	(907) 267-2284	(907) 267-2464	don_mckay@fishgame.state.ak.us
DNR Karlee Gaskill	(907) 269-8553	(907) 269-8913	karleeg@dnr.state.ak.us
DISTRICT COE			

PROJECT INFORMATION SHEET

PROJECT TITLE: Initial F-22 Operational Wing Beddown

STATE ID NUMBER: AK 0105-11AA

APPLICANT/PROponent: U.S. Air Force

AGENT: Alton Chavis Phone: Fax: Email:

DIRECT FEDERAL ACTION: Yes

REVIEW TYPE: NEPA

ACTIVITY TYPE: ARMED FORCES ACTIVITIES

PROJECT LOCATION:

Nearest Coastal District: Anchorage
Project is INSIDE the District Coastal Zone Boundary
District Plan Approved? Yes

REVIEW SCHEDULE: Other

REVIEW MILESTONES:

Day 1: 05/18/2001

Comments Due to USAF on or before: 06/10/2001

PREVIOUS OR RELATED PROJECT REVIEW STATE ID #s:

STATE AND FEDERAL APPROVALS:

Initial F-22 Operational Wing Beddown Final EIS



SPECIAL ASSISTANT FOR
MILITARY AFFAIRS

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

May 16, 2001

Billy F Richey
Spec Asst for Military Affairs
150 South 3rd East
Mountain Home, ID 83647

Dear Ms. Cook,

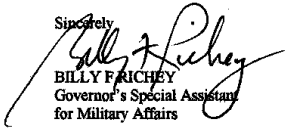
I strongly support the modernization of our services and feel that we the tax payers have an obligation to provide our service men and women with the best and most modern equipment that is available. The American public does not want to win any war by a small margin and lose any of our sons and daughters. Today they demand and expect all wars to be won without the loss of American lives. The F-22 will help to meet that goal and is needed to insure our ability to maintain air superiority into the future.

Mountain Home Air Force Base is one of America's premier bases and is currently home to the only Air Expeditionary Wing with 5 separate types of aircraft making up the composite wing. The draft EIS points out many of the great attributes of the base and the area. Mountain Home, Id is known nation wide as one of the most supportive local communities in the nation. Elmore County had done an excellent job, through zoning, of protecting the base from encroachment plus, the majority of the local community is over 10 mile away.

The training opportunities are some of the best the Air Force has to offer. Saylor Creek Range and the construction of the new Juniper Butte Range and other Enhanced Training in Idaho sites have developed a training capability that balances the training with the environment and traditional land use. The F-22 will fit right into the wing and keep that balance. While the aircraft may be louder than the aircraft it is replacing it will be operating at a higher altitude the majority of the time greatly reducing any impact of both sub-sonic and super-sonic noise. The sortie count analyzed in the EIS evaluates the addition of two addition squadrons of F-22s above and beyond the squadron of F-15Cs. While it does show an increase in total sorties of over 23,000, it is still below those numbers analyzed in the Enhanced Training in Idaho EIS and the number of sorties analyzed in the Air Force in Idaho EIS of 27,000 sorties.

I strongly support F-22s for the 366th Wing at Mountain Home Air Force Base. If not now, definitely in the future. Our airmen deserve the best!

Sincerely,


BILLY F. RICHEY
Governor's Special Assistant
for Military Affairs

MOUNTAIN HOME, IDAHO

009004



Mayor: Dave Jett
Clerk: Betty Manning
Treasurer: Leanna Taylor
Council: Tom Rist
Grace Townsend
Dawn Monasterio
Mark Russell

009005

CITY OF MOUNTAIN HOME

160 SOUTH 3RD EAST PO BOX 10 MOUNTAIN HOME, ID 83647 (208) 587-2104 FAX (208) 587-2110

May 16, 2001

United States Air Force
Ms. Brenda Cook, F-22 EIS Project Manager
HQ ACC/CEVP
Langley AFB, VA 23665-2769

Dear Ms. Cook:

Mountain Home is an Air Force Community. We take great pride in the 366th Wing, the Wing's mission and personnel. We appreciate the contribution "Our Wing" makes to the National Defense of our great country.

We are aware of the many proposed changes and challenges that ACC must deal with in the near future, and hope Mountain Home AFB will continue to provide the same valuable capabilities to air crew training in the future as we provide today.

I would like to point out areas where the community of Mountain Home could assist with any future bed down of the F-22. Areas such as housing could be better provided off base. We have worked hard to improve the housing availability and feel the additional housing required, as detailed in the draft F-22 EIS could be eliminated as an Air Force requirement. This would reduce the projects MILCON requirement by millions of dollars. 388

Additionally, we would request a review of the air space training capabilities for the alternative bases. MHAFFB could be one of the few places the F-22 could train over land, and train all hours of the day without being subject to night time take off and landing restrictions. 389

We appreciate your consideration and attention to this matter. Mountain Home is, and always will be, an Air Force town.

Best Regards,


D. Jett
Mayor

www.ci.mountain-home.id.us

Initial F-22 Operational Wing Beddown Final EIS

LARRY E. CRAIG
IDAHO

HART SENATE OFFICE BUILDING
(202) 224-2752
TTY (202) 224-9377

CHAIRMAN
REPUBLICAN POLICY COMMITTEE

United States Senate

WASHINGTON, DC 20510-1203

May 17, 2001

Ms. Brenda Cook
Department of the Air Force
Headquarters, Air Combat Command
HQ ACC/CEVP
129 Andrew Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Ms. Cook:

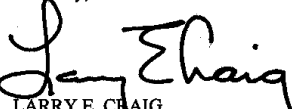
This past Tuesday, May 15, 2000, I had the pleasure of meeting with General Michael Ryan, Chief of Staff of the Air Force. During this meeting I discussed my desire to see the initial F-22 Operational Wing Beddown take place in Idaho, at Mountain Home Air Force Base. I regret I cannot attend tonight's hearing, but I did want to reiterate my position for the record.

The Air Expeditionary Wing, based in Mountain Home, is a unique and vital element in the defense of American interests. With the F-22 poised to become an instrumental component in maintaining America's air superiority, it is essential that the F-22 be included in this composite wing; thus maintaining the unmatched quality the men and women of Mountain Home provide the Air Force.

The F-22 Operational Wing Beddown at Mountain Home has the broad support of both state and local officials, and the communities surrounding the base will welcome the additional 400 personnel and their families with open arms. The beddown of the F-22 in Mountain Home will ensure the long-term viability of the base and allow the Air Force to further take advantage of Mountain Home's recently expanded training range.

Thank you for coming to Idaho, and I look forward to further discussions in the coming months.

Sincerely,


LARRY E. CRAIG
United States Senate

ROOM 149
304 NORTH 8TH STREET
BOISE, ID 83702

HARBOR PLAZA
610 HUBBARD, SUITE 121
COEUR D'ALENE, ID 83814

846 MAIN STREET
LEWISTON, ID 83501-1864

ROOM 193
801 E. SHERMAN STREET
POCATELLO, ID 83201

1282 ADDISON AVENUE EAST
TWIN FALLS, ID 83301

SUITE 101
490 MEMORIAL DRIVE
IDAHO FALLS, ID 83402

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009006

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009007

The Virginia Peninsula Chamber of Commerce and its Military Affairs Council

Resolution supporting the F22 aircraft proposed for Langley Air Force Base

WHEREAS, the Chamber of Commerce and the Military Affairs Council of the Virginia Peninsula recognize the benefits of a strong United States Air Force and the need for its men and women to have the very best equipment available to carry out their missions; and

WHEREAS, the new F22 aircraft, which will climb at a quicker rate, have a higher ceiling and will fly faster than the present aircraft based at Langley Air Force Base; and

WHEREAS, the new F22 aircraft actual noise level has not been established, but is estimated to be only marginally louder than the present aircraft based currently at Langley Air Force Base when operated in extreme conditions; and

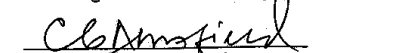
WHEREAS, Langley Air Force Base is the only site being considered for basing the F22's that the conversion cost will save the U. S. Air Force \$12,000,000 as compared to expenditures of up to \$80,000,000 at other site locations, and

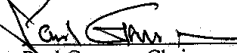
WHEREAS, the environmental impact to the Peninsula communities and infrastructure resources at Langley Air Force Base will be the least of all other sites being considered and the need to replace the twenty-five year old planes now in service, and

NOW THEREFORE, it is the belief of the Virginia Peninsula Chamber of Commerce, its 2,269 member organizations, and the Military Affairs Council that the best site to make a home for the next generation of military airplanes and their crews is the Langley Air Force Base,

BE IT RESOLVED by the Board of Directors of the Virginia Peninsula Chamber of Commerce and the Military Affairs Council this twenty-fourth day of May 2001,

1. That the basing of F22 aircraft at the Langley Air Force Base is a wise economical move on the part of the U. S. Air Force.
2. That the Virginia Peninsula business community supports the basing of the new F22's at the Langley Air Force Base.
3. That with this resolution, the Virginia Peninsula Chamber of Commerce and the Military Affairs Council urge the Department of Defense and the U. S. Air Force to proceed with basing the new F22's at Langley Air Force Base.


Charles Armfield, Chairman
Virginia Peninsula Chamber of Commerce


Paul Garman, Chairman
Military Affairs Council

Initial F-22 Operational Wing Beddown Final EIS

VIRGIL H. GOODE, JR.
5TH DISTRICT, VIRGINIA

Congress of the United States
House of Representatives
Washington, DC 20515-4605

9008

May 31, 2001

Colonel Stephen Goldfein, Commander
Langley Air Force Base
159 Sweeney Boulevard
Langley Air Force Base, VA 23665

Dear Colonel Goldfein:

I write at the request of several constituents in Farmville, Virginia who have contacted my office following the Public Hearing on the Draft Environmental Impact for the Initial F-22 Operational Wing Beddown that Langley Air Force Base representatives held in the Farmville Train Station on Tuesday, May 29, 2001.

It has been reported to me that the meeting concerned potential changes in the use of Langley's Military Operations Area, which includes Farmville and other parts of the Fifth Congressional District. As I understand the possible changes, the amount of training flights could grow from 400 to 600, and the number of fighter planes housed at Langley could grow substantially.

I have been told that of the five potential sites that have been researched in the United States, Langley is the preferred site for these changes and expansions. I would appreciate any material that you could send to my Farmville office concerning the proposed changes in the Farmville area's use as a Military Operations Area.

I understand that the period for public comment on the proposed changes in MOA's is to end June 10, 2001. On behalf of my constituents in the Fifth Congressional District, I respectfully request an extension to this public comment period.

390

I also ask that my office be notified of any future meetings held in the Fifth District. If possible, I, or a representative from my office, will be there.

PRINTED ON RECYCLED PAPER

9008

If you have questions or want to forward further information to me, do not hesitate to call Sarah Terry in my Farmville, Virginia office. Ms. Terry will be happy to speak with you.

Thank you very much for your consideration of my constituents in the Fifth Congressional District. I look forward to hearing from you.

Most sincerely,

Virgil Goode Jr.
Virgil Goode, Jr.

Copy to:

Ms. Brenda Cook, Program Manager
F22 Draft Environmental Impact Statement
HQ ACC Flash CEVP
129 Andrews Street, Suite 102
Langley Air Force Base, VA 23665-2769

Ms. Diane Obler
[REDACTED]

Mr. Steve Wall, Publisher
The Farmville Herald
114 North Street
Farmville, VA 23901

Mr. John Vaughan
[REDACTED]

103 South Main Street
Farmville, VA 23901
804--392-8331 FAX 392-6448

Initial F-22 Operational Wing Beddown Final EIS

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE

Katherine Harris
Secretary of State

DIVISION OF HISTORICAL RESOURCES

CC9009

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Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

Mr. Alton Chavis
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

May 30, 2001

Re: DHR Project File No. 2001-03828
Received by DHR April 20, 2001
Initial F22 Operational Wing Beddown Draft Environmental Impact Statement
Eglin AFB, Okaloosa County, Florida and Tyndall AFB, Bay County, Florida

Dear Mr. Chavis:

Our office has reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and *36 CFR Part 800: Protection of Historic Properties*.

The State Historic Preservation Officer advises and assists federal agencies as they identify historic properties (listed, or eligible for listing, in the *National Register of Historic Places* or otherwise of historical or archaeological value), assess effects of projects upon those properties, and consider alternative means of development to avoid or reduce adverse effects.

Based on the information contained in the Initial F-22 Operational Wing Beddown Environmental Impact Statement, we concur that the proposed alternative action at Eglin AFB is likely to have an adverse effect on historic properties listed, or eligible for listing, in the National Register.

Furthermore, we concur that the proposed alternative action at Tyndall AFB will have no effect upon historic properties listed, or eligible for listing, in the National Register.

We note that, following the development of final siting plans, if either Eglin AFB or Tyndall AFB is selected for the F22 Operational Wing Beddown, this office will be consulted prior to the beginning of construction or renovation associated with the proposed action in order to develop a plan to avoid, minimize, or mitigate potential impacts to historic properties.

391

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

<input type="checkbox"/> Director's Office (850) 488-1480 • FAX: 488-3355	<input type="checkbox"/> Archaeological Research (850) 487-2299 • FAX: 414-2207	<input checked="" type="checkbox"/> Historic Preservation (850) 487-2333 • FAX: 922-0496	<input type="checkbox"/> Historical Museums (850) 488-1484 • FAX: 921-2503
<input type="checkbox"/> Historic Pensacola Preservation Board (850) 595-5985 • FAX: 595-3969	<input type="checkbox"/> Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476	<input type="checkbox"/> St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044	<input type="checkbox"/> Tampa Regional Office (813) 272-3843 • FAX: 272-2340

CC9009

Mr. Chavis
May 25, 2001
Page 2

If you have any questions concerning our comments, please contact Ken Misner, Historic Preservation Compliance Review Specialist, at (850) 487-2333 or (800) 847-7278 or by electronic mail, kmisner@mail.dos.state.fl.us.

Thank you for your commitment to protecting Florida's historic properties.

Sincerely,

Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/km

Xc: Newell O. Wright, Ph.D., AAC/EMH



009010

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

James S. Gilmore, III
Governor

John Paul Woodley, Jr.
Secretary of Natural Resources

Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P.O. Box 10009, Richmond, Virginia 23240
Fax (804) 698-4500 TDD (804) 698-4021
http://www.deq.state.va.us

Dennis H. Treacy
Director

(804) 698-4000
1-800-592-5482

June 1, 2001

Ms. Brenda Cook
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley Air Force Base, Virginia 23665

RE: Draft Environmental Impact Statement for the Initial F-22 Operational Wing
Bed-down at Langley Air Force Base
DEQ-01-067F

Dear Ms. Cook:

The Commonwealth of Virginia has completed its review of the Draft Environmental Impact Statement (Draft EIS) described above. The Department of Environmental Quality (DEQ) is responsible for coordinating Virginia's review of federal environmental documents and responding to appropriate federal officials on behalf of the Commonwealth. The following agencies, planning district commission, and locality joined in this review:

Department of Environmental Quality
Department of Agriculture and Consumer Services
Department of Conservation and Recreation
Department of Health
Marine Resources Commission
Department of Historic Resources
Virginia Institute of Marine Science
Chesapeake Bay Local Assistance Department
Hampton Roads Planning District Commission.

In addition, the following agencies and locality were invited to comment:

Department of Game and Inland Fisheries
Department of Forestry
City of Hampton.

An Agency of the Natural Resources Secretariat

009010

Ms. Brenda Cook
June 1, 2001
Page 2

Project Description

The Air Force proposes to replace its fleet of F-15C fighter planes with a new F-22 fleet, and to establish the initial operational wing of F-22 planes, consisting of 72 primary planes and 6 back-up planes, at Langley Air Force Base (Draft EIS, page 1-1). This establishment would also entail construction of facilities to serve the aircraft group; at Langley, it is anticipated that the affected area would be 16 acres (Draft EIS, pages 2-7, 2-8; a chart of facilities is on page LA2-4). The movement of aircraft to Langley would start in September 2004 and be completed in June 2007 (page LA2-1); related construction, demolition, modification, and infrastructure projects would take place between 2002 and 2004 (pages LA2-3, LA2-4). The Draft EIS discusses four other Air Force Bases (all outside Virginia) and a no-action alternative; but the placement of the F-22s at Langley is the preferred alternative and the proposed action (page 1-1).

Environmental Impacts and Mitigation

1. Water Quality and Wetlands. The Draft EIS states that no wetlands, streams, creeks, ponds, or lakes have been identified in areas slated for construction associated with this project (page LA3-34). We recommend that in choosing construction sites, the Air Force endeavor to avoid or minimize indirect as well as direct impacts to nearby water resources. Prior to construction or site preparation activities, the Air Force should investigate the presence or absence of wetlands on each site. If wetlands are found, they must be delineated, and the delineation confirmed by the U.S. Army Corps of Engineers, Norfolk District, Regulatory Branch. If jurisdictional wetlands are present, the Air Force must submit a Joint Federal-State Permit Application (JPA) to the Marine Resources Commission (MRC). The MRC will disseminate the JPA to the Army Corps of Engineers and to DEQ's Tidewater Regional Office, which will then decide whether a Virginia Water Protection Permit is required for the proposed activity.

DEQ encourages the use of erosion and sediment control measures, adherence to stormwater management regulations, and careful construction practices to minimize temporary impacts to State waters during construction activities.

In view of the likely increase in over-water sorties resulting from F-22 establishment at Langley, the Air Force must exercise care to avoid "tank dumps" or the release of fuel. Recommendations by federal agencies regarding protection of marine life should be followed.

2. Natural Heritage Resources. The Draft EIS indicates that the bald eagle (*Haliaeetus leucocephalus*) appears on Langley Air Force Base, where it has been seen

009010

foraging on creeks and marshes but is not known to nest (page LA3-35). This is confirmed by the Department of Conservation and Recreation, which has documented a bald eagle nest site in the project vicinity. Bald eagle nest sites are often found in the midst of large forested areas near marshes or other bodies of water; threats to the bald eagle include human disturbance of nesting sites and development in areas which the bald eagle uses for feeding and breeding.

The Department of Conservation and Recreation recommends that the Air Force consult with the U.S. Fish and Wildlife Service and the Virginia Department of Game and Inland Fisheries to ensure compliance with the Endangered Species Act and its state counterpart legislation. See "Regulatory and Coordination Needs," item 2, below.

395

The Department of Agriculture and Consumer Services joins the Department of Conservation and Recreation in determining that the proposed project will not affect any plants or insects on the state list of endangered and threatened species. This confirms the statement in the Draft EIS to the effect that the northeastern beach tiger beetle has no record of occurrence on the base (page LA3-35).

3. *Historic and Archaeological Resources.* The Draft EIS discusses historic, architectural, and archaeological resources, impacts, and mitigation at some length (pages LA3-40 through LA3-47), and commits the Air Force to continued coordination with the Department of Historic Resources relative to different construction activities contemplated in the project. This approach is suitable to that Department (see "Regulatory and Coordination Needs," item 5, below).

4. *Solid and Hazardous Wastes.* The Air Force Base is currently a large-quantity generator of hazardous waste, and the addition of the F-22 Operational Wing would result in an increase less than 10 percent, according to the Draft EIS (page LA3-65). The existing Hazardous Waste Management Plan may need to be updated to reflect changes in hazardous waste accumulation sites; the Draft EIS indicates the Air Force's commitment to update this plan (page LA3-65).

Before any demolition or renovation activities, the affected facilities must be inspected for the presence of asbestos, including Category I and Category II non-friable asbestos-containing material (ACM). Upon classification as friable and non-friable, all waste ACM must be transported and disposed of in accordance with applicable federal and state regulations.

396

All wastes generated by construction and operation of the facilities for the F-22 must be managed in accordance with local, state, and federal regulatory requirements. Any soil suspected of contamination during construction must be tested and disposed of according to these regulations as well.

397

5. *Chesapeake Bay Preservation Areas.* Based on the information in the Draft EIS, it is difficult to tell whether there are any Chesapeake Bay Preservation Areas within the project area. There are two types of Chesapeake Bay Preservation Areas, as

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contemplated by the Chesapeake Bay Preservation Area Designation and Management Regulations (9 VAC 10-20-10 et seq.). The more restrictive are called Resource Protection Areas (RPAs), which include tidal shores, tidal wetlands, non-tidal wetlands that are contiguous to and connected by surface flow with tidal wetlands and tributary streams, tributary streams, and a 100-foot buffer located landward of any of these features. Resource Management Areas (RMAs) are areas within a 100-foot distance landward of RPAs. Any land development within RPAs or RMAs should be accomplished in accordance with the performance criteria of the Regulations cited above. A field investigation should be made to determine the presence of RPAs or RMAs in the areas slated for developments pursuant to this project; this determination includes, but is larger in its aim than, the investigation to find wetlands mentioned above (see item 1).

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The Chesapeake Bay Local Assistance Department indicated that the City of Hampton has a citywide stormwater management regulation, applicable to land disturbances of more than 2,500 square feet, which incorporates the water quality requirements of the Regulations. For any new development, the post-development non-point source pollution runoff load may not exceed the pre-development load, based on average land cover conditions. Projects located in designated Intensely Developed Areas (IDAs) or redevelopment projects must reduce the non-point source pollution load by 10%. The exemption for VPDES permits in the Regulations is intended to alleviate duplicative water quality criteria affecting an individual project. VPDES construction-related permits, and many industrial use permits, do not always result in post-construction Best Management Practices which address land use/land cover-related water quality criteria; these permits do not discharge the responsibility of the project applicant to address those criteria consistently with local zoning and sub-division regulations adopted pursuant to the Chesapeake Bay Preservation Act (Virginia Code sections 10.1-2100 et seq.), and in accordance with the Virginia Stormwater Management Regulations administered by the Department of Conservation and Recreation. Stormwater management requirements are independent of industrial and construction permits and must be met separately. See item 6, and also the discussion in items 3 and 4 of the Regulatory and Coordination Needs discussion, below.

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Pursuant to the Coastal Zone Management Act, the Air Force is required to comply with the Chesapeake Bay Preservation Act and its implementing regulations, since these have been incorporated as an enforceable program under the Virginia Coastal Resources Management Program (VCP). Also, the 1998 Federal Agencies' Chesapeake Ecosystem Unified Plan requires the signatories, including the Air Force, to fully cooperate with local and state governments in carrying out voluntary and mandatory actions to comply with the management of storm water. In this Plan, the agencies also committed to encouraging construction design that (a) minimizes natural area loss on new and rehabilitated federal facilities; (b) adopts low-impact development and best management technologies for stormwater, sediment and erosion control, and reduces impervious surfaces; and (c) considers the Conservation Landscaping and Bay-Scapes Guide for Federal Land Managers. In addition, the Chesapeake Executive Council is expected to issue a directive soon which addresses stormwater management. This will

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aim at controlling the runoff of nutrients, sediments, and chemical contaminants from government-owned lands, including military installations.

6. *Erosion and Sediment Control; Stormwater Management.* Construction activities, including site preparation, may require an Erosion and Sediment Control Plan if they disturb more than 10,000 square feet (2,500 square feet in a Chesapeake Bay Preservation Area). One acre of more of land disturbance requires a Stormwater Management Plan. Individual construction activities for the F-22 Bed-down project may require preparation of one or both of these Plans, depending on the land disturbance involved. See "Regulatory and Coordination Needs," item 3, below.

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7. *Air Quality Impacts.* The EA addresses air quality impacts of the project (pages LA3-19 through AL3-27). In regard to controlling fugitive dust from construction activities, we recommend that the Air Force employ appropriate control measures, including but not limited to the following:

- Use, where possible, of water (mentioned) or chemicals for dust control;
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials;
- Covering of open equipment for conveying materials;
- prompt removal of spilled or tracked dirt or other materials from paved streets, and of dried sediments resulting from soil erosion.

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(See the Virginia Regulations for the Control and Abatement of Air Pollution, 9 VAC 5-50-60 et seq., specifically 9 VAC 5-50-90.)

Langley Air Force Base is part of an ozone (O₃) maintenance area and an emission control area for ozone precursors, which are volatile organic compounds (VOCs) and oxides of nitrogen (NO_x). Accordingly, the Air Force should take all reasonable precautions to limit emissions of VOCs and NO_x, principally by controlling or limiting the burning of fossil fuels. Also, stemming from 9 VAC 5-40-5490 in the Regulations, there are some limitations on the use of "cut-back" asphalt (liquefied asphalt cement, blended with petroleum solvents) that may apply in any asphalt construction activity associated with this project. The asphalt must be "emulsified" (predominantly cement and water with a small amount of emulsifying agent) except when specified circumstances apply. Moreover, there are time-of-year restrictions on its use during the months of April through October in VOC emission control areas. (See "Regulatory and Coordination Needs," item 6, below.)

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8. *Recreation Resources.* According to the Department of Conservation and Recreation, this project will not affect recreation resources such as federally or state-designated Scenic Rivers (listed or potential) or Virginia Byways. Nor will it affect any recreation facilities.

9. *Pollution Prevention.* We have several recommendations regarding pollution prevention:

408

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- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content, toxicity level, and amount of packaging should be considered.

- Consider contractors' commitments to the environment, when choosing contractors. Also, specifications regarding raw materials selection and construction practices can be included in contract documents and requests for proposals.

- Choose sustainable practices and materials in infrastructure and building construction and design. These could include asphalt and concrete containing recycled materials and integrated pest management in landscaping, among other things.

The DEQ's Office of Pollution Prevention can offer technical assistance in this subject area. For more information, the Air Force may contact Tom Griffin (telephone (804) 698-4545).

10. *Energy Conservation.* We recommend that the project be planned and designed to comply with state and federal guidelines and industry standards for energy conservation and efficiency. For example, energy efficiency of the construction activities contemplated in this project can be enhanced by maximizing the use of the following:

409

- thermally-efficient building shell components (roof, wall, floor, insulation);
- high-efficiency ventilation as well as heating and air-conditioning systems;
- energy-efficient office and data processing equipment; and
- energy-efficient lighting.

For more information on this topic, please contact the Department of Mines, Minerals, and Energy (Gene Rader, telephone (804) 951-6358).

11. *Endorsement.* According to the Hampton Roads Planning District Commission, this project is generally consistent with local and regional plans and policies.

Regulatory and Coordination Needs

1. *Water Quality Regulation.* As indicated above ("Environmental Impacts and Mitigation," item 1), any construction affecting wetlands is likely to require a Virginia Water Protection Permit from DEQ's Tidewater Regional Office. Similarly, any

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construction project (or group of projects) involving grading, clearing, or excavating of five or more acres of land will require a Virginia Pollutant Discharge Elimination System (VPDES) Stormwater General Permit prior to construction. Questions on both of these permit programs may be addressed to the DEQ's Tidewater Regional Office (telephone (757) 518-2000).

411

It may be necessary to modify the existing individual VPDES permit to reflect possible changes in outfalls, outfall relocation, new outfalls, wash rack, and other facilities subject to the permit. The VPDES permit, issued by the Tidewater Regional Office of DEQ, may be modified by making application to that Office.

412

2. Subaqueous Bed Encroachment Permit. It does not appear that activities associated with the F-22 bed-down project at Langley will have any effect on submerged lands of the Commonwealth; accordingly, a subaqueous bed encroachment permit will not be required from the Marine Resources Commission.

3. Endangered Species Protection. The Air Force should consult with the Virginia Department of Game and Inland Fisheries (Tom Wilcox, telephone (804) 367-8998) and the U.S. Fish and Wildlife Service's Virginia field office (Karen Mayne, telephone (804) 693-6694) to determine appropriate protective measures for the bald eagle mentioned above and in the Draft EIS.

413

4. Erosion and Sediment Control; Stormwater Management. The Air Force should consult with the Department of Conservation and Recreation's Chowan-Albemarle Watersheds Office (Ernie Brown, telephone (757) 925-2468) for guidance on the applicability of the Erosion and Sediment Control Plan and Stormwater Management Plan requirements mentioned in "Environmental Impacts and Mitigation," item 6, above. That Watersheds Office may also be contacted for technical advice relative to both Plan requirements.

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5. Chesapeake Bay Preservation Areas and Stormwater Management. As indicated above ("Environmental Impacts and Mitigation," item 5), the management of stormwater runoff is particularly important in areas designated as Resource Protection Areas and Resource Management Areas. For additional guidance on stormwater runoff management in these areas, the Air Force should contact the Chesapeake Bay Local Assistance Department (Catherine Harold, telephone (804) 371-7501).

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6. Historic and Archaeological Resource Consultation. To ensure compliance with section 106 of the National Historic Preservation Act, the Air Force must continue coordination with the Department of Historic Resources (Lily Richards, telephone (804) 367-2323, extension 140) (reference DHR file number 2001-1000).

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7. Air Quality Regulation. In the event of any open burning associated with this project, a permit will be required from the DEQ's Tidewater Regional Office, pursuant to the Regulations for the Control and Abatement of Air Pollution (9 VAC 5-40-5600 et

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seq.). The Air Force should contact that office (Jane Workman, telephone (757) 518-2112) for further information in this regard.

Similarly, the Air Force should contact the DEQ Tidewater Regional Office to determine whether emissions units contemplated in this project require amendments to the permits that currently apply to the Air Force Base.

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The DEQ Tidewater Regional Office may also be contacted for additional guidance regarding limitations on the use of "cut-back asphalt" in VOC emission control areas.

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8. Federal Consistency under the Coastal Zone Management Act. Pursuant to the Coastal Zone Management Act of 1972, as amended, the Air Force is required to determine the consistency of its activities affecting Virginia's coastal resources or coastal uses with the Virginia Coastal Resources Management Program (VCP) (see section 307(c)(1) of the Act and 15 CFR Part 930, sub-part E, section 930.34). This involves an analysis of the activities in light of the Enforceable Programs of the VCP (first enclosure), and submission of a consistency determination reflecting that analysis and committing the Air Force to comply with the Enforceable Programs. This determination may be provided as part of the Final EIS or the documents concluding that process. Section 930.39 gives content requirements for the consistency determination. If you need clarification of these comments, please contact Charles Ellis in DEQ's Office of Environmental Impact Review at (804) 698-4488.

420

Thank you for the opportunity to review this Draft EIS.

Sincerely,



Michael P. Murphy, Director
Division of Environmental Enhancement

Enclosures

cc: Keith R. Tignor, DACS

Alan Weber, VDH

Derral Jones, DCR

Arthur Kapell, DEQ-DWPC

Sheryl A. Kattan, DEQ-TRO

Carolyn Browder, DEQ-VWPP

Tracy West, MRC

Thomas A. Barnard, Jr., VIMS

James P. Ponticello, DEQ-DAPC

Catherine M. Harold, CBLAD

Lily A. Richards, DHR

Arthur L. Collins, Hampton Roads PDC

Initial F-22 Operational Wing Beddown Final EIS

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If you cannot meet the deadline, please notify CHARLIE ELLIS at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

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- Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- Use your agency stationery or the space below for your comments. **IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.**

Please return your comments to:

MR. CHARLES H. ELLIS III
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL IMPACT REVIEW
629 EAST MAIN STREET, SIXTH FLOOR
RICHMOND, VA 23219
FAX #804/698-4319

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DEQ-Office of Environmental
Impact Review

Charles H. Ellis III
Environmental Program Planner

COMMENTS

Statements in the project document concerning endangered species were reviewed and compared to previous VDACS findings. No additional comments are necessary in reference to endangered plant and insect species regarding this project.

(signed) Keith R. Tignor (date) May 9, 2001
(title) Endangered Species Coordinator
(agency) VDACS, Office of Plant and Pest Service

PROJECT # 01-067F

May 9, 98

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If you cannot meet the deadline, please notify CHARLIE ELLIS at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

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- Use your agency stationery or the space below for your comments. **IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.**

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RICHMOND, VA 23219
FAX #804/698-4319

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Impact Review

Charles H. Ellis III
Environmental Program Planner

COMMENTS

No Comments

(signed) Alan Weber (date) 5-29-01
(title) _____
(agency) VOH

PROJECT # 01-067F

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James S. Gilmore, III
Governor

John Paul Woodley, Jr.
Secretary of Natural
Resources



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MAY 31 2001

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

203 Governor Street, Suite 326

TDD (804) 786-2121 Richmond, Virginia 23219-2010 (804) 786-2556 FAX (804) 371-7899

MEMORANDUM

DATE: 24 May, 2001
TO: Charles H. Ellis, III, Department of Environmental Quality
FROM: Derral Jones, Planning Bureau Manager
SUBJECT: DEQ#01-067: F-22 Operational Wing Beddown- **Revised Comments**

The Department of Conservation and Recreation (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, a Bald Eagle nest site (*Haliaeetus leucocephalus*, G4/S2/LT/LT) has been documented in the project vicinity. Bald Eagle nest sites are often found in the midst of large wooded areas near marshes or other bodies of water (Byrd, 1991). Threats to this species include human disturbance of nest sites and development of feeding and breeding areas (Byrd, 1991).

DCR recommends coordination with the United States Fish and Wildlife Service (USFWS) and the Virginia Department of Game and Inland Fisheries (VDGIF) to ensure compliance with protected species legislation. 421

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks other natural heritage resources. New and updated information is continually added to BCD. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

At this time, the proposed project is not anticipated to have any adverse impacts on existing or planned recreational facilities. Nor will it impact any streams on the National Park Service's Nationwide Inventory, Final List of Rivers, potential Scenic Rivers or existing or potential State Scenic Byways. Please contact DCR for an update on this information if a significant amount of time passes before it is utilized. 422

Thank you for the opportunity to comment on this project.

Cc: Ray Fernald, VDGIF
Kim Marbain, USFWS

An Agency of the Natural Resources Secretariat

David G. Brickley
Director

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Similarly, state agency projects that involve a land use conversion activity of 1 acre or more must prepare a project-specific SWM plan for review and approval by DCR's DSWC. An approved plan is required prior to initiation of any regulated activities at the project site. All plans must be prepared in accordance with the current version of the Virginia Stormwater Management Law (VSWML) and Regulations (VSWMR). Note that projects undertaken in Chesapeake Bay Preservation Areas (CBPA) may be subject to requirements that are more stringent. The agency is encouraged to consult with the Chesapeake Bay Local Assistance Department (CBLAD) and/or the appropriate local jurisdiction to confirm parallel SWM plan requirements under the Chesapeake Bay Preservation Act. It is recommended that this project be considered with any other existing or proposed land use conversion or expansion plans for the property to adequately address the cumulative impacts on the receiving drainage or environmental systems, as well as, to identify the most appropriate strategy for reducing the nonpoint source pollution from the developed and developing areas of the site. The agency may submit a draft plan or other preliminary information to DCR's DSWC for review and assistance in identifying specific practices, regional strategies, and/or regulatory requirements that may apply to this project. Requests for assistance and/or plans should be directed to the DCR Watershed Office that serves the area where the project will be undertaken. [Reference: VSWML §10.1-603.5; VSWMR §4VAC-3-20-210 - 245]

For use in directing project-specific ESC and SWM plans and requests for assistance to the appropriate DCR Watershed Office, a copy of the guidance document DCR Urban Programs Contact Information, is available <http://www.dcr.state.va.us/sw/e&cs.htm>

The maps in the EIR identify the settlement as the Jamestown Settlement Park. The use of "State Park" implies the site is a unit of DCR's State Park System. To prevent such confusion, a new nomenclature should be used for identifying the settlement. Perhaps, just the removal of the label "state" from the name, leaving Jamestown Settlement Park, would suffice.

Thank you for the opportunity to comment on this project.

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Literature Cited

Byrd, M.A. 1991. Bald Eagle. In Virginia's Endangered Species: Proceedings of a Symposium. K. Terwilliger ed. The McDonald and Woodward Publishing Company, Blacksburg, Virginia. Pp. 499-501.

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Definition of Abbreviations Used on Natural Heritage Resource Lists of the Virginia Department of Conservation and Recreation

Natural Heritage Ranks

The following ranks are used by the Virginia Department of Conservation and Recreation to set protection priorities for natural heritage resources. Natural Heritage Resources, or "NHR's," are rare plant and animal species, rare and exemplary natural communities, and significant geologic features. The primary criterion for ranking NHR's is the number of populations or occurrences, i.e. the number of known distinct localities. Also of great importance is the number of individuals in existence at each locality or, if a highly mobile organism (e.g., sea turtles, many birds, and butterflies), the total number of individuals. Other considerations may include the quality of the occurrences, the number of protected occurrences, and threats. However, the emphasis remains on the number of populations or occurrences such that ranks will be an index of known biological rarity.

S1 Extremely rare; usually 5 or fewer populations or occurrences in the state; or may be a few remaining individuals; often especially vulnerable to extirpation.

S2 Very rare; usually between 5 and 20 populations or occurrences; or with many individuals in fewer occurrences; often susceptible to becoming extirpated.

S3 Rare to uncommon; usually between 20 and 100 populations or occurrences; may have fewer occurrences, but with a large number of individuals in some populations; may be susceptible to large-scale disturbances.

S4 Common; usually >100 populations or occurrences, but may be fewer with many large populations; may be restricted to only a portion of the state; usually not susceptible to immediate threats.

S5 Very common; demonstrably secure under present conditions.

SA Accidental in the state.

S#B Breeding status of an organism within the state.

SH Historically known from the state, but not verified for an extended period, usually > 15 years; this rank is used primarily when inventory has been attempted recently.

S#N Non-breeding status within the state. Usually applied to winter resident species.

SU Status uncertain, often because of low search effort or cryptic nature of the element.

SX Apparently extirpated from the state.

SZ Long distance migrant whose occurrences during migration are too irregular, transitory and/or dispersed to be reliably identified, mapped and protected.

Global ranks are similar, but refer to a species' rarity throughout its total range. Global ranks are denoted with a "G" followed by a character. Note that GA and GN are not used and GX means apparently extinct. A "Q" in a rank indicates that a taxonomic question concerning that species exists. Ranks for subspecies are denoted with a "T". The global and state ranks combined (e.g. G2/S1) give an instant grasp of a species' known rarity.

These ranks should not be interpreted as legal designations.

Federal Legal Status

The Division of Natural Heritage uses the standard abbreviations for Federal endangerment developed by the U.S. Fish and Wildlife Service, Division of Endangered Species and Habitat Conservation.

LE Listed Endangered - threatened with extinction throughout all or a significant portion of its range

LT Listed Threatened - likely to become endangered in the foreseeable future

PE Proposed Endangered

FT Proposed Threatened

C Candidate - enough information is available to propose for listing, but listing is precluded by other pending proposals

SOC Species of Concern -- species that merit special concern (not a regulatory category)

NP No federal legal status

State Legal Status

The Division of Natural Heritage uses similar abbreviations for State endangerment.

LE Listed Endangered

LT Listed Threatened

C Candidate

SC Special Concern -- animals that merit special concern according to VDGIF (not a regulatory category)

NS No state legal status

PE Proposed Endangered

PT Proposed Threatened

For information on the laws pertaining to threatened or endangered species, contact:

U.S. Fish and Wildlife Service for all FEDERALLY listed species
Department of Agriculture and Consumer Services Plant Protection Bureau for STATE listed plants and insects
Department of Game and Inland Fisheries for all other STATE listed animals
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Initial F-22 Operational Wing Beddown Final EIS



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

James S. Gilmore, III
Governor

John Paul Woodley, Jr.
Secretary of Natural Resources

Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P.O. Box 10009, Richmond, Virginia 23240
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<http://www.deq.state.va.us>

Dennis H. Treacy
Director

(804) 698-4000
1-800-592-5482

May 16, 2001

To: Mr. Charles Ellis
From: Arthur Kapell

Project Number: 01-067F

Project Title: Initial F-22 Operational Wing Beddown at Langley Airforce Base

Project Sponsor: DOD/US Air Force

Due Date: May 16, 2001

Review: The proposed action involves the proposal of the Air Force to locate 72 operational F-22 aircraft (Operational Wing) at the Langley Air Force Base. Of five possible locations, the one preferred is at the Langley Air Force Base. Establishment of this Operational Wing would take place over a period of approximately 5 years.

To accommodate the Operational Wing, each base must provide necessary facilities and infrastructure, necessitating construction of new facilities and modification of existing facilities. At Langley AFB, this would require the demolition of four existing facilities, as well as a number of construction, modification or improvement projects. The design of building alteration projects are reviewed at Langley to determine if asbestos contaminated materials are present in the proposed work area, and if so, are disposed of in an off-base permitted facility. Asbestos removal may be required, depending on the scope of the proposed facility renovation to accommodate the aircraft.

The Air Force Base is currently a large-quantity generator of hazardous waste, and the addition of the F-22 Operational Wing would generate less than a 10 percent increase in hazardous waste based on F-22 operations and maintenance. The existing procedures for the centralized management of hazardous waste would be adequate to handle these changes. The existing Hazardous Waste Management Plan may need to be updated to reflect the changes in hazardous waste accumulation sites.

Finding: Prior to any demolition or renovation activities, affected facilities must be inspected for the presence of asbestos, including Category I and Category II nonfriable asbestos containing material (ACM). Upon classification as friable and non-friable, all waste ACM must be transported and disposed of in accordance with the federal and state regulations.

All wastes generated by the construction and operation of the facilities must be managed in accordance with local, state, and federal regulatory requirements. All wastes should be categorized as hazardous or not, and any soil that is suspected of contamination during construction must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations.

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MAY 23 2001

DEQ Office of Environmental
Impact Review

To: Charles H. Ellis@OCS@DEQ
From: Sheryl A. Kattan@VABCH@DEQ
Cc:
Subject: re: the Langley Draft EIS on the F-22 "bed-down"
Attachment: BEYOND.RTF
Date: 5/30/01 3:23 PM

Hi Charlie,

I just got back today and have been in the field all morning, but, I will do my best to give you some comments here:

UST/LUST: The EA mentioned that several IRP sites surrounded the property and that they would coordinate with the IRP managers to make sure their work does not interfere with cleanup activities. While this is good, it would have been nice to have some statements about the probability of encountering contamination onsite and what the contaminants might be. However, since dewatering or major disturbance of soils will probably not be required for this project, the issue of contamination contact is probably not as big an issue.

AIR: No comments except that the proposal will result in a reduction in stationary source emissions.

WASTE: No comments.

WETLANDS: I agree with Central Office wetland comments below. They should make sure that all recommendations from NMFS, USFWS and DGIF are followed for the protection of marine mammals, sea turtles, etc. especially since over-water sorties are increasing by 7 percent. There should also be no release of fuel (tank dumps) in these areas.

STORMWATER/VPDES: They will need a SW General permit for construction activities. They may also need to modify their individual VPDES permit to reflect possible change in existing outfalls, outfall relocation, new outfalls, new wash rack, etc. If the new wash rack goes to the central sewerage facilities, will need to work with HRSD.

Sorry, I haven't had more time to review this.

Sheri

From: Charles H. Ellis@OCS@DEQ, on 5/30/01 2:30 PM:

Sheri - today, by mutual agreement, is your Witching hour on this Langley F-22 project. I have been writing the piece this morning and am now in need of whatever wisdom you care to apply to it.

A couple of things to help: (1) I got a big rap about stormwater from Catherine (CBLAD), which I put in pretty much whole, and I tied it, a little bit, to DCR (which said nothing on the matter or on erosion control), and to (2) comments I got from the Water people upstairs, who said investigate for wetlands, do a Jurisdictional determination by the Corps, get a VWPP if it is jurisdictional, and otherwise watch what you're doing. (Carolyn wrote the comment.)

There are a bunch of little projects they intend to do in order to welcome the new fighter planes, and it is very much unclear exactly where they intend to put these projects - construction, renovation, demolition of different buildings. There is some Water discussion on pages LA2-12, (where VPDES is mentioned), LA3-30 through -31, and LA 3-33 through 3-34.

This is due to the Air Force June 8. Do you care to say anything in addition to the foregoing stuff?

Charlie

Initial F-22 Operational Wing Beddown Final EIS

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MAY 18 2001

COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 629 East Main Street, Richmond, Virginia 23219

Mailing address: P.O. Box 10009, Richmond, Virginia 23240

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DEQ Office of Environmental Impact Review

Dennis H. Treacy
Director

(804) 698-4000
1-800-592-5482

James S. Gilmore, III
Governor

John Paul Woodley, Jr.
Secretary of Natural Resources

MEMORANDUM

TO: Charles Ellis, Environmental Program Planner, Office of Environmental Impact Review

FROM: Carolyn Browder, Environmental Specialist, Office of Water Permit Programs

SUBJECT: Environmental Review of Draft Environmental Impact Statement for the Initial F-22 Operational Wing Beddown at Langley Air Force Base
Project No. 01-067E

DATE: May 17, 2001

I have reviewed the Draft Environmental Impact Statement for the Initial F-22 Operational Wing Beddown at Langley Air Force Base. The proposed action includes the beddown of three squadrons, personnel, and construction of facilities to support the F-22 at Langley Air Force Base in Hampton Virginia.

During this scope of work, all attempts should be made to avoid and minimize potential water quality impacts of this project to wetlands and streams. When choosing a construction site, the Air Force should attempt to select the most feasible site that also avoids and minimizes potential direct and indirect impacts to wetlands and streams to the greatest extent possible. Prior to construction or site activities, an onsite investigation should be conducted to determine the absence or location, extent and type of wetlands present on each site. If wetlands are present, the area must be delineated in accordance with and confirmed by the USACE. Upon receipt of this information, a determination can be made on whether a Virginia Water Protection Permit from DEQ will be required for construction of the project.

DEQ encourages the use of erosion and sediment control measures, adherence to stormwater management regulations, and careful construction practices to minimize temporary impacts to State waters during site construction activities.

Please note that any impacts due to grading, clearing, or excavating five or more acres of land will require a stormwater permit for construction. The proponent should coordinate storm water permitting issues with the respective DEQ Regional Office Storm Water Permitting staff.

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An Agency of the Natural Resources Secretariat

VMRC HABITAT MGMT

TEL:757-247-8062

May 02 01

8:11 No.002 P.01

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REVIEW INSTRUCTIONS:

- Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- Use your agency stationery or the space below for your comments. IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.

Please return your comments to:

MR. CHARLES H. ELLIS III
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL IMPACT REVIEW
629 EAST MAIN STREET, SIXTH FLOOR
RICHMOND, VA 23219
FAX #804/698-4319

Charles H. Ellis III
Environmental Program Planner

COMMENTS

It does not appear that the beddown of the F22 aircraft at Langley AFB will have any impacts to submerged lands of the Commonwealth.

(signed) Tracy West (date) 5/2/01
(title) Environmental Engineer
(agency) VMRC

PROJECT # 01-067E

8/98

Initial F-22 Operational Wing Beddown Final EIS



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MAY 23 2001

COMMONWEALTH of VIRGINIA CHESAPEAKE BAY LOCAL ASSISTANCE DEPARTMENT

James S. Gilmore, III
Governor
John Paul Woodley, Jr.
Secretary of Natural Resources

James Monroe Building
101 North 14th Street, 17th Floor
Richmond, Virginia 23219
FAX: (804) 225-3447

Michael D. Clower
Executive Director
(804) 225-3440
1-800-243-7229 Voice/TDD

May 21, 2001

Mr. Charles H. Ellis, III
Department of Environmental Quality
Office of Environmental Impact Review
629 East Main Street, Sixth Floor
Richmond, VA 23219

RE: Initial F22 Operational Wing Beddown at Langley Air Force Base
CBLAD Project Review No. FSPR-USAF-02(B)-00

Dear Mr. Ellis:

As you requested, we have reviewed the Draft Environmental Impact Statement for the proposed beddown of the F-22 Operation Wing at Langley Air Force Base. The Chesapeake Bay Local Assistance Department has oversight responsibility for the Chesapeake Bay Preservation Act (Act), which is a cooperative program between state and local government designed to improve water quality by reducing nonpoint source pollution from land development.

Based on the information provided in the document, including Figure LA2.1-1, it is difficult to determine whether there are any Chesapeake Bay Preservation Areas within the project area. A field determination should be made to identify whether there are any Resource Protection Areas (RPAs) or Resource Management Areas (RMAs) located within the project development areas. RPAs include tidal shores, tidal wetlands, nontidal wetlands that are contiguous to and connected by surface flow to tidal wetlands and tributary streams, tributary streams, and a 100-foot buffer located landward of these features. RMAs are those areas within a 100-foot distance landward of the RPA. Any land development with these areas, if present, should be developed in accordance with the performance criteria of the Chesapeake Bay Preservation Area Designation and Management Regulations (Regulations).

We would like to take this opportunity to clarify the stormwater management criteria of the Regulations. The City of Hampton has a jurisdiction-wide stormwater management

An Agency of the Natural Resources Secretariat

009010

Mr. Ellis
May 21, 2001
Page 2 of 2

regulation (applies to land disturbances greater than 2500 square feet), which incorporates the water quality requirements of the Regulations. For any new development, the post-development nonpoint source pollution runoff load shall not exceed the pre-development load based upon average land cover conditions. Projects located in designated Intensely Developed Areas or redevelopment projects must reduce nonpoint source pollutant load by 10%. The exemption for VPDES permits in the Regulations is intended to alleviate duplicative water quality criteria affecting an individual project. The VPDES construction related permits, and many of the industrial use related permits, do not always result in specific post-construction Best Management Practices which address land-use/land-cover related water quality criteria. Such permits do not alleviate the responsibility of the applicant to address those criteria consistent with local zoning and subdivision regulations adopted pursuant to the Chesapeake Bay Preservation Act, and in general accordance with the Virginia Stormwater Management Regulations administered by the Department of Conservation and Recreation.

The 1998 Federal Agencies' Chesapeake Ecosystem Unified Plan requires the signatories, including the United States Air Force, to fully cooperate with local and state governments in carrying out voluntary and mandatory actions to comply with the management of storm water. The agencies also committed to encouraging construction design that a) minimizes natural area loss on new and rehabilitated federal facilities; b) adopts low impact development and best management technologies for storm water, sediment and erosion control, and reduces impervious surfaces; and c) considers the Conservation Landscaping and Bay-Scapes Guide for Federal Land Managers. In addition, the Chesapeake Bay Executive Council is expected to issue a directive soon, to address stormwater management to control nutrient, sediment and chemical contaminant runoff from government-owned lands, including military installations.

We appreciate the opportunity to provide our comments on this project. Please do not hesitate to contact us at 1-800-CHESBAY should you have any questions.

Sincerely,

Catherine M. Harold
Environmental Engineer

Doug Wetmore
Principal Environmental Planner

Cc: Scott Crafton, CBLAD
Shawn Smith, CBLAD

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Initial F-22 Operational Wing Beddown Final EIS

009010

If you cannot meet the deadline, please notify CHARLIE ELLIS at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

- Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- Use your agency stationery or the space below for your comments. IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.

Please return your comments to:

MR. CHARLES H. ELLIS III
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL IMPACT REVIEW
629 EAST MAIN STREET, SIXTH FLOOR
RICHMOND, VA 23219
FAX #804/698-4319

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MAY 09 2001

DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL IMPACT REVIEW

Charles H. Ellis III
Environmental Program Planner

COMMENTS

We are coordinating this project directly with Langley Air Force base. Reference DMR file number 2000-1000.

(signed) Log A. King (date) 4.5.01
(title) Projct Renew Archaeologist
(agency) VDHR

PROJECT # 01-067F

8/98

05/16/01 WED 09:25 FAX 8046847170

VA INST OF MARINE SCIENC --- IMPACT REVIEW

0001

009010

If you cannot meet the deadline, please notify CHARLIE ELLIS at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

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- Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- Use your agency stationery or the space below for your comments. IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.

Please return your comments to:

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DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF ENVIRONMENTAL IMPACT REVIEW
629 EAST MAIN STREET, SIXTH FLOOR
RICHMOND, VA 23219
FAX #804/698-4319

Charles H. Ellis III
Environmental Program Planner

COMMENTS

We have reviewed the Initial F-22 Operational Wing Beddown Draft EIS from a marine environmental perspective and have no comments at the present time.

(signed) DA Bannard (date) 5/16/01
(title) Assistant Professor
(agency) VIMS

PROJECT # 01-067F

8/98

Initial F-22 Operational Wing Beddown Final EIS

009010

DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISION OF AIR PROGRAM COORDINATION

DOCUMENT REVIEW CHECKLIST

TO: Charles H. Ellis III

DATE: 5/31/01 DEQ-OEIA PROJECT NUMBER: 01-067F

STATE EIR FEDERAL EA/FONSI ☒ FEDERAL EIS GRANT/SCC
CONSISTENCY DETERMINATION

PROJECT TITLE: Initial F-22 Operational Wing Beddown

PROJECT SPONSOR: United States Air Force

AIR PROGRAM COORDINATION DIVISION FINDINGS:

CONCURS WITH THE FONSI CONCURS WITH THE CONSISTENCY DETERMINATION

☒ SEE APPLICABLE REGULATORY REQUIREMENTS NO COMMENTS

THE PROJECT SITE IS LOCATED IN A:

☐ OZONE NONATTAINMENT AREA

☒ OZONE MAINTENANCE AREA

☒ STATE VOLATILE ORGANIC COMPOUND & NITROGEN OXIDES EMISSION CONTROL (VOC/NO_x/EC) AREA

REGULATORY REQUIREMENTS MAY APPLY TO:

☒ CONSTRUCTION OPERATION

STATE AIR POLLUTION CONTROL BOARD REGULATIONS FOR THE CONTROL AND ABATEMENT OF AIR POLLUTION THAT MAY APPLY:

- ☐ 9 VAC 5-40-5200 C and 9 VAC 5-40-5220 E - Stage I.
- ☐ 9 VAC 5-40-5200 C and 9 VAC 5-40-5220 F - Stage II Vapor Recovery.
- ☒ 9 VAC 5-40-5490 et seq. - Cut-back Asphalt Usage Restriction.

PAGE 1

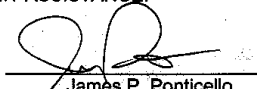
009010

- ☒ 9 VAC 5-40-5600 et seq. - Open Burning.
- ☒ 9 VAC 5-50-80 et seq. - Fugitive Dust Emissions.
- ☐ 9 VAC 5-50-130 et seq. - Odorous Emissions; applicable to the _____.
- ☐ 9 VAC 5-50-160 et seq. - Standards of Performance for Toxic Pollutants.
- ☐ 9 VAC 5-50-400 Subpart _____, Standards of Performance for New Stationary Sources, designates standards of performance for the _____.
- ☒ 9 VAC 5-80-10 et seq. of the regulations - Permits for Stationary Sources.
- ☐ 9 VAC 5-80-1700 et seq. of the regulations - Major or Modified Sources located in PSD areas. This rule may be applicable to the _____.
- ☐ 9 VAC 5-80-2000 et seq. of the regulations - New and Modified Sources located in nonattainment areas.
- ☐ 9 VAC 5-80-800 et seq. of the regulations - Operating Permits and Exemptions. This rule may be applicable to _____.

OTHER REQUIREMENTS (R) AND/OR CONSIDERATIONS (C):

- (C) Since the project is located in an ozone maintenance area, all reasonable precautions to limit emissions of volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) should be taken.

PLEASE CONTACT THE Tidewater Regional OFFICE FOR ANY TECHNICAL AND/OR PERMIT ASSISTANCE.


James P. Ponticello
Office of Air Data Analysis

5/30/01
Date

PAGE 2



009011

North Carolina
Department of Administration

Michael F. Easley, Governor

June 1, 2001

Gwynn T. Swinson, Secretary

Ms. Brenda Cook
Dept. of the Air Force
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, NC 23665-2769

Dear Ms. Cook:

Re: SCH File # 01-E-0000-0654; Draft Environmental Impact Statement Proposed Beddown of the Initial F-22 Operational Wing at Langley Air Force Base, Virginia

The above referenced project has been reviewed through the State Clearinghouse Intergovernmental Review Process. Attached to this letter are comments made by agencies reviewing this document.

Should you have any questions, please do not hesitate to call me at (919) 807-2425.

Sincerely,

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

116 West Jones Street Raleigh, North Carolina 27603-8003 Telephone 919-807-2425
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North Carolina
Department of Environment and Natural Resources

Michael F. Easley, Governor
William G. Ross Jr., Secretary



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MAY 31 2001

N.C. STATE CLEARINGHOUSE

To: Chrys Baggett

From: Bill Flournoy *BF*

Subject: Draft EIS, Initial F-22 Beddown (SCH# E-0654)

Date: May 24, 2001

The N.C. Department of Environment and Natural Resources has reviewed the Draft EIS for the Initial F-22 Operational Wing Beddown. These and the attached comments represent current observations resulting from the review.

- 1) The last paragraph of the Executive Summary discussion of Fulfilling the Need identifies locations for air-to-ground training. The Dare County Range is not included, although it is identified elsewhere as being subject to occasional use. If the Dare County Range is not to be used for air-to-ground training then what use will be made of it? 430
- 2) In the Executive Summary discussion of Environmental Consequences of Aircraft Operations is the statement that "...some off-base areas affected by 65 DNL or greater would have higher average noise levels than at present". Neither here nor elsewhere in the DEIS are those areas identified. Regardless of whether they are near but off-base, primary airspace, or occasional airspace, all areas currently or potentially at or above 65 DNL should be identified and mapped for review and to increase understanding of potential impacts. 431
- 3) In the Executive Summary discussion of Environmental Consequences on Human Resources is recognition that the socioeconomic analysis was conducted on "each installation and for those jurisdictions whose economics are closely associated with each base". This statement exposes a potentially fatal flaw in the DEIS. While it is recognized that jurisdictions whose economics are closely associated with bases are more tolerant of environmental impacts from base operations, this is not true of outlying training areas that endure impacts without any associated economic benefits. Therefore the DEIS has failed to address a potentially significant relationship, by not addressing human resource impacts at training areas far removed from the bases. 432
- 4) In the Executive Summary discussion of Environmental Consequences on Community and Infrastructure is found the conclusion that "[t]here would be no community or infrastructure consequences under the airspace units for the proposed action or any of the alternatives." This is curious since the table on page six of the Preface indicates and elsewhere in the DEIS confirms, that these impacts were not 433

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analyzed for airspace activity. Further, this may also be an inaccurate conclusion when it comes to hazardous waste. While not part of the classic waste stream, ordnance discharged during air-to-ground training may accumulate and contaminate ranges. Thus, it would be appropriate for the DEIS to have reported a characterized baseline condition at each (primary and occasional use) range and projected any changes that might result from continued impacts from the proposed and other activities.

433

- 5) In the Description of Proposed Action and Alternatives discussion of air-to-ground missions on page 2-14 is identification of locations where such training could occur. The Dare County Range is not included therein, although it is included elsewhere in the DEIS for occasional use. It appears that it may have been simpler for the document prepares to provide the same data for all airspace to be used, rather than adding to the document's complexity by reporting on occasional use airspace sporadically.

434

- 6) Table 2.4-1 provides a Comparative Summary of Environmental Consequences, including noise from airspace use. Here and elsewhere in the DEIS, only primary airspace units are reported. Even if the proposed use will not substantially impact occasionally used areas, the current baseline DNL is key information for understanding impacts at each airspace. For example, if current noise levels are above 65 DNL then continued training at existing or greater numbers may be inappropriate, but such recognition is impossible because of the way data has been reported or not reported.

435

- 7) Table 2.4-1 provides a Comparative Summary of Environmental Consequences, including Terrestrial Communities, Wetlands, and Special Status Terrestrial Species, as well as Marine Communities and Special Status Marine Species from airspace use. See #6 above.

436

- 8) In the description of Langley AFB: Training Airspace is a discussion of occasional use airspace on page LA2-8. The cumulative increase (164 annually) in sortie-operations is presented as no change in baseline conditions. While it is understood that when those operations are averaged over a year they are insignificant. Nevertheless, should they occur over a short period as part of a joint or special exercise, then they could be temporally and locally significant. The Draft EIS would be improved by descriptions adequate to address all reasonably possible variations.

437

- 9) Figure LA2.2-1 shows one location identified as HATTERAS B ATCAA (R-5314), while the footnotes to Table LA 2.2-1 and the text appear to identify these [Hatteras ATCAA and Dare County Range (R-5314)] as separate areas. At least one of these is misleading or incorrect.

438

- 10) In the description of Airspace Management and Use is a discussion of the Environmental Consequences on Airspace on page LA3-5. It reports that activities in occasional use airspace would remain comparable to baseline levels, although no baseline characteristics or thresholds are reported for comparison or review. For the past sixteen years of reviewing airspace related NEPA documents, this department has requested baseline data on Special Use Airspace and MTRs, including carrying capacity. Without such information, reviewers and decision-makers focus on a snapshot-in-time and cannot grasp the big picture, which includes changes over time.

009011

See # 4 and #6 above also. A meaningful baseline characterization of each airspace to be used is absolutely critical to an understanding of potential impacts

439

- 11) In the description of Noise within Airspace on page LA3-14 is a statement that noise was not explicitly computed for the occasional use airspace because of the low amount of use, but there are other possible variables. Elsewhere in the Draft EIS there is an explanation that the majority of training within Warning Areas is at altitudes of 10,000 AGL and above because there are no ground references. If this means, in turn, that the majority of training over land is at altitudes of 10,000 AGL and below then the overland to over water relationship is not comparable. Given the added differences of the F-22 having a loader footprint below 1,000 AGL, and also having an air-to-ground mission requiring training, then the occasional use airspace may receive disproportionate impact from its low amount of use.

440

- 12) In the description of Safety within Airspace on page LA3-29 there is no discussion of occasional use airspace. Certainly there are incidents within airspace away from bases that generate safety data or a profile. Safety within occasional use airspace is a topic that should have been reported and analyzed in the Draft EIS.

441

- 13) In the description of Terrestrial Communities under Airspace on page LA3-33 there is a statement about the Affected Environment that a total of 75,484 acres of special use areas (i.e. state parks, state forests and wildlife refuges) occur under the five airspaces. The units that comprise this acreage are not identified in the Draft EIS, so reviewers cannot independently verify the accuracy of this statement or identify if any units might have been omitted. Such omissions have been problematic in past NEPA documents involving airspace as well.

442

- 14) In the description of Terrestrial Communities under Airspace on page LA3-33, there are conclusions about Environmental Consequences that may not be as cut and dry as presented. Conclusion #1 notes that any wildlife species have habituated. While true, the issue is those species that have not, and they are not presented or discussed. Conclusion #3 notes that existing airspace restrictions over certain sensitive areas, such as wildlife refuges and sensitive habitats, would continue. Elsewhere in the Draft EIS it is noted that the FAA has an agreement to provide a protective altitude for military training flights over national parks, wilderness areas, and wildlife refuges. This agreement does not extend to state parks, forests, and gamelands, so these sensitive areas are not necessarily protected from overflight noise impacts. Conclusion #4 notes that use of chaff and flares are not allowed over land at Langley AFB. It is unclear whether this means physically over the base, or whether it is a Rule of Engagement that applies to all training flights out of Langley. Thus, the reasons provided for why the proposed impacts would not be significant may not be as conclusive as they appear.

443

- 15) Figure AO-1-1 shows Langley AFB Affected Airspace on page AO-1-7. It shows MTR, but does not identify the location of VR1754 which, elsewhere in the Draft EIS, is recognized as likely to receive the greatest use as a result of F-22 beddown at Langley.

444

Throughout the Draft EIS the existing level of use is considered the baseline condition against which the proposal is measured. Simply reporting that the level of impact will be more, less, or the same is not sufficient to provide a true and measurable indication of

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impacts. A broad range of impact topics should be characterized for each use area, to be used as a standardized baseline for evaluation of proposed changes in use. In this manner, changes in the baseline resulting from proposed changes, budget fluctuations, training adjustments, etc., could be tracked and tested against actual use impacts from approved changes. This would allow multiple proposals, such as those reported in the Cumulative Effects presentation at LA-4, to be projected progressively rather than all concurrently using the same existing baseline condition and never being totaled. This is easily the greatest weakness in the cumulative effects analysis. Since the airspace managers apparently do not know the carrying capacity of their airspaces or the most sensitive characteristics among the various thresholds that determine significant impact, there is little hope for meaningful cumulative effects analysis.

446

447

The N.C. Department of Environment and Natural Resources appreciates the opportunity to review the draft EIS, especially since the department was not directly included in the scoping process. The Final EIS and any communication prior to its issuance is awaited.

448

Attn.

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

009011

STATE NUMBER: 01-E-0000-0654 F03
DATE RECEIVED: 04/24/2001
AGENCY RESPONSE: 05/21/2001
REVIEW CLOSED: 05/24/2001

MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORD
DEPT OF CUL RESOURCES
ARCHIVES-HISTORY BLDG - MSC 4617
RALEIGH NC

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PROJECT INFORMATION

APPLICANT: Dept. of the Air Force
TYPE: National Environmental Policy Act
ERD: Draft Environmental Impact Statement
DESC: Proposed Beddown (Establishment) of the Initial F-22 Operational Wing at Langley Air Force Base, Virginia

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date. If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:

- ☒ NO COMMENT
☐ COMMENTS ATTACHED

(NC) Dolores A Hall
Archaeologist
5/2/01

SIGNED BY:

Renee Gledhill-Earley

DATE:

5/31/01

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MAY 9 2001 MAY 02 2001

N.C. STATE CLEARINGHOUSE

Initial F-22 Operational Wing Beddown Final EIS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1850 Arch Street
Philadelphia, Pennsylvania 19103-2029

JUN 11 2001

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

Re: Initial F-22 Operational Wing Beddown

Dear Ms. Cook:

In accordance with the National Environmental Policy Act (NEPA) of 1969 and Section 309 of the Clean Air Act, the Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced project. EPA has assigned this DEIS a rating of EC-2 (Environmental Concerns/Insufficient Information), which indicates that we have environmental concerns regarding the proposal and that there is insufficient information in the document to fully assess the environmental impacts of the project. A copy of EPA's ranking system is enclosed for your information.

EPA would like to commend the Air Force on preparing a well organized EIS. However, in an effort to provide a thorough evaluation of the effects of the proposed action on the environment, EPA requests that the following comments/suggestions be addressed in the Final EIS. Please note that the comments provided below are specific to Langley Air Force Base, the proposed action. Comments pertaining to alternative sites, specifically Mountain Home Air Force Base and Elmendorf Air Force Base, located within EPA Region X, are provided in the attached Appendix.

LANGLEY Air Force Base

Noise

Although the DEIS provides a map of baseline and projected noise contours at Langley AFB, as well as tables which show the acreage under noise contours in the vicinity of the base, the number of people and specific land use areas which would be affected by the proposed action are not indicated. Therefore, EPA suggests that the FEIS include a map (possibly with an overlay) that depicts the land use areas below the noise contours. In addition to the acreage of land affected by noise as a result of the proposed action, the number of people living within the impacted areas should also be disclosed. In addition, all noise sensitive receptors should be identified on a map, particularly those mentioned on Page LA3-51, paragraph 3.

449

Customer Service Hotline: 1-800-438-2474

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Environmental Justice

As stated on Page LA3-59, "Two schools currently exposed to aircraft noise levels in the 65 to 70 and 70 to 75 DNL range, Point Option Alternative High School and Luther W. Machen Elementary, could be exposed to increases in noise of approximately 1 to 3 dB or less." The FEIS should discuss the local school authorities' efforts to address noise impacts. Also, it appears that no local school authorities were listed in the DEIS Distribution List.

450

Transportation

The DEIS states that because Langley AFB will have a personnel decrease of 243 people, there would thus be a decrease of 243 peak hour vehicle trips and an approximate 2.7 percent decrease in travel demand. EPA suggests that more information be provided to clearly explain how the decrease in travel demand was derived. (Page LA3-64)

451

Also, in spite of the proposed personnel decrease, EPA encourages Langley AFB to make a committed effort to mitigate ongoing traffic impacts by adopting alternatives that will alleviate traffic congestion during standard peak hours. For instance, Langley AFB may institute a policy for flextime and flexiplace, as well as institute a car pooling program and an on-base shuttle service. EPA supports any efforts to reduce traffic that may escalate in relation to proposed projects that are independent of the proposed action as stated on Page LA4-2.

452

Floodplains

Page LA3-31 of the DEIS states that proposed construction is planned to take place within the 100-year floodplain and would thus disturb 16 acres of developed or landscaped areas exhibiting fill material substrate. In addition, approximately 82 tons of soil are expected to erode due to F-22 related construction activities. As a result, EPA recommends that floodplain encroachments be evaluated and coordinated with the Federal Emergency Management Agency (Page LA3-31).

453

Pollution Prevention

In October, 1990, Congress passed the Pollution Prevention Act which calls for a stepwise approach to addressing pollution: 1. Prevention or source reduction; 2. Recycling of material in an environmentally safe manner; 3. Treatment in an environmentally safe manner; and as a last resort; 4. Disposal or other release of pollution into the environment. The following principles are applicable with the proposed construction and renovation projects.

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- Paved Surfaces/Parking Areas. To prevent runoff from newly developed areas from eroding steep areas, good environmental design should be employed to minimize and control runoff. Detention basins or paving with permeable asphalt or crushed stone may be appropriate where applicable.

- Landscaping. EPA suggests (where appropriate) that the grounds be landscaped with hardy native plant species to cut down on watering and lessen the need for pesticides and fertilizers. Liberal and judicious use of trees can help to reduce heating and cooling costs and act as air purifiers.

- Recycling. To promote the recycling of refuse generated by employees, recycling receptacles should be provided on the grounds and within office buildings. Procurement of recycled goods is also necessary and helps to stimulate markets. As a consumer and purchaser of goods and services, the Air Force is encouraged to make purchasing decisions with this in mind.

- Painting/Carpeting. All painting projects should make use of non-toxic paints, stains, exterior preservatives, and chemical-free carpeting. This can reduce long-term costs for removal of potentially hazardous materials and provide better air quality.

- Water Conservation. In an effort to conserve water consumption, low-flow toilets should be installed in new and renovated buildings. To ensure adequate supply and quality of water, monitoring of the water table and chemical testing of the water can be conducted.

- Energy Conservation. Energy-efficient heating and cooling systems, proper building insulation, and the use of energy-efficient lighting can be incorporated in the design of the buildings to reduce cumulative impacts of energy consumption and encourage energy conservation. For example, take advantage of natural ventilation as well as using compact fluorescent lamps which consume considerably less electricity than do incandescent ones and last much longer. Install energy-efficient windows and doors (for example, reflective glass).

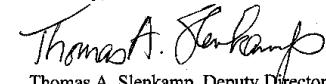
Implementation of these suggestions would illustrate the Air Force's interest in not only minimizing impacts to the environment but enhancing it as well. Modification of plans to fit the landscape and the surrounding environment instead of vice-versa is environmentally more sound by definition and will help minimize the cumulative impacts of the project.

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Thank you for the opportunity to review and comment on this project. The staff contact from Region III is Karen DelGrosso. She can be reached at 215-814-2765. The staff contact from Region X is Val Varney. She can be reached at 206-553-1901.

Sincerely,


Thomas A. Slenkamp, Deputy Director
Office of Environmental Programs

Enclosures (2)

cc: Gerald Miller, EPA Region IV
Val Varney, EPA Region X
Ken Mittleholtz, EPA Headquarters

009012

APPENDIX



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, WA 98101

Reply to
Attn. Of: ECO-088

RE: Region 10 comments on the Initial F-22 Operational Wing Beddown (Idaho's Mountain Home Air Force Base (AFB), and Alaska's Elmendorf AFB) Draft Environmental Impact Statement

Protection of Special Status/Endangered Species

Of the four alternate air bases, Elmendorf and Mountain Home have the most potential for impacts to special state and federal status species due to their airspace over land only and supersonic activity and associated increases in sonic booms.

More detailed discussion is needed on the potential impacts to the Beluga whale and six state species (American peregrine falcon, blackpoll warbler, grey-cheeked thrush, northern goshawk, olive-sided flycatcher, and Townsend's warbler) at Elmendorf. Mountain Home has a slightly greater potential for impacts because habitat of the burrowing owl, a special status species, may be affected.

Several species in the Elmendorf and Mountain Home areas are listed under the Endangered Species Act (ESA). Some of these species at Elmendorf include the short-tailed Albatross (endangered), the Aleutian Canada goose (threatened) and Steller's Eider, (threatened). The threatened bull trout and bald eagle are located in the Mountain Home area.

The ESA requires the Air Force to consult with the National Marine Fisheries Service and the U.S. Fish and Wildlife Service in cases where proposed projects could potentially impact a listed species or critical habitat. Although NEPA requires the Biological Assessment (BA) in the draft EIS, we would like to see a

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summary of the BA in the final EIS (40 CFR 1502.25 (a)). By doing this, the EIS would demonstrate that ESA procedures are being followed and that listed species and their habitats are being protected.

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Construction Concerns

According to the EIS, substantial new construction is required at Elmendorf. Six, eight-bay drive-through facilities covering more than 13 acres would be built. Three hangars and a taxiway/apron would be modified. The Mountain Home alternative proposes construction on 440 acres, the largest area of disturbance of all the bases. About 218 of those acres are associated with construction of a new runway, taxiway and apron. The EIS should contain mitigation measures at both bases that address construction impacts including storm water runoff from impervious surfaces, and the loss and fragmentation of wildlife habitat.

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The EIS should include techniques to help avoid, minimize and mitigate the effects of fragmentation on existing habitats, which are often damaged due to encroachment or dissection. Reduction in the size of an existing habitat can reduce the number of individual organisms, as well as the diversity of species, that it can support.

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Analyses of existing and proposed infrastructure should assess 1) whether roads and power lines have been designed to avoid intruding on sensitive habitats and endangering wildlife 2) if the project establishes a system of corridors to link habitat areas and crossings 3) if native shrubs and other vegetation with high wildlife value are proposed to be used.

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A proposal to relocate a sewage lagoon at Mountain Home would disturb soil areas at the construction site. Waste site cleanup operations could introduce chemicals or other pollutants to soils, groundwater, surface waters, or air due to inadequate containment, spills, or equipment failure. Cleanup operations may consume energy and water resources and require transportation of hazardous wastes to and from the site.

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009012

A plan should be in place to prevent spills or releases of contaminated groundwater extracted from the site and dictate that the waste would be transported in a covered container to minimize the potential for the release of contaminants into the environment.] 463

The EPA suggests that safety measures be taken to prevent the release of pollutants from contaminated soils at the site to surface water via runoff and air via wind. After the lagoon is relocated, the original site should be capped with a natural or synthetic protective covering.] 464

Alaska Native/Native American Concerns

During the scoping process, noise and its effect on ceremonies and wildlife was the highest concern expressed by the tribes in Alaska and Idaho. Please refer to Page MH3-19, "Although restrictions exist prohibiting supersonic activity over the Duck Valley reservation in Idaho, the possibility exists that sonic booms would be felt by Native Americans and be perceived as interfering with their culture."

Because of these concerns, the Air Force should continue to consult with and invite comments from the tribes before preparing the final EIS (CFR 1503.1(a)(2)).] 465

Storm Water Management

We are pleased that the Air Force will apply for National Pollutant Discharge Elimination System (NPDES) storm water permits at both Elmendorf and Mountain Home air bases. Under the permit, the bases must develop a Storm Water Pollution Prevention Plan (SWPPP) that describes best management practices to be implemented to eliminate or reduce sediment and non-storm water discharges.] 466

Elmendorf has four major watersheds or drainage systems, 12 natural and manmade lakes and ponds, and eight miles of saltwater shoreline. About 46 acres would be disturbed by this project. At Mountain Home, construction would disturb 440 acres of soil. Thirty-three wetland areas have been identified. Only two are considered to have "qualities of jurisdictional wetlands," both of which are associated with drainage ditches.

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Although the EIS states that impacts from erosion and off-site sedimentation would be negligible at both sites, the EIS should disclose the six phases for developing and implementing construction storm water pollution prevention plans. These include:] 467

Site evaluation and design development; assessment; control selection/plan design; certification and notification; construction/implementation; final stabilization/termination.

009012

**SUMMARY OF RATING DEFINITIONS
AND FOLLOW UP ACTION***

Environmental Impact of the Action

LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

009013

BOARD OF SUPERVISORS

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County of Prince Edward

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COUNTY ADMINISTRATOR
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FAX
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June 7, 2001

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

Dear Ms. Cook:

I am writing to you in regard to the public hearing that you held in Farmville, Virginia last week. This hearing concerned the beddown on 72F-22's at Langley Air Force Base and the flights they would make in this area. At this meeting, I am told that officials present expressed disappointment at the lack of local elected officials being present. I am not aware of having been sent any correspondence advising me of this meeting or requesting me to attend. There was information about the meeting in our local newspaper, but to my knowledge, this would have been the only way we would have been aware of it.

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Obviously, the citizens of this area are concerned about the problems this could present, given what has happened here in the past. In view of no requests being made of us to attend this hearing, I do not believe that our lack of attendance should be construed as a lack of interest in this issue.

I urge you not to have the flights planned for this area.

Sincerely,

Hunter R. Watson
Chairman
Prince Edward County Board of Supervisors

HRW/jys

Initial F-22 Operational Wing Beddown Final EIS

VIRGIL H. GOODE, JR.
5TH DISTRICT, VIRGINIA

009014

Congress of the United States
House of Representatives
Washington, DC 20515-4605

June 7, 2001

Colonel Stephen Goldfein, Commander
Langley Air Force Base
159 Sweeney Boulevard
Langley Air Force Base, VA 23665

Dear Colonel Goldfein:

I write again regarding the concerns of constituents in Farmville, Virginia who have contacted my office following the Public Hearing on the Draft Environmental Impact for the Initial F-22 Operational Wing Beddown that Langley Air Force Base representatives held in the Farmville Train Station on Tuesday, May 29, 2001.

I respectfully ask that you reconsider Langley's plans to increase the number of flights in the Farmville Military Operations Area. The proposed increase from 400 flights to 600 flights is not acceptable to many of my constituents.

I also ask that you make every effort to make Langley's part in the management and use of the Farmville MOA clear to citizens in the Farmville area. It has become confusing and troubling to many constituents that the Farmville MOA is available for flights from other military bases in Virginia and the East Coast.] 469
] 470

The Fifth Congressional District is a mostly rural area with fiercely patriotic citizens. I think you will find that citizens in the district want a strong national defense and want to do their part toward making the men and women who defend our country more experienced and better trained. As I understand my constituents' concerns, the problem lies primarily with the proposed increase and changes in activity.

In my May 31, 2001 letter to you I asked that you extend the public comment period. I very much appreciate your extension of the deadline for submitting public comments on the F-22 Draft Environmental Impact Statement from June 10, 2001 until June 25, 2001.

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Thank you for your consideration of my constituents. I look forward to hearing from you regarding their concerns. With warm regards, I am

Most sincerely,

Virgil Goode Jr.
Virgil Goode, Jr.

Copy to:

Ms. Brenda Cook, Program Manager
F22 Draft Environmental Impact Statement
HQ ACC Flash CEVP
129 Andrews Street, Suite 102
Langley Air Force Base, VA 23665-2769

Ms. Nancy Lockwood
[REDACTED]

Ms. Diane Obler
[REDACTED]

Mr. Steve Wall, Publisher
The Farmville Herald
114 North Street
Farmville, VA 23901

Mr. John Vaughan
[REDACTED]

Ms. Ruth Wilcox
[REDACTED]

103 South Main Street
Farmville, VA 23901
434-392-8331 FAX 392-6448

Initial F-22 Operational Wing Beddown Final EIS



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Idaho State Office
1387 South Vinnell Way
Boise, Idaho 83709-1657

In Reply Refer To:
2800/1610 (931)

009015

JUN 01 2001

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

Dear Ms. Cook:

Thank you for providing us copies of the *Draft Environmental Impact Statement for Initial F-22 Operational Wing Beddown* for review and comment. Our responses are of two types:
1) general comments on the DEIS and the comparative advantages and disadvantages of the proposed action and alternatives, and 2) specific comments on the DEIS content and analysis.

General Comments

Overall, we found the DEIS to be well organized, well written, and very informative. Selecting an Air Force base for initial beddown of the F-22 operational wing is an extremely important action that could have major environmental consequences. The DEIS contains comprehensive environmental analysis to be carefully considered and utilized in deciding where the initial beddown should be located. Based on the DEIS analysis, we support the Air Force's proposed action to locate the F-22 operational wing at Langley Air Force Base, and we wish to reinforce and emphasize the reasons for not selecting Mountain Home Air Force Base as a site for the initial beddown or for future use of the F-22's.

As you know, Public Law 105-261, dated October 17, 1998, authorized the Juniper Butte Range and established the associated target and emitter sites on State and public land in southern Idaho. This law was preceded by the preparation of four very controversial EISs, the last of which was the *Enhanced Training in Idaho (ETI) EIS*. During preparation of these EISs, the public expressed strong concerns regarding the environmental impacts of additional development and increased military overflights in the area now identified as an alternative site for F-22 use. The Air Force is currently beginning to implement an Integrated Natural Resource Management Plan for ETI and is working with various agencies, interest groups, and Native American Tribes to resolve numerous pending conflicts between military activities and other uses of the lands underlying the Mountain Home AFB airspace.

We are very concerned that Mountain Home Air Force Base is identified as an alternative site for beddown of the F-22's while many of the concerns and conflicts relating to ETI are still unresolved. These unresolved ETI issues include the noise impacts of overflights on Native

471

009015

American communities within the Duck Valley Indian Reservation, impacts on traditional tribal use of the public lands lying beneath the military operating area, interference with recreational visitor enjoyment of pristine and remote areas, and potential impacts on sage grouse, California bighorn sheep, and other special-status species. Other issues relating to new military target areas and emitter sites include increased road access that conflicts with protection of cultural resource sites, management of off-highway vehicle use, and maintenance of crucial sage grouse habitat. The cumulative impacts from current and ETI-related operations are drastically affecting the resources and uses of public lands in southwest Idaho. Many of these impacts cannot be mitigated. Addition of the F-22 to this setting would only further aggravate the unmitigable effects in this biologically and culturally sensitive region.

The DEIS does not explain how F-22 operations in the Mountain Home airspace would comply with operational restrictions related to implementation of ETI, such as the seasonal, low-level, and other overflight restrictions established in the ETI Memorandum of Understanding approved by the Air Force and BLM on June 11, 1998. In addition, the DEIS does not mention several other ETI issues that are still pending and very relevant to the F-22 analysis. For example, a site-specific noise study has not been conducted, a recreational use study is still incomplete, and the use of chaff and flares is of increasing public concern and has not been addressed. The DEIS should consider and disclose whether or not the F-22 use would exceed previous Air Force commitments to minimize impacts of expanded military activities and changes in airspace use patterns.

Neither Chapter 4 nor Appendix PI-1 indicates any DEIS coordination with BLM, the major land managing agency affected by the military activities in the Mountain Home AFB airspace. Although we were notified of the scoping period and submitted written comments, the DEIS does not acknowledge our comments. Also, it does not take into consideration BLM's previous and ongoing coordination and the Air Force's related commitments that have not yet been fulfilled. Examples of pending commitments include: development of a Memorandum of Agreement for the ETI EIS cooperating agencies, initiation of semiannual meetings with these cooperating agencies, and discussion and resolution of five subject areas (chaff, special status species, Native American traditional cultural and sacred sites, deviation from commitments, and refinement of the agreement). These five subject areas were identified as unresolved when the Supplement to the ETI Record of Decision was prepared in September 1998, and they are still unresolved today.

As we commented during the scoping period, the direct, indirect, and cumulative impacts of the proposed action and alternatives should be analyzed and disclosed in the EIS process. The DEIS analysis of the Mountain Home Alternative should disclose the effects of the F-22 initial beddown and use of associated airspace on public land resources. In addition, analysis of the proposed action and other three alternatives should disclose effects associated with the likely use of Mountain Home airspace for training activities by F-22's stationed elsewhere. All alternatives should address the cumulative effects of replacing F-15C's with F-22's, which is a reasonably foreseeable action. No F-22 training should be allowed at the alternative locations without proper NEPA analysis and associated public involvement.

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009015

The current DEIS identifies numerous environmental concerns and potential impacts regarding the possible beddown of the F-22 wing at Mountain Home Air Force Base. These include: 1) a 58 percent increase in sorties in Mountain Home AFB airspace, 2) a 50 percent increase in night aircraft operations, 3) a more than quadruple increase (from 17 to 72 per month) of sonic booms within the Owyhee and Jarbidge MOAs, 4) increased impacts to sensitive areas such as wilderness study areas and areas of critical environmental concern that underlie approximately 30 percent of the airspace, 5) impacts to habitats for 29 special status species that also underlie the airspace, and 6) the greatest impacts of all analyzed alternatives to traditional cultural resources. Table 2.4-2 in the DEIS, which compares the impacts of the proposed action and four alternatives, clearly shows Mountain Home AFB as having the most impact for all airspace considerations and also for Community and Infrastructure in the vicinity of the Base.

Specific Comments and Questions

ES-1: Considering that Congress has identified and approved the F-22 to replace and supplement the aging F-15 aircraft fleet, the DEIS should analyze the reasonably foreseeable cumulative impacts of adding F-22's to other bases, in addition to the initial F-22 operational wing beddown.] 477

ES-3: The second paragraph states that the purpose of the proposed action is to beddown the Initial F-22 Operational Wing at Langley AFB; however, the beddown is the action, not the purpose.

ES-9: The BLM concurs with Native American concerns regarding overflight impacts on sacred areas and traditional resources, including native wildlife species. We are very concerned about the impacts of chaff, flares, sonic booms, and visual intrusions. Furthermore, we believe these impacts would be difficult if not impossible to mitigate.

ES-10: We agree with the DEIS analysis that shows increases in sonic booms over special use areas (such as wilderness study areas and areas of critical environmental concern) would make the potential consequences of the Mountain Home AFB alternative greater than for any other location. These impacts would be contrary to previous Air Force commitments to mitigate and minimize conflicts of military overflights with identified resource values and existing public land uses.

2-16: Table 2.1-10 indicates that a huge increase in the use of chaff (from 9,725 to 41,951 bundles per year) and flares (from 5,184 to 22,374 per year) would occur under the Mountain Home AFB alternative. Such drastic increases in chaff use would be inconsistent with Mitigating Measure (1)(d) in the ETI Record of Decision dated March 10, 1998, which states that the USAF will meet with BLM to discuss the issue of increasing chaff beyond baseline levels within the Mountain Home AFB airspace. Increased chaff use would also be inconsistent with a commitment in the BLM/USAF MOU approved on June 11, 1998, to continue to discuss and resolve the use of chaff.] 478

2-39: In the last sentence of the first paragraph in the middle column, rather than saying the "Increase of 55 sonic booms per month has a higher potential for noise consequences than Elmendorf," it would be more clear to say "... than any other alternative."

009015

2-42: The first column above Human Resources should be labeled "Airspace."

2-49 and -50: In our review copy of the DEIS, this page (front and back) appears three times.

MH3-13: In Table MH3.2-2, the fifth number in the fourth column should be 852 instead of 85.] 479

MH3-16: The increase in CDNL from 52 to 58 in the Owyhee and Jarbidge MOAs is not addressed in the related text.] 480

MH3-30: We agree with that chaff causes littering of the environment. We have received complaints from the general public about finding fibers or bundles of chaff scattered in pristine areas. A major increase in chaff use would aggravate the already existing problems.

MH3-35: During the last several years, substantial declines in bighorn sheep and sage grouse populations have coincided with increased military activities within the Mountain Home AFB airspace. Until the cause(s) of decreased wildlife populations can be determined, we recommend that the effectiveness of existing restrictions be validated and increased military overflights be avoided.

MH3-39: We agree that a substantial increase in sonic booms has the potential to adversely affect special status wildlife species within the Mountain Home AFB airspace, including sage grouse and California bighorn sheep; therefore, we recommend that such an increase not be allowed.

MH3-44: The Native American Concerns identified on this page are extremely important and should be given the utmost consideration.

MH4-1: Since Congress has determined that the F-22 is to replace and supplement the F-15C, the EIS should describe the related effects. The reasonably foreseeable actions connected with eventual replacement of all F-15C's with F-22's should be discussed under cumulative effects for all alternatives.

MH3-50: A 58 percent increase in the number of sorties, a 50 percent increase in night aircraft operations, and a quadruple increase in the number of sonic booms would drastically impact the recreational experiences of visitors to public lands underlying the Mountain Home AFB airspace. Considering the magnitude of these increases and the large expanses of land affected by each sonic boom, the impacts would be difficult if not impossible to effectively mitigate.] 481

Summary


In view of previously expressed concerns, existing conflicts, and projected impacts relating to military use in southern Idaho, we strongly recommend that Mountain Home Air Force Base be eliminated from further consideration as a potential site for initial beddown of the F-22 wing.

Initial F-22 Operational Wing Beddown Final EIS

009015

Furthermore, we recommend that F-22 use of the Mountain Home AFB airspace not be allowed in the future until or unless the related environmental impacts are adequately analyzed and mitigated. Thank you for this opportunity to comment on the DEIS.

Sincerely,


Martha G. Hahn
State Director

cc:

Lionel Boyer, Shoshone-Bannock Tribes
Marvin Cota, Shoshone-Paiute Tribes
Ted Howard, Shoshone-Paiute Tribes
Terry Gibson, Shoshone-Paiute Tribes
John Schleicher, Environmental Flight, Mt Home AFB
Billy Richey, Idaho Governor's Office, Special Asst for Military Affairs
Craig Gerkhe, GOLD
Kate Kitchell, District Manager



IN REPLY REFER TO:

United States Department of the Interior

009016

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

June 6, 2001

ER 01/305

Ms. Brenda Cook
Headquarters Air Combat Command: CEVP
129 Andrews Street, Suite 102
Langley Air Force Base, Virginia 23665-2769

Dear Ms. Cook:

The U.S. Department of the Interior (Department) has reviewed the U.S. Air Force's Draft Environmental Impact Statement (DEIS) for the Initial F-22 Operational Wing Beddown of 72 Operational F-22 Aircrafts at Langley Airforce Base (AFB), near Norfolk, Virginia; or Eglin AFB, Florida; Elmendorf AFB, Alaska; Mountain Home AFB, Idaho; and Tyndall AFB, Florida.

General Comments

The Department finds that the DEIS adequately addresses most areas or issues which fall under our legal jurisdiction or special expertise. Some additional information is requested, as explained below. Please give careful consideration to the following comments in completing the final document.

The National Park Service (NPS) is required by law to preserve park resources unimpaired for future generations. Naturally-occurring sounds are an integral part of those resources and are indicators of the health of park ecosystems. Many people visit specific parks to hear the sounds of nature and to enjoy such values as serenity, tranquility and solitude. However, these natural sounds are rapidly disappearing in many places, overwhelmed by mechanical noise from a wide variety of sources, including aircraft. Only in recent years has the NPS addressed park "soundscapes" from a system wide perspective. Recent legislation, policies and directives call for broad focus on soundscapes. To facilitate accomplishment of that objective, the agency has established a Soundscapes Program Center in Fort Collins, Colorado. This office, as well as other NPS offices, provided the vast majority of the comments contained in this letter. Unfortunately, the allotted review time was insufficient to accommodate a thorough review of the over one-thousand page DEIS. As such, you may receive supplemental comments through June directly from the NPS as they continue to review the document. We request that you carefully consider any such comments.

The NPS commented on the phase two scoping document and is pleased to note that the DEIS addresses a number of its substantive issues and concerns. However, based on the louder noise

Initial F-22 Operational Wing Beddown Final EIS

009016

Ms. Brenda Cook

Page 2

generated by F-22 engines, the fact that there would be more F-22 flights than there have been F-15C flights, and the projection that the time spent in supersonic flight during air combat training will more than triple in the F-22, the NPS remains concerned about potential impacts on national park resources and/or on park visitors.

482

Specific impacts of noise are difficult to pinpoint at this stage. Later in this letter, the NPS's Alaska Region identifies some of the potential impacts on parks there if the F-22s were to be bedded down at Elmendorf AFB. In addition, the Gulf Islands National Seashore indicates, based on its proximity to both Eglin AFB and Tyndall AFB, that the park could potentially be affected by a decision to beddown the F-22s at either of those two bases. The Pacific West Region's notes, with respect to the possibility of bedding down the F-22s at Mountain Home AFB, that there are no references in the DEIS to the National Park units in Idaho, such as Craters of the Moon, Hagerman Fossil Beds, or City of Rocks. There are also a number of park units in the general vicinity of Norfolk, Virginia, but it is unclear which ones, if any, are likely to be affected.

483

There are several additional "unknowns" that are of potential concern to the NPS and the Department. For example, the DEIS does not reveal whether additional F-22s may be added to the Air Force's inventory at some point in the future. The DEIS should indicate whether the preferred site (Langley AFB) or any of the alternative sites could be used via this NEPA document for beddown of additional F-22s. Such action could broaden and increase adverse environmental effects to park resources and visitation.

484

Another "unknown" that is of concern is the statement in the Executive Summary that "Under current and foreseeable F-22 training requirements, about one-third of the sorties would occur at overseas airfields during deployments or at other locations in preparation for deployments." The DEIS should specify the locations and expected environmental impacts, especially to units of the National Park System, of deployments to other locations.

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The NPS Alaska Region is committed to assuring protection of the park units, especially Denali National Park and Preserve and Yukon-Charley National Preserve that are under the Susitna and Yukon 1-5 Military Operations Areas (MOA), respectively. We concur with the DEIS that in comparison to the other alternatives (Table 2.4-2) the Elmendorf AFB alternative's use of the airspace would have the most impact on aircraft operations and human resources and a moderate impact on natural resources. We also agree that the increase in sonic booms would have a moderate to high level of impact as addressed under Noise 3.2.2, Land 3.12.2 and Environmental Justice 3.14.2 affecting subsistence users and other local rural residents.

Even if Elmendorf AFB is not chosen for the proposed action, it seems possible that in subsequent F-22 beddowns, the F-22 could be based at Elmendorf AFB. If this occurs, we recommend that the USAF conduct a separate NEPA evaluation, in addition to this EIS, prior to siting any F-22s at Elmendorf AFB. In our opinion, a supplemental EIS, at a minimum, would be necessary to fully assess any potential impacts on NPS units in Alaska.

486

009016

Ms. Brenda Cook

Page 3

As with the MOA EIS, we also anticipate that the USAF will work closely with the NPS and other agencies throughout the NEPA process.

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With the development of the F-22 program, we would expect other beddowns to occur in the next several years possibly prior to a beddown at Elmendorf AFB. The DEIS only addresses the use of the Alaska MOAs by F-22 aircraft under the Elmendorf AFB alternative and not F-22s from Langley AFB or other air force bases. We are concerned that F-22s from other air force bases will use the Alaska MOAs during military flying exercises and this could occur prior to assessing potential impacts of the F-22 on park resources, users and values. If the USAF plans to have the F-22 use the Alaska MOAs prior to a beddown at Elmendorf, this should be addressed in the final EIS (or possibly the MOA EIS will need to be supplemented). We also recognize that the DEIS states that there will not be a change to the airspace structure (established by the MOA EIS and subsequent Record of Decision) associated with the F-22 Operational Wing training. Clarification on if and when F-22s from other air force bases will use the Alaska MOAs is necessary.

488

In the DEIS, information is lacking to support and we do not concur that an increase in sonic booms would not have an effect on the park recreational visitors. We also are not ready to conclude that per Table 2.4-1, 3.6.2 and 3.7.2 "Increase of 1 to 28 sonic booms per month is not expected to have an adverse long-term effect on wildlife." Sonic booms cause a startle response in many wildlife species and this type of disturbance is not something the animal is likely to habituate to since it is an activation of the sympathetic nervous response. Even though these booms are expected to occur at a higher altitude with less ground effects, the aircraft design could result in inadvertent supersonic speeds at lower altitudes.

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With the information provided in the DEIS, including the lack of specific F-22 sound propagation measurements for all power settings coupled with the existing non-conclusive results of the ongoing wildlife studies in the Yukon MOA, we cannot conclude, as does the DEIS, that "No perceptible increase in subsonic noise levels expected; negligible impacts to wildlife" (Table 2.4-1). We remain concerned that impacts could occur resulting from the 27 percent increase in aircraft use of the Susitna and Yukon 1-5 MOAs, even though, as described in the DEIS, the potential impacts of this increased use would be offset by the aircraft flying at higher altitudes. This combined with a louder engine in the F-22 compared to the F-15C adds to our concern.

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The DEIS lacks adequate discussion of the potential effects subsonic noise would have on Alaska park visitors who use the land for recreation and wilderness experiences. It is necessary to provide additional information and analysis on how the increase in the use of the MOAs would affect park visitors. Under Airspace Noise, 3.2-2 and Table 2.4-1, DNL is used as a metric and the result is that the subsonic noise level would remain under 45 DNL. This metric does not seem applicable to areas such as wilderness where ambient sound levels are low, and park users, either local or recreational visitors could be disrupted by over-flying aircraft. A more accurate analysis and comparison between the present use and the projected use may be to use the L_{max} metric

493

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Initial F-22 Operational Wing Beddown Final EIS

009016

Ms. Brenda Cook

Page 4

combined with the number of sorties. This would provide the magnitude of sound and the frequency of interruption of ambient sound levels.

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The NPS is drafting a backcountry management plan for Denali National Park and Preserve that includes aviation as a major topic. Within this area the effects of military overflights will continue to be a concern not only for park management, but also for many backcountry users. In many locations in the western half of Denali National Park and Preserve some of the "great silent places" in the national park system can be found, and military overflights are the only interruption in that natural quiet. This plan accepts a certain level of military overflights as a baseline; to meet the plan objectives it would be difficult to accommodate greater levels of use. A concern to NPS is informing air tour operators and general aviation that flying limits can be expected while allowing increases in military operations.

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The U.S. Geological Survey (USGS) recommends a review of current USGS research on environmental conditions resulting in aircraft-bird strikes. Application of the research is to develop an expert system (on CD-ROM) that will provide information on probability of bird location by elevation, Universal Transverse Mercator Location, and time of year to help flight personnel avoid bird strikes and enhance the safety of aircraft and passengers, as well as birds flying aloft in the vicinity. Both migratory and flocking birds could be a concern if sucked into an airplane engine, especially on takeoff. Potentially hazardous birds include the goldfinch (*Carduelis tristis*), horned lark (*Eremophila alpestris*), and European starling (*Sturnus vulgaris*). Information about this project can be retrieved from the USGS URL, <http://biology.usgs.gov>, under Coop Units, Utah Cooperative Fish and Wildlife Research Unit, or under Current Projects, aircraft-bird strikes.

497

Specific Comments

Page ES-2: The maps do a good job of showing the locations of the five bases that are involved in this proposal. In terms of identifying specific potential impacts, if any, on units of the National Park System, it would be helpful to have maps which also showed the MOAs and MTRs that the F-22s would fly out of each base.

498

Page ES-3: Under "Purpose and Need," the Executive Summary indicates that the "Establishment of this initial Operational Wing would take place over a period of approximately 5 years with construction beginning in 2002." In four of the proposed alternatives, F-22s would replace F15Cs. It is not clear, however, where those F-15Cs will be moved as they are replaced, or what aircraft they may be replacing.

499

Page ES-4: In the section titled "Fulfilling the Need," the box at the bottom of the page refers to the beddown of "72 PAI F-22 operational aircraft over a period of approximately five years and replace any existing operational F-15C aircraft at the base." In a number of places in the document, including the narrative under the maps on page ES-2, reference is made to "three squadrons, each with 24 operational F-22 Primary Aircraft Inventory (PAI), plus two Backup

500

009016

Ms. Brenda Cook

Page 5

Aircraft Inventory (BAI) to ensure full wing capability." Since that adds up to 78 aircraft (not 72), please explain why the box on page ES-4 identifies only 72 PAI.

500

Page ES-4: This page also notes that there would be an increase in the number of sorties regardless of where the F-22s are bedded down because each F-22 is expected to fly an average of 20 sorties per month, or 240 per year, versus an average of 18 sorties per month, or 216 per year flown by the F-15Cs. The projected total of 17,280 sorties per year appears accurate (72 aircraft times 240 flights) but we were unable to reconcile that number with Table 2.1-4 from the DEIS itself. That table projects a total of 11,187 F-22 sorties no matter which base is selected. The Executive Summary says that "Under current and foreseeable F-22 training requirements, about one-third of the sorties would occur at overseas airfields during deployments or at other locations in preparation for deployments." Accordingly, we subtracted 5760 sorties, or 1/3 of the total, from 17,280 sorties, arriving at a figure of 11,520, which is 333 more flights than are projected in the referenced table. Please explain the apparent discrepancy.

501

Page ES-5: Based on the statement, "The chaff and flare use during an F-15C training sortie is representative of the potential chaff and flare use by an F-22 training sortie," it appears that there will be no increase in chaff and flare use. However, it would be more meaningful if information is provided on the current level of chaff and flare use and any environmental effects.

502

Page ES-5: "Air-to-ground training also includes ordnance delivery training," but such activity would total less than 3 percent of the Initial Operational Wing's activity." It should be acknowledged that all three of the areas mentioned as possible sites have national park units in the general vicinity and could be impacted.

503

Page ES-5: With regard to supersonic flight, the Executive Summary states that "Because of the mission of the F-22 and the aircraft's capabilities, the USAF anticipates that approximately 25 percent of the time spent in air combat training would involve supersonic flight as compared to approximately 7.5 percent of the time for the F-15C." But even that increase would be based on a one-for-one replacement scenario. As noted above, the document states that there will be more F-22s flying more sorties than there are F-15C aircraft and sorties. The DEIS notes that supersonic flights will often be conducted at higher altitudes in the F-22 than has been the case with the F-15C, which should offset some of the additional noise. However, because sonic booms can startle wildlife and visitors, the increased incidence and impact of sonic booms is of concern and should be mitigated.

504

Page ES-5: The first paragraph in the Environmental Consequences section states that "Because the F-22 is a new aircraft that is under development, some data normally used to predict noise, air quality, and safety conditions cannot be obtained at this time. The data used in this DEIS represent the best available information on the aircraft components, engines, flight characteristics, training airspace, and other requirements." The Department would like to be kept apprised as actual data is accumulated and analyzed on the impacts of the F-22 on noise, air quality, safety, etc. We would also be very much interested in Air Combat Command's thoughts with regard to

Initial F-22 Operational Wing Beddown Final EIS

009016

Ms. Brenda Cook

Page 6

future mitigation of impacts should they prove to be more significant than currently projected. If not provided in the final EIS, it may be necessary to prepare a supplement pursuant to 40 CFR 1502.9(c).

Page ES-7: "The greatest potential for consequence in connection with aircraft operations is from noise effects. The larger engines of the F-22 produce more noise than the F-15C. However, these engines permit the F-22 to exit the airfield area and reduce power more quickly than the F-15C. As such, the noise effects of the larger engines would be somewhat offset"

However, regardless of where the F-22s are bedded down, each F-22 is expected to fly an average of 20 sorties per month, or 240 per year, versus an average of 18 sorties per month, or 216 per year, that has been flown by the F-15Cs. It is difficult for the Department to agree that the noise generated by the larger and louder engines, coupled with an increased number of sorties, will be offset by quicker aircraft travel out of the airfield area. Though of shorter temporal duration, the noise will be more intense and probably more noticeable and disruptive. This consequence should be acknowledged.

505

Page ES-7: "The training airspace associated with each base would have no discernible change in subsonic noise because the F-22 would fly more often at higher altitudes (above 30,000 feet 30 percent of the time) compared to the F-15C (above 30,000 feet 8 percent of the time). The increased sonic booms from the higher performing F-22s would have a greater potential for impacting training airspace over land than over water. This was noted as a concern and a potential environmental consequence by Alaska natives regarding Elmendorf AFB's training airspace and Native Americans regarding Mountain Home's training airspace. These potential environmental consequences do not exist for Langley AFB, Eglin AFB, or Tyndall AFB, where supersonic activity would be over water." Because some coastal park units, such as Gulf Islands National Seashore and Biscayne National Park, have water-based resources as well as land-based resources, we would be interested in how far over water the F-22s will have to be before supersonic flight can commence.

506

Pages ES-8 & 9: Resource Category: Cultural and Traditional Resources. Native Peoples in Alaska and in the area of Mountain Home AFB, Idaho, expressed concern that overflights may affect traditional resources. Since Native lands are in close proximity to a number of parks in the western states, including Idaho and Alaska, the NPS would echo those concerns.

Page ES-10, Resource Category: Human Resources. It is possible that units of the NPS could be affected by operations employment and secondary jobs, although that cannot be accurately determined based on the information currently available. For example, Gulf Islands National Seashore could be affected by the addition of a significant number of direct and secondary jobs at Eglin and Tyndall AFBs. On the surface, the smallest human resources impact on the National Park System would appear to be at Langley AFB.

507

Pages ES-11 & 12, Resource Category: Community and Infrastructure. "Hazardous materials and waste are more directly affected by the increase or decrease in the number of aircraft

009016

Ms. Brenda Cook

Page 7

associated with the Initial F-22 Operational Wing beddown and are, therefore, less dependent upon population changes than other community and infrastructure resources." The proposed action and alternative bases are all large-quantity hazardous waste generators. Of all the basing locations, Langley AFB would generate the smallest total increase of hazardous wastes. The NPS would like to have more specific information about the nature, volume and location of such hazardous materials and waste.

508

Section LA3 Natural Resources: Impacts at Langley AFB include 16 acres of previously disturbed land. There are no anticipated impacts to federally listed species or jurisdictional wetlands. Construction would include areas in the 100-year floodplain because there are no practicable alternatives at Langley. The DEIS states that the nesting season for the bald eagle, *Haliaeetus leucocephalus*, in Virginia is November 15 to July 15. The correct dates are December 15 to July 15. In addition to a 1,320-foot horizontal buffer to protect nesting eagles, the U.S. Fish and Wildlife Service (FWS) recommends a 1,000-foot vertical buffer as well.

509

Section EG3 Natural Resources: Impacts at Eglin AFB include 10 acres of previously disturbed land. There are no anticipated impacts to federally listed species or jurisdictional wetlands.

Section TY3 Natural Resources: Impacts at Tyndall AFB include 73 acres of previously disturbed land. There is a potential to impact 26 acres of jurisdictional wetlands; no compensation plan is provided. There could be impacts to one federally listed species and to 14 state listed or species of concern. Further coordination with the FWS on this alternative should be made with the following office:

510

Panama City Field Office
Attn: Stan Simpkins
1601 Balboa Avenue
Panama City, Florida 32405

Section MH3 Natural Resources: Impacts at Mountain Home AFB include 440 acres. A jurisdictional delineation is required to determine wetland impacts. There are no anticipated impacts to federally listed species, though one species of concern could be impacted: *Lepidium papilliferum*. If the USAF selects the Tyndall AFB alternative, the FWS would be interested in working with the USAF to evaluate impacts to federally listed species. The FWS recommends a survey for this species within the action area. Further coordination with the FWS on this alternative should be made with the following office:

511

512

Snake River Basin Office
Attn: Marilyn Hemker
1387 South Vinnell Way, Room 368
Boise, Idaho 83709

009016

Ms. Brenda Cook

Page 8

Section EL3 Natural Resources: Impacts at Elmendorf AFB include 46 acres. There are no anticipated impacts to federally listed species or jurisdictional wetlands.

Page EL-3-15, First paragraph: Figure EL-3.2.2 is referenced but the figure shown is EG-3.2.2.

Page EL-3-19, Second paragraph, second sentence: Figure EL-3.2.2 is referenced but the figure shown is EG-3.2.2.

Table EL5.0-1, Aircraft Sorties, Overflight effects on wildlife and subsistence resources: Add: Continue mitigation, monitoring and research.] 513

Table EL5.0-1, Aircraft Sorties, Overflight effects on recreation: We recommend adding a management action to provide educational programs and brochures for recreational visitors.] 514

Page NR-4-7, Caribou and NR-4-8 Dall Sheep: Background information on at least two species of large herbivores could be substantially improved (Dall's sheep and Caribou). We recommend a discussion of the on-going study on the effects of military overflights on movement, activity habitat use and behavior of Dall Sheep in the Yukon MOAs. Listed below are three other studies on caribou that found negative impacts of military jet overflights that were not cited.] 515

Maier, J.A.K., S.M. Murphy, R.G. White, and M.D. Smith. 1998. Responses to caribou to overflights by low-altitude jet aircraft. *Journal of Wildlife Management* 62:752-766.

Maier, J.A.K. 1996. Ecological and physiological aspects of caribou activity and responses to aircraft overflights. Ph.D. Dissertation. University of Alaska Fairbanks, Fairbanks, Alaska. 138 pp.

Harrington, F.H., and A.M. Veitch. 1992. Calving success of woodland caribou exposed to low-level jet fighter overflights. *Arctic* 45:213-218.

Page NR-4-15, Observations of Noise Effects on Marine Mammals, paragraph 2: Change "National Parks Service" to National Park Service.

Summary Comments

The Department finds that the DEIS adequately addresses most areas or issues that fall under our jurisdiction or special expertise. Additional information or clarification regarding noise effects to units of the National Park System is needed to better evaluate and compare each alternative and to avoid or minimize impacts. Information regarding impacts to wetlands, to include a compensation plan, is needed to evaluate the Tyndall AFB and Mountain Home AFB alternatives.

Based on the information presented thus far, the Department believes that the USAF's proposed F-22 beddown at Langley AFB would have the least environmental concerns, though the other

009016

Ms. Brenda Cook

Page 9

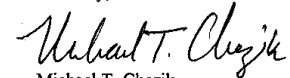
alternatives could possibly become equally workable options with appropriate mitigation.

Once the Air Force selects an alternative and provides one specific proposed action, the FWS will provide comments in accordance to the Endangered Species Act and the Fish and Wildlife Coordination Act.

If you have any questions or for further recommended coordination, please contact the following: Marvin Jansen, NPS, Soundscapes Program Center, (970) 225-3563; and, Eric Davis, FWS (804) 693-6694, extension 104.

Thank you for the opportunity to review the DEIS.

Sincerely,



Michael T. Chezik
Regional Environmental Officer

Initial F-22 Operational Wing Beddown Final EIS

009016

Ms. Brenda Cook

Page 10

bcc: DOI, Office of the Secretary, Washington, DC 20240 (Terence Martin)
NPS, Philadelphia, PA (Cynthia Wilkerson)
GS, Reston, VA (Celso Puente)
BLM, Washington, DC (Carol MacDonald)
BIA, Washington, DC (Don Sutherland)
FWS, R5, NEPA, Hadley, MA (Bill Archambault)
FWS, R9, BFA, Washington, DC (Stephanie Nash)
FWS, R4, NEPA, Atlanta, GA (Bruce Bell)

06/27/01 WED 08:10 FAX 757/643475

PUBLICAFFAIRS

004

VIRGIL H. GOODE, JR.
5TH DISTRICT, VIRGINIA

009016

Congress of the United States
House of Representatives
Washington, DC 20515-4605

009017

June 18, 2001

Colonel Stephen Goldfein, Commander
Langley Air Force Base
159 Sweeney Boulevard
Langley Air Force Base, VA 23665

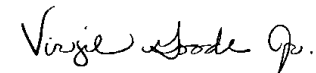
Dear Colonel Goldfein:

Enclosed please find a copy of a resolution of the board of supervisors of Prince Edward County regarding the U.S. Air Force F-22 Operational Wing Beddown. The resolution was approved following the June 12, 2001 meeting of the board of supervisors, during which citizens expressed disapproval and misunderstanding of the possible changes in the use of the Farmville Military Operations Area.

You have graciously acknowledged and approved my previous request for a June 25, 2001 extension to the public comment period. I now ask that you give every consideration to Prince Edward County's request for an additional extension to July 10, 2001. I also ask that you respond favorably to the board's request to hold another public informational meeting in Prince Edward County.

Thank you for your consideration of my constituents in the Fifth Congressional District. With kind regards, I am

Sincerely,


Virgil Goode, Jr.

103 South Main Street
Farmville, VA 23901
434-392-8332 FAX 392-6448

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Initial F-22 Operational Wing Beddown Final EIS

06/27/01 WED 08:10 FAX 757/643475

PUBLICAFFAIRS

002

VIRGIL H. GOODE, JR.
5TH DISTRICT, VIRGINIA

Congress of the United States
House of Representatives
Washington, DC 20515-4605

009017

June 20, 2001

Colonel Stephen Goldfein, Commander
Langley Air Force Base
159 Sweeney Boulevard
Langley Air Force Base, VA 23665

Dear Colonel Goldfein:

I wanted to share with you a letter written to me by Angela Whittaker expressing her opposition to having the F-22's flying over Farmville. Ms. Whittaker lives in the Farmville Military Operations Area. As I have expressed to you in the past, I hope that you will not be sending the F-22's over Farmville and other areas in our part of Virginia. Thank you for your consideration and I hope you will heed my concern, the concerns of Ms. Whittaker and the concerns of many other residents about this problem. With kind regards, I am

Sincerely yours,

Virgil Goode Jr.
Virgil H. Goode, Jr.

VHGjr/sas

Cc: Ms. Angela Whittaker

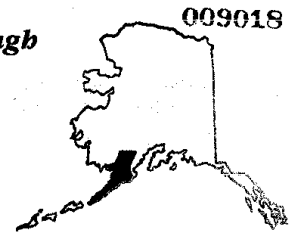
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Lake and Peninsula Borough

P.O. Box 495
King Salmon, Alaska 99613

Telephone: (907) 246-3421
Fax: (907) 246-6602
E-mail: lpboro@bristolbay.com



June 12, 2001

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

Subject: Comment on Initial F-22 Operational Wing Beddown Draft EIS State ID No. AK 0105-11AA DEIS NEPA Review

Dear Ms. Cook:

The purpose of this letter is to comment on the Draft Environmental Impact Statement (DEIS) for the initial F-22 Operational Wing Beddown at Elmendorf AFB, Alaska in regards as to how it could affect the Lake and Peninsula Borough, which is located Southwest of Anchorage and Elmendorf AFB Alaska on the Alaska Peninsula.

The Lake and Peninsula Borough is comprised of 17 communities and 1824 residents in an area roughly the size of West Virginia. Among the wide open spaces are volcanoes and black sand beaches, volcanoes and mountain ranges, lowland tundra, wetlands, abundant flora and fauna, and many wild and scenic rivers. The peninsula is bordered on the west by Bristol Bay, and on the East by the Pacific Ocean. Lake Iliamna, located in the North of the Borough, is the largest freshwater lake in Alaska, and a nursery to the largest red salmon runs in the world. The Borough contains three National Parks, three National Wildlife Refuges, and many State Critical Habitat Areas. There is also a high concentration of brown bear, caribou, and waterfowl. In addition to the economic activity of commercial fishing, sport hunting and fishing and other types of recreational activities are becoming a larger part of the economy and many visitors escape to this area because of its remoteness and wildness.

The Borough is located adjacent to Bristol Bay Borough and home to the now closed King Salmon Air Force Station. This closed military installation is still however used by the current F-15 squadrons located on Elmendorf AFB for alert status and the F-15 Aircraft and other military aircraft frequently land at the King Salmon runway. These aircraft fly directly through the airspace above the Lake and Peninsula Borough to land in King Salmon. The EIS did not disclose if Elmendorf AFB is selected if they intend to continue to use this now moth balled

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Chignik Bay • Chignik Lagoon • Chignik Lake • Egegik • Igluigig • Iliamna • Ivanof Bay • Kokhanok • Levelock
Newhalen • Nondalton • Pedro Bay • Perryville • Pilot Point • Pope Vannoy • Port Alsworth • Port Heiden • Ugashik

Initial F-22 Operational Wing Beddown Final EIS

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forward operating Base (FOB) for a possible alert location for the F-22. However, we will assume the F-22 will assume the present role of the F-15 in Alaska and will use this FOB for certain operational and contingency alert situations. Therefore this EIS applies to the Environmental Consequences mentioned in this Draft EIS as they pertain to this region.

516

A large portion of the Lake and Peninsula is of Alaska Native heritage 76% therefore the subsistence issue is of concern to the Borough. As mentioned in the EIS many of the residents of these Alaska Native villages depend upon hunting, trapping, and fishing for their livelihood. Therefore we are concerned that increased noise, particularly sonic booms, could impact their traditional resources and subsistence way of life. There is some concern in regards to over flights near villages and in areas of traditional use for subsistence harvesting.

517

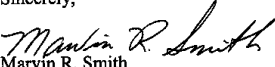
In addition the Borough contains three National Parks, three National Wildlife Refuges, and many State Critical Habitat Areas. We want to maintain the present condition of all or improve the habitat from present conditions and to ensure pristine habitat for fish, birds and wildlife.

However, this does not mean we are opposed to the possibility of Elmendorf AFB being selected as the primary selection for the initial beddown of the F-22. If Elmendorf is the base of choice for the F-22 Beddown we wish for this transition to have as little affect as possible on the cultural and traditional values of the Alaska Natives of the Lake and Peninsula Borough, and the habitat maintained in the National Parks, Wildlife Refuges and State Critical Habitat Areas of this region.

518

If you have any questions concerning the above comments please contact Borough Manager, Walt Wrede of me at 907-246-3421.

Sincerely,


Marvin R. Smith
Community Development Coordinator

cc: Maureen McCrea, DGC
Wayne Dolezal, ADF&G
Deb Leggett, NPS

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009019

STATE OF ALASKA OFFICE OF THE GOVERNOR

TONY KNOWLES, GOVERNOR

OFFICE OF MANAGEMENT AND BUDGET
DIVISION OF GOVERNMENTAL COORDINATION

☒ SOUTH CENTRAL REGIONAL OFFICE
550 W. 7TH AVENUE, SUITE 1880
ANCHORAGE, ALASKA 99501
PH: (907) 269-7470/FAX: (907) 269-3981

☐ CENTRAL OFFICE
P.O. BOX 110030
JUNEAU, ALASKA 99811-0030
PH: (907) 465-3562/FAX: (907) 465-3075

☐ PIPELINE COORDINATOR'S OFFICE
411 WEST 4TH AVENUE, SUITE 2C
ANCHORAGE, ALASKA 99501-2343
PH: (907) 271-4317/FAX: (907) 272-3829

June 14, 2001

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

Dear Ms. Cook:

SUBJECT: INITIAL F-22 OPERATIONAL WING BEDDOWN
STATE I.D. NO. AK 0105-11AA
NEPA RESPONSE

On April 30, 2001 the Division of Governmental Coordination (DGC) received the Draft Environmental Impact Statement (DEIS) for the proposal to locate, or beddown, 72 operational F-22 aircraft at an existing Air Force base. The U.S. Air Force prepared this document to satisfy the requirements of the NEPA. I distributed the information you provided to the State agencies and appropriate coastal districts that participate in reviews associated with consistency with the Alaska Coastal Management Program (ACMP) and requested that they send responses directly to you.

In addition to meeting your obligations under the National Environmental Policy Act (NEPA), federal agencies also must meet obligations under the Coastal Zone Management Act (CZMA) (15 CFR 930.33, .34, and .37) and the ACMP. Specifically, the CZMA requires the following:

1. Effects determination. Federal agencies must determine if the activity will result in effects to the land or water uses or natural resources of the coastal zone. This project is located on federal land. Though by definition federal land is excluded from the coastal zone, federal agencies must comply with the consistency provisions of section 307 of the CZMA when federal actions outside the coastal zone have spillover impacts.
2. Negative determination or consistency determination. The effects analysis results in either a negative determination or a consistency determination:
 - A. Negative determination. If the federal agency determines that the activity will not affect the coastal zone, it prepares a negative determination per 15 CFR 930.35(d), and ACMP

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Initial F-22 Operational Wing Beddown Final EIS

009019

Initial F-22 Operational Wing Beddown Page 2
AK 0105-11AA

June 14, 2001

review is not required. However, DGC consults with the State resource agencies, through a non-ACMP review, concerning the federal agency's determination of no effect.

- B. Consistency determination. If the federal agency determines that the federal activity will affect the coastal zone, it prepares a consistency determination, and an ACMP review by the State is required.

The State has not received your analysis of effects with respect to the enforceable policies of the ACMP and your subsequent determination -- either a negative determination or a consistency determination. I called your office on May 5, 2001 to discuss how the USAF plans to meet its obligations under the CZMA. Because I did not hear back from your office, I initiated the review of the draft EIS only for its adequacy under NEPA, and not the CZMA. At least 90 days before the USAF makes its final decision to use Elmendorf Air Force Base as a base of operations, you must submit the required analysis of consistency with the enforceable policies of the ACMP and provide the State of Alaska with your determination.

519

I look forward to receiving your response. Please contact me at (907) 269-7473, or email maureen_mccrea@gov.state.ak.us if you have any questions.

Sincerely,



Maureen McCrea
Senior Project Review Coordinator

cc:

Karlee Gaskill, DNR/DMLW
Tim Rumpf, DEC
Don McKay, DFG/DHR
Dan Golden, DOT/PF
Thede Tobish, MOA
Ken Hudson, MSB
Arne Erickson, BBB
Andy DeValpine, BBCRSA
Marv Smith, L&PB
John Oscar, C̄ñaliulriit
Rex Blazer, DGC

S:\dgc\la-files\maureen\0105-11 NEPA response

Alaska State Legislature

009020

During Interim: (June - Dec.)
716 West 4th Avenue, Suite 500
Anchorage, Alaska 99501-2133
(907) 269-0200
Fax (907) 269-0204



During Session: (Jan. - May)
State Capitol
Juneau, Alaska 99801-1182
(907) 465-4993
Fax (907) 465-3872

Senator Drue Pearce

June 14, 2001

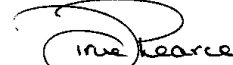
Barbara Cook
HC ACC/CEVP
129 Andrews Street, Suite 102
Langley, AFB VA 23665-2769

Dear Ms. Cook,

I would like to register my strong support to the United States Air Force to select Elmendorf Air Force Base for deployment of the F-22 Raptor aircraft. This aircraft will complement existing defense capabilities and significantly boost Alaska's economy. An Alaska deployment puts the world's top fighter aircraft on a forward base at one of the most strategic locations in North America and complements the U.S. military's first strike capabilities.

The Alaska Legislature took official action this past session and unanimously passed a resolution encouraging the United States Air Force to select Elmendorf Air Force Base for deployment of the F-22 Raptor. I have enclosed a copy for your review and am hopeful that you give Elmendorf Air force Base your full consideration.

Sincerely,



Drue Pearce
Alaska State Senator

enclosure

Senator_Drue_Pearce@legis.state.ak.us

009020

(LIMITED RUN FOR ALL ADDITIONAL SPONSORSHIPS)

22-LS0095F

HOUSE CS FOR SENATE JOINT RESOLUTION NO. 3(MLV)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SECOND LEGISLATURE - FIRST SESSION

BY THE HOUSE SPECIAL COMMITTEE ON MILITARY AND VETERANS' AFFAIRS

Offered: 2/21/01

Referred: Rules

Sponsor(s): SENATORS LEMAN, Kelly, Wilken, Cowdery, Taylor, Pearce

REPRESENTATIVES Murkowski, Masek, Foster, Green, Wilson, James, Harris

A RESOLUTION

1 **Relating to the deployment of F-22 Raptor aircraft at Elmendorf Air Force Base.**

2 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

3 **WHEREAS** the United States Air Force is developing the F-22 Raptor to replace
4 many of the United States Air Force's aging F-15 aircraft as the United States' front-line air
5 superiority fighter; and

6 **WHEREAS** the F-22 Raptor combines the capability for low-range observation,
7 supercruise capability, increased range, and enhanced offensive and defensive avionics to give
8 its pilots first-look, first-shot, and first-kill capability against the aircraft of a potential enemy;
9 and

10 **WHEREAS** the F-22 Raptor is being developed to counter lethal threats posed by
11 advanced surface-to-air missile systems and next-generation fighters equipped with launch-
12 and-leave missiles; and

13 **WHEREAS** the F-22 Raptor is widely regarded as the most advanced fighter in the
14 world, and has reduced support requirements and maintenance costs; and

15 **WHEREAS** the United States Air Force plans to begin deploying the F-22 Raptor in
16 2005 and to procure 339 F-22 Raptor aircraft by the end of 2013; and

SJR003b

-1-

HCS SJR 3(MLV)

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22-LS0095F

1 **WHEREAS** military aircraft in Alaska deploy anywhere on the globe on short notice
2 to deliver whatever ordnance or capability is required; and

3 **WHEREAS** the United States Air Force is in the process of completing the
4 environmental analysis necessary to deploy the F-22 Raptor in an area, and this analysis will
5 cover the use of land in the area, the air space available above the area, the ability to train in
6 the area, the safety of deploying in the area, the socioeconomic effects of deployment on the
7 area, the biological and cultural resources of the area, the effects of noise on the area, the
8 effects of deployment on the quality of air and water in the area, and the cumulative effects of
9 deployment on the area; and

10 **WHEREAS** impact ranges and areas for military land training maneuvers are located,
11 for the most part, directly underneath Alaska air space and provide excellent opportunities for
12 joint military training; and

13 **WHEREAS** Elmendorf Air Force Base has an excellent record of environmental
14 compliance and cooperation with its surrounding communities; and

15 **WHEREAS** Alaska's strategic location for the defense of North America and for joint
16 training and experimentation opportunities together with unmatched community support, have
17 been frequently noted by senior military leaders in Alaska, as well as civilian and military
18 leaders at the highest levels;

19 **BE IT RESOLVED** that the Alaska State Legislature encourages the United States
20 Air Force to select Elmendorf Air Force Base for deployment of the F-22 Raptor to
21 complement existing defense capabilities.

22 **COPIES** of this resolution shall be sent to the Honorable Donald Rumsfeld, United
23 States Secretary of Defense; the Honorable F. Whitten Peters, Secretary of the Air Force;
24 Lieutenant General Norton A. Schwartz, Commander, Alaskan Command, U.S. Air Force;
25 Admiral Dennis C. Blair, Commander in Chief, U.S. Pacific Command, U.S. Navy; and to the
26 Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and the
27 Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress.

HCS SJR 3(MLV)

-2-

SJR003b

Initial F-22 Operational Wing Beddown Final EIS

009021

Piedmont Planning District Commission

"IMPROVING LOCAL GOVERNMENT THROUGH REGIONAL PLANNING AND COOPERATION"
102-1/2 HIGH STREET • P.O. BOX P • FARMVILLE, VIRGINIA 23901 • (804) 392-6104, 392-6105, FAX 392-5933

June 19, 2001

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

RE: Draft Environmental Impact Statement (DEIS) for the Initial F-22 Operational Wing Beddown

Dear Ms. Cook:

The Commission recently received a request to make a presentation from Ms. Dianne Obler, a representative from a citizen's group here in the Farmville interested in the F-22 issue. That group was granted a block of time to appear before the Piedmont Planning District Commission at its regular June 7, 2001 meeting.

The Commission has agreed to summarize their presentation and to submit to your office for consideration. A summary of the presentation by Ms. Obler and other spokespersons from the group is enclosed along with several specific requests. Also enclosed are several local news articles relating to the subject.

The Commission concurs with the first request that an extension of the comment period be granted so that interested parties may submit further comment. The Commission has taken no specific action, either for or against, requests two, three and four.

While this matter could come up again at our July meeting, the Commission is primarily interested in helping to disseminate accurate information on the subject to the citizens of this region. We appreciate the information you have provided to the Commission to help achieve this objective.

Sincerely yours,



Jack E. Houghton
Executive Director

ENCLOSURES

SERVING

COUNTIES OF AMELIA, BUCKINGHAM, CHARLOTTE, CUMBERLAND, LUNENBURG, NOTTOWAY, PRINCE EDWARD
AND TOWNS OF BLACKSTONE, CREWE, DILLWYN, FARMVILLE, KENBRIDGE AND VICTORIA

009021

Piedmont Planning District Commission
F22 Beddown
Citizen's Comments
June 7, 2001

General Comments:

Ms. Barbara Lietzler - Ms. Lietzler stated she did not have a prepared statement. Ms. Lietzler stated she was at the May 29th Air Force meeting. Ms. Lietzler stated that 10 jets went over her house yesterday and ten went over her the day before. She stated that that they are very loud and she would like it to be stopped. Ms. Lietzler stated she lived in the Abilene area of Prince Edward County. (House marked on VDOT map) Ms. Lietzler stated she did not care which branch of the military was flying over her house she just wants it stopped.

Ms. Joan Kruzicki - Ms. Kruzicki stated she moved here in August from Virginia Beach because the jet noise was so oppressive there. Ms. Kruzicki stated she spent a year researching where she was going to move. She wanted to move somewhere quiet that had some economic development. Ms. Kruzicki stated she is a special education teacher and wanted to move somewhere that valued education and has a good quality of life. Ms. Kruzicki stated she looked far and wide before moving to this area. Ms. Kruzicki stated this area is so beautiful and a wonderful place to live. Ms. Kruzicki stated the planes fly over house all the time and are loud. Ms. Kruzicki stated that no one is going to be able to sell their property with the loud jets flying over it. Ms. Kruzicki stated that Virginia Beach had an impact study done that basically lied and said there was no impact. Ms. Kruzicki stated that property values and the quality of life went down once the jets started flying over here. Ms. Kruzicki stated there are citizens that are suing the City of Virginia Beach over this impact study. Ms. Kruzicki stated that at least there the City of Virginia Beach did benefit economically, here there is no monetary benefit from the flyovers. Ms. Kruzicki feels that the noise is a form of pollution. Ms. Kruzicki stated other people will not move here if they find out about the jet noise. Ms. Kruzicki also stated she did not care who is flying over she wanted the MOA closed in this region. Ms. Kruzicki stated she will move if the F22's come to this area. Ms. Kruzicki stated she is a northerner and there are a lot of other people who have moved to this area who came here to escape the noise and won't stay if this continues. Ms. Kruzicki lives in the Rice area of Prince Edward County.

Ms. Diane Obler thanked Mr. Houghton and the Commission for listening to the groups comments without being on the scheduled agenda. Ms. Obler stated since the May 29th meeting she has been calling AFB officials trying to get more information on the F22's beddown at Langley. Ms. Obler stated she called Langley, Shaw, Seymour Johnson, Oceana, and there is a big cover-up because no one wanted to tell her anything. However, when she spoke with Mr. John Clemens, Langley AFB, Operation Department Air Space Manager, whom she spoke with over an hour, stated at one point "I don't do anything without consulting the Piedmont Regional Planning Commission, believe me I know what happens when I don't consult with them first." Ms. Obler stated that is when she discovered whom she should consult with that would have a say in this situation. Ms. Obler stated she also learned from Mr. Clemens that the PDC was

Page 1 of 3

009021

instrumental in getting the Town of Farmville excluded from the MOA. Ms. Obler stated that she knows that the PDC can get things done and that Langley listens to the PDC. Ms. Obler stated that in listening to the Commission meeting business she stated she heard it stated that number one asset in this region is people and this region wants to attract people possibly in the technology industry to this area. Ms. Obler stated that noise pollution does not make this area an attractive place to settle. Ms. Obler stated if you want high quality people to settle in this area, if you are concerned with economic growth you do not want aircraft noise pollution. Noise pollution will be a detriment to economic growth. Ms. Obler stated that she understands that the PDC helps localities prepare submissions to various bodies, and stated that they need help in preparing a submission to Langley AFB, Secretary of the Air Force, Senator Warner, and Congressman Goode. Ms. Obler stated that the PDC represents this area and can help them in preparing a proposal.

522

Ms. Obler stated she wanted to share with the PDC some facts that she learned from the May 29th meeting and from Mr. Clemens at Langley AFB.

- Farmville is the primary land MOA for Langley AFB and it also services Oceana, Seymour Johnson, Shaw and Richmond. Ms. Obler stated there are a lot of AFB trying to fly in the 45 mile area of the MOA.
- The Farmville MOA is one of only two in Virginia. The other one is in Northern Virginia and there is one other small one at Ft. Pickett. The Farmville MOA has been in existence for 17 years. Ms. Obler stated that the citizens of this region have been putting up with the jets and it is now time for some other citizens in other areas to have to put up with the jet noise.
- Ms. Obler stated she was told that the F-22's will be louder than the F-15's.
- There are five sites being considered for the F-22 beddown. Of the five sites there is one in Alaska and another is in Idaho. These two sites have four or five MOA's for fly zones. Langley has only one MOA, the Farmville MOA. The other two sites are low populated areas compared to the Farmville MOA.

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524

Recommendations:

Whereas, most citizens in the Farmville MOA did not learn of the proposal to beddown the new F22 aircraft at Langley AFB until the public information meeting on May 29, 2001.

Whereas, our congressional representative, Virgil Goode was not informed by Langley, AFB of the May 29, 2001 meeting so that he could attend or send representation and

Whereas, Sarah Terry acting on behalf of Representative Goode has spoken twice at length with SM Sgt. Kevin Wallsten information officer at Langley, AFB and he has stated that to his

009021

knowledge no elected officials in the Farmville MOA were informed of the May 29th meeting by Langley AFB and he has admitted that this oversight was the result of a breakdown in the communication process on the part of Langley, AFB.

525

1. We petition the Piedmont Planning District Commission request an extension of the deadline for public input on the F22 beddown at Langley, AFB from June 10 to July 10 in order that concerned citizens may have adequate time to circulate petitions throughout the Farmville MOA area and to attend meetings of elected officials in all cities, towns and counties in the Farmville MOA, most of which meet only once per month. This request should be faxed to (757) 764-9199 attention, Ms. Brenda Cook and Allton Chavis, Chief of Environmental Analysis at Langley, AFB.
2. We further petition that this planning commission request of Ms. Cook, Mr. Chavis and other persons with authority over this matter, that the new F22 not be bedded down at Langely, but go to alternate sites already being considered, either in Alaska or Idaho.
3. If petition #2 is not granted, we then request that any F22's bedded down at Langely, AFB not be permitted to fly in the Farmville MOA, as this is a change in usage from the original parameters outlined when the Farmville MOA was established.
4. If petition #3 is not granted, we then request that each County in the Farmville MOA be compensated in the amount of \$2 million annually for the quality of life which has been sacrificed due to the military aircraft noise pollution which our citizens are suffering from. More information can be obtained from the June 6th Farmville Herald Editorial. Mr. Woodley, the Farmville Editor, suggested that if we have to take the noise pollution for the rest of the State our citizens should be compensated just as if we take garbage from other areas we would be compensated.

526

Citizens Present:

Mr. Tim Lietzke,
 Ms. Barbara Lietzke,
 Mr. Kemper Beasley, III, (Congressman Goode's Office)
 Mr. William E. Thompson,
 Mr. Charles Obler,
 Mr. Douglas M. Young,
 Ms. Joan Kruzicki,
 Ms. Angela Whittaker,
 Ms. Jane Capon,
 Mr. Steve Capon,
 Ms. Dianne Obler,

Initial F-22 Operational Wing Beddown Final EIS

During Session, January - May:
State Capitol, Room 115
Juneau, Alaska 99801
(907) 465-2095
465-3810 FAX



Senator Loren Leman

009022

During Interim, June - December:
716 W 4th Ave, Suite 520
Anchorage, Alaska 99501
(907) 269-0240
269-0242 FAX

June 21, 2001

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

Dear Ms. Cook:

I support the deployment of the F-22 Raptor at Elmendorf Air Force Base at the earliest possible date. Alaska offers uncrowded air space and impact ranges and areas for military land training maneuvers directly beneath Alaska air space. This provides an excellent opportunity for joint military training.

The Alaska Legislature expressed its support for the F-22 Raptor deployment at Elmendorf Air Force Base by passing my Senate Joint Resolution 3. I have enclosed a copy of the resolution which outlines the positive elements of an Elmendorf deployment.

Elmendorf AFB is part of my legislative district and I am familiar with its capabilities and future promise. The addition of the F-22 Raptor to Elmendorf will enhance our national security.

Sincerely,

Senator Loren Leman
Senate Majority Leader

Senator_Loren_Leman@legis.state.ak.us • www.akrepublicans.org/Leman.htm

009022

(LIMITED RUN FOR ALL ADDITIONAL SPONSORSHIPS)

22-LS0095F

HOUSE CS FOR SENATE JOINT RESOLUTION NO. 3(MLV)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SECOND LEGISLATURE - FIRST SESSION

BY THE HOUSE SPECIAL COMMITTEE ON MILITARY AND VETERANS' AFFAIRS

Offered: 2/21/01
Referred: Rules

Sponsor(s): SENATORS LEMAN, Kelly, Wilken, Cowdery, Taylor, Pearce

REPRESENTATIVES Murkowski, Masek, Foster, Green, Wilson, James, Harris

A RESOLUTION

1 Relating to the deployment of F-22 Raptor aircraft at Elmendorf Air Force Base.

2 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

3 WHEREAS the United States Air Force is developing the F-22 Raptor to replace
4 many of the United States Air Force's aging F-15 aircraft as the United States' front-line air
5 superiority fighter; and

6 WHEREAS the F-22 Raptor combines the capability for low-range observation,
7 supercruise capability, increased range, and enhanced offensive and defensive avionics to give
8 its pilots first-look, first-shot, and first-kill capability against the aircraft of a potential enemy;
9 and

10 WHEREAS the F-22 Raptor is being developed to counter lethal threats posed by
11 advanced surface-to-air missile systems and next-generation fighters equipped with launch-
12 and-leave missiles; and

13 WHEREAS the F-22 Raptor is widely regarded as the most advanced fighter in the
14 world, and has reduced support requirements and maintenance costs; and

15 WHEREAS the United States Air Force plans to begin deploying the F-22 Raptor in
16 2005 and to procure 339 F-22 Raptor aircraft by the end of 2013; and

SJR003b

-1-

HCS SJR 3(MLV)

Initial F-22 Operational Wing Beddown Final EIS

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22-LS0095VF

1 WHEREAS military aircraft in Alaska deploy anywhere on the globe on short notice
2 to deliver whatever ordnance or capability is required; and

3 WHEREAS the United States Air Force is in the process of completing the
4 environmental analysis necessary to deploy the F-22 Raptor in an area, and this analysis will
5 cover the use of land in the area, the air space available above the area, the ability to train in
6 the area, the safety of deploying in the area, the socioeconomic effects of deployment on the
7 area, the biological and cultural resources of the area, the effects of noise on the area, the
8 effects of deployment on the quality of air and water in the area, and the cumulative effects of
9 deployment on the area; and

10 WHEREAS impact ranges and areas for military land training maneuvers are located,
11 for the most part, directly underneath Alaska air space and provide excellent opportunities for
12 joint military training; and

13 WHEREAS Elmendorf Air Force Base has an excellent record of environmental
14 compliance and cooperation with its surrounding communities; and

15 WHEREAS Alaska's strategic location for the defense of North America and for joint
16 training and experimentation opportunities together with unmatched community support, have
17 been frequently noted by senior military leaders in Alaska, as well as civilian and military
18 leaders at the highest levels;

19 BE IT RESOLVED that the Alaska State Legislature encourages the United States
20 Air Force to select Elmendorf Air Force Base for deployment of the F-22 Raptor to
21 complement existing defense capabilities.

22 COPIES of this resolution shall be sent to the Honorable Donald Rumsfeld, United
23 States Secretary of Defense; the Honorable F. Whitten Peters, Secretary of the Air Force;
24 Lieutenant General Norton A. Schwartz, Commander, Alaskan Command, U.S. Air Force;
25 Admiral Dennis C. Blair, Commander in Chief, U.S. Pacific Command, U.S. Navy; and to the
26 Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and the
27 Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress.

HCS SJR 3(MLV)

-2-

SJR003b



SHEILA S. NOLL, CHAIRMAN • LOUIS R. JONES, VICE-CHAIRMAN • MYLES E. STANDISH, TREASURER
ARTHUR L. COLLINS, EXECUTIVE DIRECTOR/SECRETARY

009023

July 3, 2001

Mr. Charlie H. Ellis III
EIR Program Manager
Department of Environmental Quality
Post Office Box 10009
Richmond, Virginia 23219

Re: Initial F-22 Operational Wing
Beddown at Langley Air Force
Base DEQ# 01-067F (ENV:GEN)

Dear Mr. Ellis:

Pursuant to your request of April 27, 2001, the staff of the Hampton Roads Planning District Commission has reviewed the Draft Environmental Impact Statement for the Initial F-22 Operational Wing Beddown. We have contacted the City of Hampton concerning the project.

Attached is a copy of a letter we received from the City of Hampton identifying its concerns. In summary, the City is supportive of the project. However, it seems that the impact from increased noise levels cannot be adequately assessed at this time. This is due to the fact that noise levels in the EIS were estimated using F-18 data not F-22 data. Noise data for the F-22 is not yet available. Accurate noise data is needed in determining the noise contours used by the City in its planning efforts. The F-22 noise data should be provided to the City as soon as it becomes available.

We appreciate the opportunity to review this project. If you have any questions, please do not hesitate to call.

Sincerely,

Arthur L. Collins
Executive Director/Secretary

HRV:fh
Attachment

cc: Mr. Donald Whipple, HA
Ms. Brenda Cook

CHESAPEAKE
John L. Pazour, City Manager
Debbie Ritter, Council Member
William E. Ward, Mayor

FRANKLIN
Mark S. Fetheroff, Council Member
Rowland L. Taylor, City Manager

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William H. Whitley, County Administrator

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George E. Wallace, City Manager
Paige V. Washington, Jr., Council Member

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W. Douglas Caskey, County Administrator
Robert C. Claud, Sr., Board Member

JAMES CITY COUNTY
John J. McGinnon, Chairman
Sanford B. Wanner, County Administrator

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Joe S. Frank, Mayor
Edgar E. Maroney, City Manager

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Herbert M. Collins, Sr., Vice-Mayor
Paul D. Fram, Mayor
Dawn S. Heister, Council Member
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P. Ward Robinson, Jr., Council Member

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Sheila S. Ivall, Board Member
James O. McReynolds, Acting County Administrator

HEADQUARTERS - THE REGIONAL BUILDING - 723 WOODLAKE DRIVE - CHESAPEAKE, VIRGINIA 23320 • (757) 490-8300

Initial F-22 Operational Wing Beddown Final EIS



City of Hampton

009023

June 12, 2001

Hugo Valverde
Hampton Roads District Commission
723 Woodlake Drive
Chesapeake, VA 23320

Re: Comment on the Environmental Impact Review for the proposed
F-22 Operational Wing Beddown at Langley Air Force Base

Dear Mr. Valverde:

As a potential host community for the first operational wing of F-22 Raptors, the City of Hampton is very supportive of the proposed F-22 Operational Wing Beddown at Langley Air Force Base. Langley Air Force Base and the City of Hampton have a long and rich history of mutual support that we hope continues well into the future.

Our staff has reviewed the environmental review document. The primary public concern centers around the impact (if any) from noise. The document makes some assertions as to the anticipated noise levels associated with the F-22 based upon data generated from the F-18. City staff has been informed by Air Combat Command staff that F-22 specific noise data is not yet available. Depending on the results of specific tests on the F-22, it may be necessary for the City of Hampton to amend its noise contour districts. These districts require certain types of building construction within these zones to mitigate noise to acceptable levels for the designated land use. It is difficult for us to assess the extent of these noise impacts without specific information relative to the expansion or contraction of noise contours from F-22 operations. It is also difficult for us to address specific questions from property owners who inquire as to the nature of the noise impacts to their property without this type of specific data.

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We will continue to communicate directly with the appropriate Air Combat Command staff to obtain the F-22 noise data so we may analyze any necessary adjustments to the City's noise contour districts surrounding Langley Air Force Base.

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DEPARTMENT OF PLANNING
22 LINCOLN STREET, HAMPTON, VIRGINIA 23669

"Oldest Continuous English-Speaking Settlement in America - 1610"

H R P D C

JUN 21 2001

RECEIVED

009023

If you have any additional questions regarding these comments, please feel free to contact Donald A Whipple, City Planner at 727-6140.

Sincerely,

Terry P. O'Neill
Director of Planning

cc. George Wallace, City Manager
Steve Shapiro, Director of Codes Compliance

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