DEPARTMENT OF THE AIR FORCE

Realistic Bomber Training Initiative

Final
Environmental Impact Statement **January 2000**
Volume I

In cooperation with the Federal Aviation Administration

The NEPA Process

NEPA – the National Environmental Policy Act of 1969 – is our national charter for protecting the environment. The goals of NEPA are to consider all appropriate environmental factors when making decisions, not basing decisions solely on technical and economic factors, involve the affected and interested public early in the environmental analysis process, seek less environmentally damaging ways to do our jobs, and document in plain language for the decisionmaker (in this case the Air Force) and the public the environmental process we used for RBTI. The product that we use to document our analyses is the Environmental Impact Statement, or EIS. This is the highest level of analysis prepared under NEPA and we are using it for RBTI. Compliance with NEPA guidance for our EIS preparation involved several critical steps:

1. *Announce that an EIS will be prepared*. For this EIS, a Notice of Intent was published on December 19, 1997, in the Federal Register.

2. *Conduct scoping*. This was the first major step in identifying the relevant issues to be analyzed in depth and eliminating the issues that were not relevant. Within this process we were very active in soliciting comments from the public, local governments, federal and state agencies, tribes, and environmental groups to ensure their concerns and issues about the proposed project were included in the analyses. For RBTI, the Air Force held scoping meetings in January and February 1998 in New Mexico, Texas, Arkansas, and Colorado. In addition, in December 1997, the Air Force sent over 100 Intergovernmental Interagency Coordination of Environmental Planning (IICEP) letters to announce the Air Force's proposal and planned scoping meetings and to request input from government agencies.

3. *Prepare a draft EIS.* The first comprehensive document for public and agency review was the draft EIS. This document examined the environmental impacts of the proposed project determined to be relevant from our scoping initiatives and analyzed all reasonable alternatives, as well as a No-Action alternative. Over 900 copies of the draft EIS were distributed to agencies, the public that had requested copies, and numerous repositories to ensure the widest dissemination possible. The draft EIS was also placed on a web site. After the notice of availability of the draft EIS was filed in the Federal Register and the document was distributed, we began a 90-day public comment period that extended to June 16, 1999.

4. *Have a public comment period.* Our goal during this process was to solicit oral and written comments about the draft EIS. We accomplished this by receiving comments through the mail as well as conducting public hearings. The public hearings were held at 11 communities in Texas, New Mexico, Colorado, and Arkansas. The hearings provided a feedback mechanism for the public and agencies to orally address or submit written comments directly to the Air Force. A total of 1,541 written and oral comments on the draft EIS were received by the Air Force. In the final EIS, we have provided written responses to all substantive oral and written issues submitted during the public comment period. As appropriate, clarification regarding substantive issues has been included in the final EIS. All of the issues documented as part of this phase are disclosed to the decisionmaker as part of the administrative record.

5. *Prepare a final EIS.* Following the public comment period, a final EIS was prepared. This document is a revision of the draft EIS, includes all public and agency comments and the Air Force's responses, and provides the decisionmaker a comprehensive review of the alternatives and their environmental impacts.

6. *Issue a Record of Decision (ROD).* The final step in the NEPA process is the ROD. It identifies which alternative has been selected by the decisionmaker and what measures will be carried out by the Air Force to reduce adverse impacts to the environment.

REALISTIC BOMBER TRAINING INITIATIVE

FINAL ENVIRONMENTAL IMPACT STATEMENT

Volume I

JANUARY 2000

COVER SHEET
ENVIRONMENTAL IMPACT STATEMENT
COVERING THE PROPOSED ALTERNATIVES
FOR THE REALISTIC BOMBER TRAINING INITIATIVE

a. *Responsible Agency:* U.S. Air Force.

b. *Cooperating Agencies:* Federal Aviation Administration (FAA) Southwest Region, Fort Worth Air Route Traffic Control Center (ARTCC), and Albuquerque ARTCC.

c. *Proposals and Actions:* This Environmental Impact Statement (EIS) evaluates the environmental effects associated with alternatives addressing the need to establish an Electronic Scoring Site (ESS) system to support realistic B-52 and B-1 bomber training operations within approximately 600 nautical miles of Barksdale and Dyess Air Force Bases (AFBs). The four Realistic Bombing Training Initiative (RBTI) alternatives consist of Alternative A: No-Action, Alternative B: IR-178/Lancer MOA, Alternative C: IR-178/Texon MOA, and Alternative D: IR-153/Mt. Dora MOA. Under the No-Action Alternative, bombers would continue to use existing airspace and existing Electronic Scoring Sites at current levels. Alternatives B, C, and D would each involve: (1) changes in structure and use of airspace; (2) closure of the Electronic Scoring Sites at Harrison, Arkansas, and La Junta, Colorado; and (3) construction of ten new emitter sites and two Electronic Scoring Sites. Airspace modifications include some new and eliminated airspace. Alternatives B and C lie almost wholly in western Texas, while Alternative D is located in northeastern New Mexico. Alternative B is both the Air Force's preferred alternative and the environmentally preferred alternative.

d. *For Additional Information:* Ms. Brenda Cook, RBTI EIS Project Manager, HQ ACC/CEVP, 129 Andrews Street, Suite 102, Langley AFB VA 23665-2769. Telephone inquiries may be made to the Dyess AFB Public Affairs office at (915) 696-2863.

e. *Designation:* Final Environmental Impact Statement.

f. *Abstract:* This final EIS has been prepared in accordance with the National Environmental Policy Act. This document includes analyses of the potential environmental consequences of the four RBTI alternatives to airspace and aircraft operations, land management and use, biological resources, cultural resources, socioeconomics, environmental justice, and soils and water. For the three action alternatives (B, C, and D), the findings indicate that impacts to airspace management, air safety, socioeconomics, environmental justice, cultural resources, and soils and water resources would be negligible to minimal. Alternative B would consist of approximately 85 percent existing airspace, Alternative C would be about 80 percent existing airspace, and Alternative D about 90 percent existing airspace. Aircraft noise levels would undergo an increase of 2 to 13 decibels in some parts of the proposed Military Training Routes associated with Alternative B and C airspace and 1 to 18 decibels in portions of the proposed Military Training Route for Alternative D airspace. Land management and use would not be affected, but Alternatives B and C would overfly two, and Alternative D thirteen special use land management areas (e.g., state parks, wild and scenic rivers) and expose these areas and their users to increased noise levels. Minimal acreage of Prime Farmland and Conservation Reserve Program land would be affected under all three action alternatives although it would not result in an irreversible change in land use. Negligible to minimal effects on biological resources would occur under Alternatives B and C. Both alternatives would result in continued and increased low-altitude overflights over estimated aplomado falcon historic range. The potential for an aircraft to disturb an aplomado falcon would be negligible, however, since 11 have been observed in the region since 1991. Alternative D would result in continued and increased low-altitude overflights of known or suspected habitat for federally listed threatened or endangered bird species: Mexican spotted owl and bald eagles. No cumulative impacts are expected. The Air Force has defined measures to mitigate impacts and management actions to address concerns raised by the public and agencies.

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Organization Of This Environmental Impact Statement

Our goal is to provide you with a document that is reader-friendly coupled with an in-depth, accurate analysis to help you fully understand all of our alternatives and their environmental impacts as they affect you. To ensure you understand all of the alternatives and their environmental impacts, we have synthesized the analysis in a concise document. We have also provided separate volumes for the appendices, supporting administrative documentation, and scientific data that are referenced throughout this document, as well as comments on the draft EIS and responses to those comments.

In addition, we have incorporated topical environmental analyses and their impacts into each resource area discussion as it applies—such as within airspace and aircraft operations or land management and use. The consolidation of all these external and internal influences that affect a resource area as it is discussed will hopefully provide you a concise understanding of each area in its entirety before reading the next resource area of discussion.

Throughout the document we have also introduced a sidebar column to pull out pertinent information or definitions that will allow you to remain focused while you read. Our sidebars will help to minimize the amount of flipping between definition pages or appendices, focus attention to key facts, and ultimately enhance the flow of this document. For your convenience, a glossary and a keyword index are found in Chapters 9 and 11, respectively.

For readers who want to quickly review and compare the impacts from the different alternatives, there are summary tables at the end of Chapter 2 and at the end of each resource discussion in Chapter 4.

Comments submitted by the public and agencies during the comment period and the Air Force's responses to these comments are in Volume II. An index allows each reader to review the responses to the comments he or she submitted. The appendices are contained in Volume III.

This EIS focuses on the resources potentially affected by the RBTI proposal. Additionally, we addressed issues raised by the public and agencies during the scoping and public comment processes. Based on these issues, the EIS includes the following sections:

EIS Section	Title	Resources/Topics Covered
4.1	Airspace and Aircraft Operations	Airspace management and use; aircraft noise; aircraft safety; aircraft emissions and air quality
4.2	Land Management and Use	Land use; land ownership; recreation; visual resources; special use land management areas
4.3	Biological Resources	Vegetation; habitat; wildlife; threatened and endangered species; livestock
4.4	Socioeconomics and Environmental Justice	Employment; revenue; population
4.5	Cultural Resources	Archaeological and historic sites; Native American traditional resources; Indian reservations and pueblos
4.6	Soils and Water Resources	Erosion; water use, availability, and quality; fugitive dust

In response to public and agency input, and due to review of Air Force requirements, the final EIS includes the following noteworthy clarification and changes:

EIS Section	Title	Clarification/Change
2.2	Description of Study Area	Elimination of MTR IR-102/141 and its sortie-operations from baseline and projected conditions.
2.4	Action Alternatives	Summary of the preferred alternative and environmentally preferred alternative.
2.6	Measures to Address Environmental Effects and Community/Agency Concerns	Listing of proposed mitigation measures and management actions to address public and agency concerns.
4.1	Airspace and Aircraft Operations	Refinement of data on noise levels resulting from elimination of IR-102/141 and its sortie-operations.
4.3	Biological Resources	Clarification of FWS consultation, addition of information on data sources used in the biological resources analysis, and enhancement of the discussion of overflight effects on wildlife.
Appendix B	Sortie-Operations	Elimination of MTR IR-102/141 and its sortie-operations from baseline and projected conditions.
Appendix E	Field Survey Results	Clarification of survey methods for Candidate Emitter Sites and Electronic Scoring Sites.
Appendix G	Noise	Additional description of overflight effects on wildlife and livestock.
Appendix H	Biological Support Documentation	Updating Federally listed threatened, endangered, and sensitive species table with the most current information.
Appendix K	Preferred Alternative Selection	Methods for identification of preferred and environmentally preferred alternatives.

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This Environment Impact Statement (EIS) evaluates the environmental effects associated with a proposal to establish realistic bomber training assets within approximately 600 nautical miles (nm) of Barksdale AFB in Louisiana and Dyess AFB in Texas. The Realistic Bomber Training Initiative, or RBTI, proposes to establish linked military airspace and ground-based assets to support realistic training. For this proposal, the training airspace and ground-based assets would be arranged to provide a sequence of training activities that mirror combat missions. The Air Force proposes to use existing assets and establish new assets in either western Texas or northeastern New Mexico to support aircrews from Barksdale and Dyess AFBs. Aircrews currently cannot conduct needed training without flying long distances and wasting valuable training time. Existing airspace and other training components closer to these bases lack realism and do not allow realistic, integrated training. RBTI would allow B-52 and B-1 aircrews to receive needed combat training and maximize combat training time.

Clarifications and Changes in the EIS

This final EIS is a revision of the draft EIS. The clarifications and changes in this final EIS stem from three sources. First, the Air Force reexamined its requirements for B-52 and B-1 training to ensure the EIS reflected the most up-to-date concepts for training. Second, the Air Force evaluated recent changes to the expected structure and eliminated use of secondary military training routes (MTRs) (IR-102/141) that interact with RBTI primary airspace. Third, the Air Force made clarifications and changes in response to public and agency comments on the draft EIS. The following highlights these clarifications and changes in the EIS.

The most substantive set of clarifications and changes is related to secondary MTRs, IR-102/141. In Section 2.2 of the draft EIS, the Air Force anticipated that changes to the structure and use of IR-102/141 would occur, so it reflected these changes under baseline conditions. As secondary MTRs, IR-102/141 overlapped or intersected 12 segments of IR-178 and added almost 1,100 sortie-operations in the affected areas for Alternatives A, B, and C. The Air Force, subsequent to the public comment period, withdrew the proposed changes to IR-102/141. This means that IR-102/141 reverts to its current structure. Currently, the charted location of IR-102/141 overlaps or intersects with five segments, but it has never supported any aircraft sortie-operations.

The final EIS reflects the reversion of IR-102/141 to its currently charted structure and eliminates 1,094 sortie-operations from baseline and projected conditions. Zero sortie-operations are attributed to IR-102/141 and total sortie-operations for IR-178 under alternative A (segments AB-KL and CDCE), B (segments AB-KL and ST), and C (segments AB-KL and ST) have been reduced. These reductions in total sortie-operations also result in decreases in cumulative noise levels, air emissions, numbers of average daily overflights, and other potential impacts. All topics affected by the changes to IR-102/141 have been updated in the final EIS.

In accordance with NEPA and Council on Environmental Quality (CEQ) guidelines, the Air Force identified preferred and environmentally preferred alternatives. Section 2.4 of this final EIS incorporates a summary of the methods used to identify these alternatives and the results of the process. Appendix K, which details the identification process, has been added to the supporting documentation for the EIS.

Certain topics concerning biological resources (section 4.3) also received clarification. Additional information on the data sources used in describing the affected environment is now incorporated into the EIS. Similarly, additional information on past studies of overflight effects on wildlife and livestock is included in section 4.3 and Appendix G.

Purpose and Need for the Realistic Bomber Training Initiative

During the Cold War, the primary combat mission of B-52 and B-1 bombers was long-range, nuclear strategic attack. Today, the bombers' role has changed; the primary mission is worldwide tactical operations, including attacks into enemy territory, support of ground troops, neutralizing enemy air defenses, and supporting maritime operations. This shift in emphasis has broadened the requirements for bomber aircrew mission readiness and training.

The Air Force's philosophy is to match training to meet the diversified demands of any future conflicts. To ensure that bomber aircrews possess the skills and readiness for combat, they must conduct realistic training that: 1) mirrors activities used in combat, 2) links a realistic sequence of training activities into a cohesive mission, and 3) hones aircrew teamwork. To conduct realistic training that emphasizes teamwork and combat situations, bomber aircrews need linked airspace and ground-based assets collectively defined as an Electronic Scoring Site (ESS) system composed of:

- Ground-based assets known as electronic emitters that simulate enemy threats from surface-to-air missiles, anti-aircraft artillery, and radar;
- Ground-based assets called Electronic Scoring Sites that can score simulated ordnance delivery and the effectiveness of electronic combat measures performed by aircraft; and
- Training airspace, principally composed of a military training route (MTR) and a military operations area (MOA) with an overlying Air Traffic Control Assigned Airspace (ATCAA), where aircrews perform their required training activities at high, medium, and low altitudes.

In short, bomber aircrews need the proper training assets arranged and sequenced in a way that provides realism and is located close enough to the using base to ensure wise use of valuable flying time.

Current training opportunities for the bombers from Barksdale and Dyess AFBs do not fulfill these needs. Three problems exist with the airspace and training components available to the bombers from these bases. First, electronic training facilities close to the bases lack an MTR that provides the terrain variability for effective terrain following and avoidance training. Second, the two ESS systems within the United States that provide linked, sequenced combat training are so distant and require such long transit times that the amount of training received versus flight time expended makes their daily use impractical. Third, training assets within reasonable distance of the bases are not linked in a system that allows realistic sequencing of events. This makes it necessary to fly to several locations of varying distances to complete mission requirements and results in piecemeal, unrealistic training interspersed with low-value transit time.

The Air Force has proposed RBTI to overcome these problems and provide the realistic, integrated training necessary to develop the combat skills bomber crews need now and will need in the future.

Meeting the Need for Realistic Bomber Training: the Proposed Action

The proposed action is to establish a set of linked training assets comprising an ESS system to provide realistic bomber training close enough to Barksdale and Dyess AFBs to efficiently use limited flying hours. This ESS system would be located within approximately 600 nm of Barksdale and Dyess AFBs and would involve the following components:

- Creating an MTR that offers variable terrain for use in terrain following and terrain avoidance, overlies lands capable of supporting electronic threat emitters and electronic scoring sites, permits flights down to 300 feet above ground level (AGL) in some segments and links to a MOA.

- Creating a MOA measuring at least 40 by 80 nm with a floor altitude of 3,000 feet AGL and extending to 18,000 feet above mean sea level (MSL) used for simulated attacks and avoiding simulated threats.

- Creating an ATCAA above the MOA at 18,000 to 40,000 feet MSL to be used for high-altitude training.

- Establishing a set of five locations (15 acres each) for placing electronic threat emitters under or near the MTR corridor and five locations (15 acres each) for placing electronic emitters under or near the MOA that would simulate the variety of realistic threats expected in combat.

- Constructing two Electronic Scoring Sites co-located with operations and maintenance centers, one under or near the MTR corridor and the other en route from the bases to the MTR and MOA.

- Decommissioning two existing Electronic Scoring Sites in Harrison, Arkansas, and La Junta, Colorado.

There are three alternative locations that could fulfill the need defined under the proposed action. *Alternative B: IR-178/Lancer MOA* and *Alternative C: IR-178/Texon MOA* are almost entirely in western Texas with only a small portion of airspace extending into New Mexico. *Alternative D: IR-153/Mt. Dora MOA* is located primarily in northeastern New Mexico with portions of the MTR extending into northwestern Texas. All three action alternatives (B, C, and D) predominantly coincide with existing MTR or MOA airspace; little area not currently exposed to overflights would be affected. Under *Alternative A: No-Action*, the Air Force would continue using existing assets and airspace would remain unchanged. All three action alternatives meet operational goals defined for RBTI. Based on the analysis presented in this EIS, agency input, and public comments, the Air Force deemed Alternative B to be preferable to Alternatives C and D. Alternative B meets all operational requirements with somewhat less potential for environmental impacts than Alternatives C and D. Therefore, Alternative B has also been identified as the Air Force's environmentally preferred alternative. Appendix K presents the methods and results of the process used for identifying the preferred and environmentally preferred alternatives.

Environmental Consequences

This EIS presents the existing environmental and potential environmental consequences that could result from each alternative. Public involvement focused the analysis on six resource categories. Issues of primary concern to agencies and

the public included potential impact of noise on humans, livestock, and wildlife from aircraft overflight; conflict with local aviation; potential degradation of aircraft safety; and the potential to alter the quality of life. Each of the six resources and the anticipated environmental consequences are summarized below. Table 2.6-1 in Chapter 2 presents a detailed comparison of alternatives for all resources.

Potential Effects of RBTI Alternatives

EIS Section	*Resource*	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
4.1	Airspace and Aircraft Operations	⊗	♦	♦	♦♦[1]
4.2	Land Management and Use	⊗	♦	♦	♦♦
4.3	Biological Resources	⊗	⊗	⊗	♦
4.4	Socioeconomics and Environmental Justice	⊗	⊗	⊗	⊗
4.5	Cultural Resources	⊗	⊗	⊗	⊗
4.6	Soils and Water Resources	⊗	⊗	⊗	⊗

⊗ = Negligible/inconsequential effects
♦ = Potential adverse effects
♦♦ = Magnitude of potential adverse effects
[1] = Applies to noise

Analysis indicates that the potential exists for impacts within three resource categories: Airspace and Aircraft Operations, Land Management and Use, and Biological Resources.

Airspace and Aircraft Operations

Airspace use is regulated and managed by the Federal Aviation Administration (FAA) through the use of air traffic control procedures and separation criteria, flight rules, and airspace use designations. Historically, the affected airspace has been able to accommodate aircraft overflights, military flight training activities, and civil aviation. Existing airspace would be used to the maximum extent possible for proposed MTRs and MOAs; however, under all action alternatives some airspace would be eliminated and new airspace added. Under action Alternatives B and D, airspace management would remain similar to that found today. The potential for conflicts with civil aviation would not be significant, although coordinating with cloud seeding, crop dusting, and other similar management activities would require increased attention and resources. FAA input revealed Alternative C to have substantive conflicts with federal jet routes. These conflicts would require changes in airspace management and could reduce the proposed Texon MOA's usefulness for training.

Operations within military airspace would increase under all action alternatives. However, for Alternatives B and C, average daily overflights would range from 1 to 10, depending upon the segment of the MTR. This would not represent a substantial increase (1 to 6 sortie-operations) from recent or historic airspace use. Under Alternative D, average daily overflights would range from 1 to 24 (depending upon the segment) per day with an increase of 1 to 10 sortie-operations. Noise levels would range from less than 45 to 61 DNL for Alternative A, from 46 to 61 DNL for Alternatives B and C, and from less than 45 to 64 DNL for Alternative D. DNL, the Day-Night Average Sound Level, is used to assess aircraft noise and is the most widely accepted metric for this purpose. There would be a 1 to 18 dB increase in noise levels in the Alternative D affected area with a 2 to 13 dB increase in Alternatives B and C. Effects from aircraft emissions and the potential for aircraft mishaps would be inconsequential for all alternatives.

Results of the noise analysis indicate an increase in the potential for the percentage of people highly annoyed by aircraft noise under all three action alternatives. For Alternatives B and C, the percentage of highly annoyed people could rise to a maximum of 8 percent; for Alternative D, it could increase to a maximum of 11 percent for some affected segments. While this analysis suggests that roughly 90 percent of the population would potentially not be highly annoyed, individual responses to aircraft noise vary. Under the proposed MOAs, approximately 1 percent of the people could be highly annoyed.

Land Management and Use

Land management and use focus on designated land use, recreation, and the visual setting. Overall, there would be no likely effects to land use, recreation, or visual resources for any of the alternatives. Increases in noise levels from aircraft could be perceived by some people as affecting their quality of life. Six communities under Alternative B would experience increases in noise levels of 2 to 8 dB; five communities under Alternative C would have increases of 4 to 5 dB; and four communities under Alternative D would have increases of 10 to 16 dB. Estimated populations under the proposed airspace vary for each alternative: Alternative B-50,300 people; Alternative C-22,800 people; and Alternative D-11,900 people. Under Alternative D, 13 special use land management areas, including the Rio Grande Wild and Scenic River, would experience increases in noise levels of 4 to 17 dB. Under Alternatives B and C, no special use land management areas would have increases in noise levels of more than 3 dB.

Biological Resources

The biological resources section addresses potential impacts on vegetation and wildlife, including threatened, endangered, and sensitive plant and animal species. Consultations with regional wildlife experts and literature reviews were conducted to collect biological baseline data. Potential effects to biological resources could occur from aircraft overflights or from construction or ground operations. However, field surveys at the candidate emitters and Electronic Scoring Sites did not identify any threatened, endangered, or sensitive plant or animal species; therefore, construction and ground operations would not impact these species. Total acreage disturbed by construction under Alternatives B, C, and D is less than 20 acres for each alternative.

Under all three action alternatives, segments of MTRs would exist over regions with the potential to support threatened, endangered, or sensitive species. Under Alternatives B and C, increased overflights would occur over estimated historic aplomado falcon habitat, but only 11 aplomado falcons have been observed in the region since 1991. For Alternative D, segments of MTR airspace would lie over regions that support a number of threatened and endangered species, including wintering and nesting bald eagles and potential habitat for Mexican spotted owls and mountain plovers. The Air Force has consulted with the U.S. Fish and Wildlife Service (FWS) on the Endangered Species Act issues associated with RBTI. After discussion with the FWS, the Air Force has determined that aircraft flights on portions of MTRs associated with the action alternatives may affect, but are not likely to adversely affect threatened and endangered bird species, and is currently seeking FWS concurrence with that determination.

Socioeconomics and Environmental Justice

The analysis of socioeconomics consists of an examination of the social and economic activities associated with the human environment. Economic activity includes employment, personal income, and population. The economic activities in the counties where the Electronic Scoring Sites would be constructed and the existing Electronic Scoring Sites decommissioned were analyzed. Socioeconomic

impacts in the affected counties from decommissioning existing Electronic Scoring Sites or constructing new emitters and Electronic Scoring Sites would be minimal (less than 1 percent). The effects of flying activities are not expected to produce measurable impacts on the economic value of the land since this area has been generally overflown since the 1940s. Other factors, such as drought, market prices, community amenities, and proximity to urban areas, are more likely to affect land values than military aircraft overflights.

The environmental justice analysis established that no adverse impact would occur because none of the proposed airspace exceeds a noise level over 65 DNL. The use of 65 DNL as a guideline for the evaluation of environmental justice issues is consistent with the intent of Executive Order 12898. This noise measure comprised one of several criteria considered individually and collectively to assess effects on environmental justice. Because there would be no adverse impact from noise, employment, or facility-related actions, no further environmental justice analysis was necessary.

Cultural Resources

Cultural resources include prehistoric or historic districts, sites, buildings, or objects important to a culture or community. Cultural resources are classified as archaeological sites, architectural resources, and traditional cultural properties. Field surveys of all candidate emitters and Electronic Scoring Sites identified cultural resources potentially affected by construction and ground operations. One archaeological site could be affected under Alternative B, two under Alternative C, and five under Alternative D. However, impacts to these sites could be avoided in most cases or mitigated through completion of the Section 106 process of the National Historic Preservation Act. Existing research and consultation with appropriate Native American tribes provided information on resources within the affected airspace. Although 6 to 15 National Register-listed properties could be overflown, overflights would occur in areas already subject to military aircraft overflights and aircraft would not create a new visual or audible feature in an otherwise historic or traditional landscape. Under Alternative D noise levels over National Historic Landmarks would increase by 1 to 17 dB. Noise would not reach levels likely to damage structures. Therefore, the effects of visual or audible intrusions or damage from noise or vibrations would be negligible. Additional cultural resources under the airspace may be eligible for the National Register. To have the potential to be affected by the noise and visual intrusions of airspace use, the setting of such resources must be an integral characteristic of its eligibility. Since the analysis demonstrated that RBTI would not affect these characteristics of resources already listed on the National Register, it may be presumed that other eligible resources would also be unaffected.

Soils and Water Resources

The soils and water resources section addresses soil and bedrock materials, including paleontological resources, as well as surface and groundwater resources. Estimated soil loss during construction would not exceed 5 tons per candidate emitter or Electronic Scoring Site on any of the action alternatives. Fugitive dust would not exceed 0.4 tons for emitter sites and 2.0 tons for Electronic Scoring Sites. Proper management would be followed to reduce effects of any potential short-term wind and water erosion of surface soils to insignificant levels. Landowners would retain control of any mineral or water rights. No long-term impacts to water resources would occur as a result of construction or use of the Electronic Scoring Sites or emitters.

Cumulative Effects

Past, present, and future actions that could result in cumulative effects with RBTI include several Air Force actions. These past and present actions involve use of airspace either directly included in, overlapping, or intersecting one of the RBTI action alternatives. Flight operations of each of these actions have been incorporated into the analysis in this EIS as part of the conditions in the affected airspace environment for the relevant action alternative and then incorporated into the analysis for each alternative. The cumulative effects analysis indicates that none of the future actions would add to the impacts resulting from RBTI.

CHAPTER 1

PURPOSE AND NEED FOR THE PROPOSED ACTION

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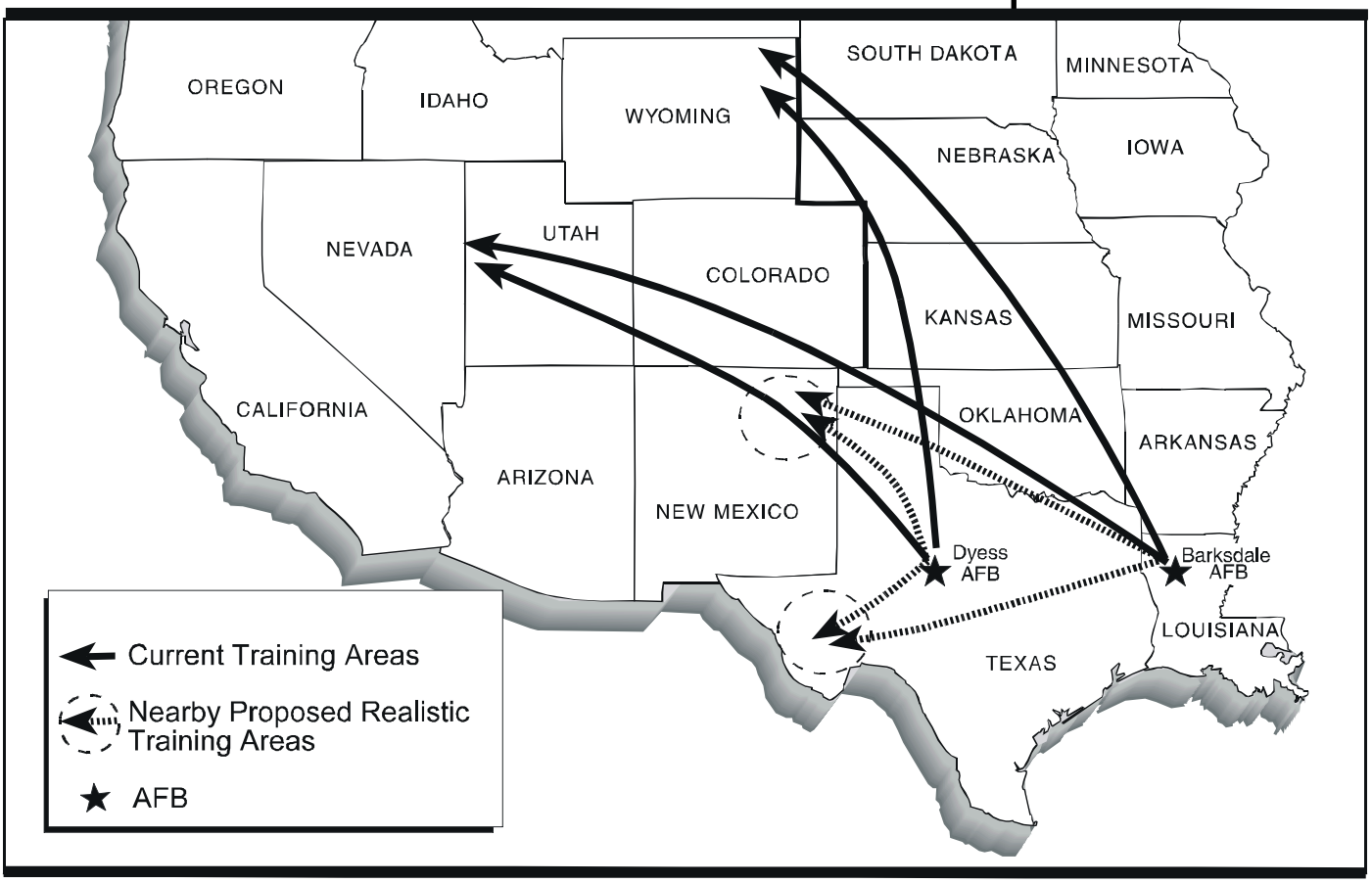
PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION

Realistic training mirrors the type of situations aircrews will face during combat.

Integrated aircrew training is achieved when all members are working as a team to perform training activities in sequence with the speed and pace of combat.

The United States Air Force (Air Force) seeks to improve realistic training for B-52 and B-1 bomber aircrews stationed at Barksdale Air Force Base (AFB), Louisiana, and Dyess AFB, Texas, respectively (Figure 1.1-1). Currently, these crews must fly very long distances to conduct needed realistic training. The flight time required to reach these areas results in inefficient use of available flying hours. Existing airspace and other training assets closer to these bases are scattered and lack realism. The Realistic Bomber Training Initiative (RBTI) would allow B-52 and B-1 aircrews to receive required mission training and maximize combat training time. The RBTI is a proposal to develop an Electronic Scoring Site (ESS) system consisting of airspace and ground-based assets that provide a sequence of training activities resembling combat. Specifically, the Air Force proposes to establish and modify airspace and ground-based facilities in either western Texas or northeastern New Mexico to support realistic, integrated training.



Current and Proposed Realistic Bomber Training Areas for Barksdale and Dyess AFBs

Figure 1.1-1

1.2 BACKGROUND

1.2.1 Bomber Aircrews Train for a Variety of Missions

The overriding objective of any military force is to be prepared to conduct combat operations in support of national political objectives. Aerospace power, capabilities in the air and in space, can rapidly provide the nation's leaders a full range of military options for meeting national objectives and protecting national interests. Responsiveness, range, and combat capability make our bomber force a key asset in national defense.

During the Cold War, the primary combat mission of the B-52 and B-1 bombers was long-range, nuclear attack. Their secondary mission was an array of conventional operations that included bombing enemy transportation systems, troop concentrations, airfields, air defense facilities, and other similar targets. Today, the bombers' primary role has changed; the primary mission is worldwide, rapid-response operations. This shift in emphasis has broadened the requirements for bomber aircrew readiness and training. However, secondary missions are still needed.

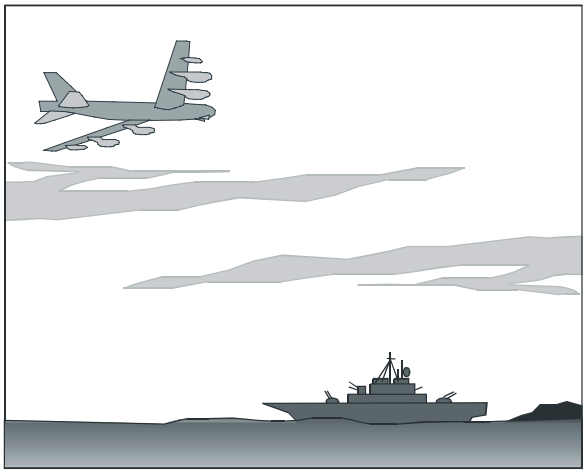
Ordnance is any item carried by an aircraft for dropping or firing (i.e., chaff, flares, bombs). All ordnance delivery for RBTI would be electronically simulated.

Bombers now have a varied range of mission responsibilities (Figure 1.2-1), each involving different targets, weapons, situations, altitudes, and flight profiles. These missions range from supporting maritime operations (e.g., laying mines from the air) to interdiction (e.g., bombing military industries deep in enemy territory). Bomber aircrews must perform all their missions using teamwork to penetrate enemy air defense systems, fly the aircraft into the proper position for releasing ordnance, and maintain the aircraft's geographic position and timing to stay in formation with other aircraft. Difficult decisions must be made in split seconds to determine if a maneuver will move the bomber out of position preventing ordnance release or putting the aircraft within range of enemy missiles or guns. Added challenges include complicated missions occurring at night, under bad weather conditions, or in mountainous terrain. To survive combat, aircrews must conduct training simulating these situations to the greatest degree possible. Not only must aircrews within individual aircraft work together in a closely coordinated manner, they must often function as part of a larger composite force composed of 40 or more different aircraft, each with a specific mission goal.

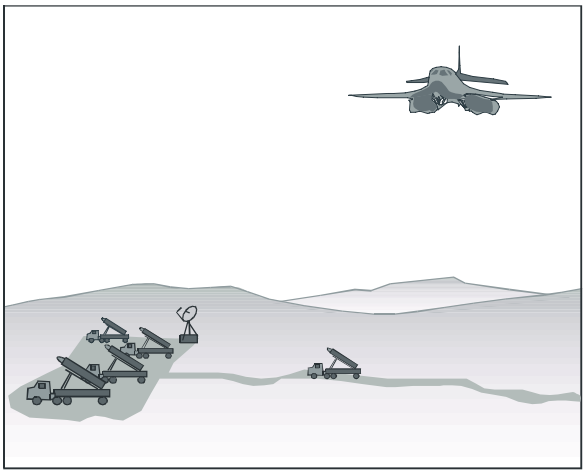
Computer simulators alone cannot replicate the problems and teamwork needed for realistic training.

Fundamental bomber combat missions involve a range of activities, including air refueling, high-altitude flight to the combat theater, entry into enemy territory, avoidance of enemy threats, delivering ordnance, and returning safely to base. These activities can occur at a variety of altitudes, depending upon the mission. Despite mission differences, bomber aircrews must always navigate accurately to the combat theater and target(s), avoid or neutralize enemy air defenses, deliver the ordnance on time and on target, and survive. In its simplest terms, combat is about defeating the enemy and preventing harm to U.S. and allied forces. When aircrews enter combat, they risk their lives. To reduce that risk and increase the chance for a successful mission, bomber aircrews need the most realistic training possible.

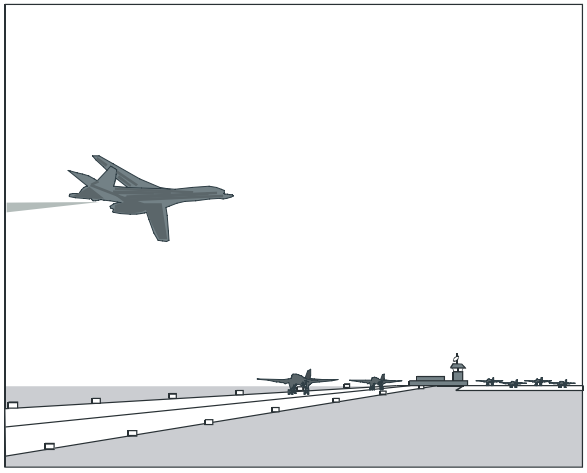
In the Gulf War, bombers performed long-range, low- and high-altitude attacks on communication and industrial facilities in Iraq and later provided support to ground forces by bombing the entrenched Republican Guards. More recently, bomber aircrews from Barksdale and Dyess AFBs flew halfway around the world to launch cruise missiles and other ordnance at facilities for weapons of mass destruction in Iraq. Each time these aircrews entered the Iraqi theater, they needed to be ready for any threat or contingency. A different set of threats faced B-52 and B-1 aircrews recently in Kosovo. This variation in threats underlies the need for flexible realistic training.



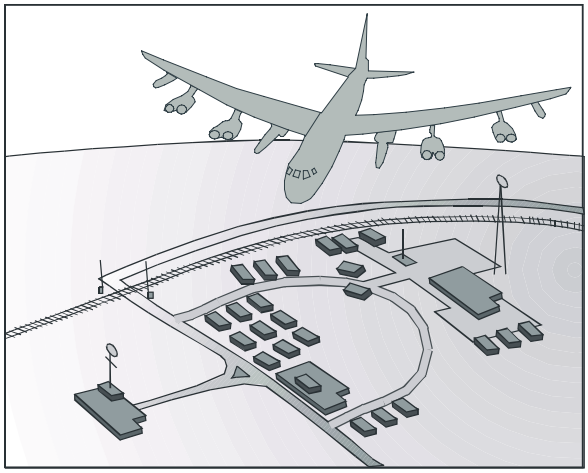
Maritime Operations



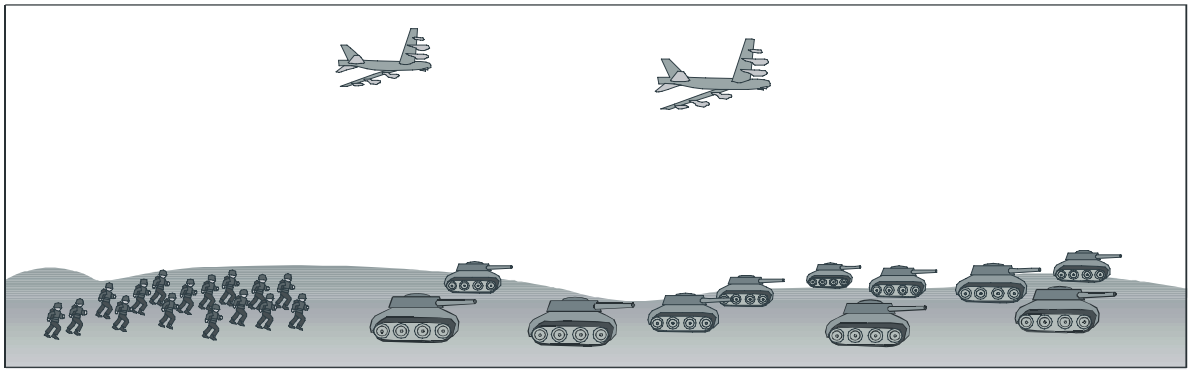
Suppression of Enemy Air Defenses



Attacks against enemy aircraft and airfields



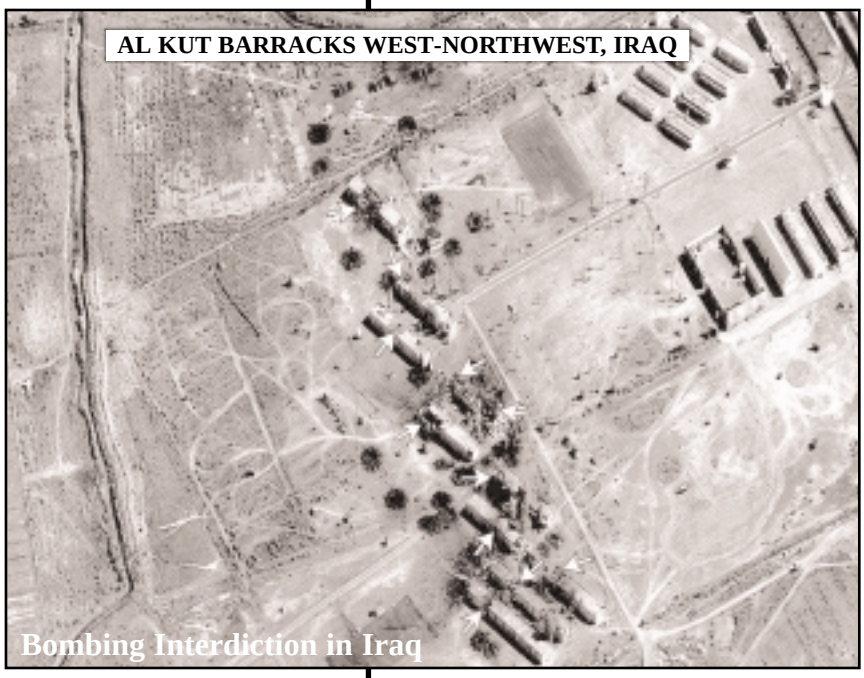
Interdiction against enemy military/industrial facilities



Air Support of Ground Forces

B-52 and B-1 Aircraft Missions

Figure 1.2-1



Bombing Interdiction in Iraq

Currently, bombers are an integral part of the Air Expeditionary Force concept. The Air Expeditionary Force mission is to provide theater commanders with rapid, responsive, and reliable airpower in their area of responsibility. Bombers provide the speed, mass, and long reach needed to rapidly halt an enemy's advance during the initial phases of an attack. To accomplish this mission, bomber aircrews must be constantly prepared to respond to global events. Since 1995, as part of the Air Expeditionary Force, bombers have deployed numerous times to fly Operation Southern Watch combat missions with coalition forces, enforcing the no-fly zone south of the 33rd parallel in southern Iraq.

1.2.2 Bomber Combat Roles Define Training Requirements

Bomber combat missions vary day-to-day as enemy locations, targets, air defenses, and objectives change. For one mission, a bomber aircrew could be tasked to perform high-altitude bombing of an enemy's fuel depot; the next mission could involve a low-altitude attack on enemy troop concentrations. Each combat mission involves a number of different aircraft performing a precisely timed and planned sequence of events. Failure by a single aircraft to achieve the necessary timing, coordination, and positioning could jeopardize an entire mission. Each combat mission is unique, so aircrews must be fully trained to accomplish a wide variety of tasks.

The types of bomber missions and tactics also vary from time to time as a result of changes in world situations, increases in enemy capabilities, and advances in our own aircraft and weapons. Air Force personnel must consistently adapt and train to meet the challenge of these changes. Such changes can influence the altitude at which aircraft fly, the types of ordnance used, the tactics used in attacking targets and avoiding threats, and other aspects of combat missions. Because the Air Force needs to respond to such changes, aspects of aircrew training can vary from year to year. Preparing for these varied missions means that aircrews must have flexibility in training to respond to evolving global situations.

1.2.3 Successful Combat Missions Require Realistic, Integrated Training

Integrated aircrew training is achieved when all members of the crew are working together as a team to perform the events and activities in sequence and with the speed and pace of combat. Integrated, realistic training requires a combination of airspace and ground-based assets that are linked and arranged to provide a sequence of events most like combat. In order to achieve realistic, integrated training, the Air Force has structured bomber training to correspond to typical combat mission events (Table 1.2-1).

Table 1.2-1
Realistic Bomber Training is Derived From Combat

Event Sequence	*Combat Event Description**	*Training Activities*
Event No. 1	Fly high altitude to refueling rendezvous; locate and join tanker aircraft; refuel and fly to combat	◆ Navigation and communication ◆ In-flight rendezvous with tanker aircraft ◆ Aerial refueling along an established track ◆ Formation flying
Event No. 2	Enter combat airspace; coordinate with command and control (e.g., Airborne Warning and Control Systems [AWACs]); join other aircraft in "strike package" conducting mission	◆ High and/or low altitude navigation ◆ Defensive tactics against airborne and ground threats - Aircraft maneuvering - Terrain following/terrain avoidance - Electronic countermeasures - Course deviations (lateral and vertical) - Airspeed changes - Communication ◆ Formation flying
Event No. 3	Fly to initial point of attack; avoid ground-based threats; attack target and deliver ordnance (i.e., bombs or missiles)	◆ Defensive tactics against airborne and ground threats - Aircraft maneuvering - Terrain following/terrain avoidance - Electronic countermeasures - Course deviations - Airspeed changes - Communication ◆ Ordnance delivery - High/low altitude delivery (actual or simulated) ◆ Formation flying
Event No. 4	Exit target area; rejoin returning "strike package"	◆ Navigation and communication ◆ Defensive tactics against airborne and ground threats - Aircraft maneuvering - Terrain following/terrain avoidance - Electronic countermeasures - Course deviations - Airspeed changes ◆ Formation flying
Event No. 5	Exit combat airspace and return to base	◆ Navigation and communication ◆ In-flight rendezvous with tanker aircraft ◆ Aerial refueling along an established track ◆ Formation flying

*Assumes a takeoff and landing as part of the overall mission.

A sortie consists of a take-off, flying mission, and landing by a single military aircraft.

A sortie-operation is the use of one airspace area (e.g., MOA, MTR) by one aircraft. During a single sortie, an aircraft may conduct several sortie-operations.

Realistic, integrated training ensures that bomber aircrews possess the skills and readiness for combat that: (1) mirrors combat events, (2) links a realistic sequence of training activities into a cohesive mission, and (3) hones aircrew teamwork. In other words, each training sortie (whether an individual aircraft or as part of a larger exercise) should involve realistic, linked, and sequenced activities that equate to combat events.

1.3 CURRENT TRAINING OPPORTUNITIES ARE NOT REALISTIC OR EFFICIENT

An MTR is a corridor of airspace established for conducting military flight training.

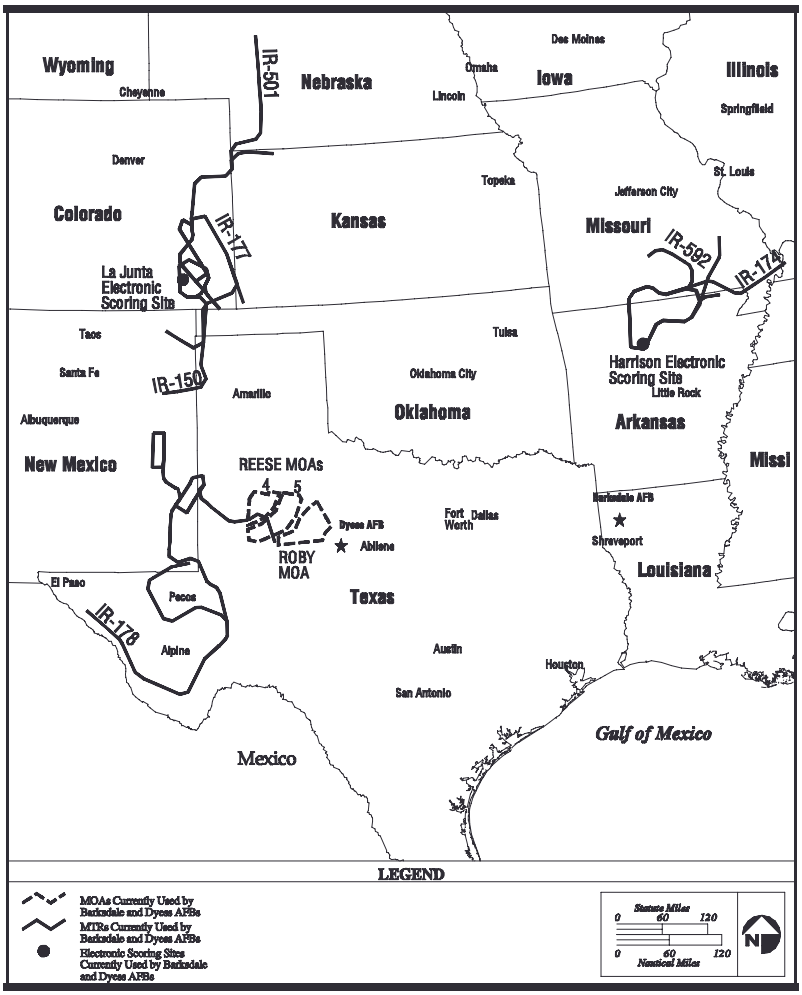
A MOA is airspace established to separate military activities from nonparticipating air traffic operating under instrument flight rules.

An ATCAA is airspace normally overlying a MOA assigned by air traffic control to separate nonhazardous military activities from other aircraft.

Bombers have been training in western Texas and northeastern New Mexico since the 1940s. All B-1 aircrews are trained initially at Dyess AFB, while all B-52 aircrews are trained initially at Barksdale AFB. In addition to bombers, F-16s, F-18s, T-38s, and numerous other aircraft use the airspace in western Texas and northeastern New Mexico.

The B-52 and B-1 bombers from Barksdale and Dyess AFBs presently use airspace and ranges throughout the western U.S. However, in terms of the frequency of use, they primarily use the Military Training Routes (MTRs), Military Operations Areas (MOAs), and associated Air Traffic Control Assigned Airspace (ATCAAs) of western Texas and northeastern New Mexico; Electronic Scoring Sites at Harrison, Arkansas, and La Junta, Colorado; and the remote ranges and ESS systems in other areas of the west (Figure 1.3-1).

Training currently is conducted at two existing Electronic Scoring Sites and two existing ESS systems. Only the two Electronic Scoring Sites are located near Barksdale and Dyess AFBs: Harrison in Arkansas, and La Junta in Colorado. The ESS systems with integrated airspace and ground-based assets are located more than



Training Areas Most Frequently Used by Bombers from Barksdale and Dyess AFBs **Figure 1.3-1**

900 nautical miles (nm) from Barksdale AFB at Granite Peak in Utah and Belle Fourche in South Dakota. In addition to the Electronic Scoring Sites and ESS systems, ranges like Nellis Air Force Range in Nevada, Utah Test and Training Range (UTTR), and Smoky Hill Range in Kansas provide training in the use of tactics and ordnance delivery.

The use of these training assets varies from year to year depending upon the number of flying hours allocated, changes in training and tactics, mission deployments to other areas, and limitations in supplies and maintenance requirements. For example, variations in use occurred within Reese 4 and 5 and the Roby MOAs located in western Texas. Several years ago, T-38s or other trainers used these areas for pilot training; hundreds of flights took place in these MOAs each year. Today, T-38s do not use the MOAs, and they are used infrequently by other aircraft.

Units from Barksdale and Dyess AFBs use five MOAs in western Texas and eastern New Mexico: Reese 4 and 5, Texon, Mt. Dora, and Roby. Other MOAs used during bomber training are dispersed across the western U.S. These MOAs and their associated ATCAAs provide maneuvering airspace for air-to-air training, simulated air-to-ground activities, and access to nearby ranges. Bombers also use MTRs: two associated with Harrison Electronic Scoring Site (IR-174, IR-592), three associated with La Junta Electronic Scoring Site (IR-177/501, IR-150), and one in western Texas (IR-178).

Three major problems exist with the airspace and other training assets available to the bombers from Barksdale and Dyess AFBs. First, the Harrison and La Junta Electronic Scoring Sites closer to the bases lack terrain variability and a linked system of airspace and ground-based assets needed to be an ESS system that provides realistic combat training. Second, those ESS systems at Belle Fourche and Granite Peak that provide for linked and sequenced combat training are distant from the bases, requiring long transit times. Such long transit times contribute little to combat training and do not efficiently use valuable flight hours. Third, the current locations and arrangement of realistic training assets force aircrews to use available flight time to fly to and among realistic assets, causing disjointed training and decreasing realistic combat training time.

1.3.1 Nearby Training Assets Do Not Support Realistic Combat Training

Existing airspace and ground-based assets located in the region surrounding Barksdale and Dyess AFBs do not provide realistic bomber training. For instance:

- the Electronic Scoring Sites closer to the bases lack terrain variability and adequate training airspace;
- those areas surrounding the two bases with attributes crucial to realistic training, such as variable terrain, lack an ESS system to support simulated ordnance delivery and realistic electronic combat training; and
- MTRs and MOAs in the region are neither linked to allow integrated training nor associated with an ESS system.

The airspace and ground-based assets in the region are separated, so aircrews can conduct only parts of a training mission (e.g., low-altitude training and electronic scoring) during any one training sortie. Aircrews cannot accomplish all the training activities needed to form a single integrated combat training mission during a single sortie; instead aircrews must achieve their training piecemeal during multiple sorties, thus wasting limited flying hours (Figure 1.3-2). Likewise, aircrews cannot perform the linked sequences of training activities that are necessary for combat readiness (Figure 1.3-2).

1.3.2 Flight Restrictions Minimize the Training Value of Existing Electronic Scoring Sites

Currently, the Air Force supports two Electronic Scoring Sites and two ESS systems throughout the nation. The two ESS systems, Granite Peak in northwestern Utah and Belle Fourche in South Dakota, lie too far from Barksdale and Dyess AFBs to permit frequent, realistic training (see discussion below). The two Electronic Scoring Sites, Harrison in north central Arkansas and La Junta in southeastern Colorado, are within 1 to 2 hours flight time from the bases. At La Junta, the underlying lands do not have the variable terrain needed for realistic terrain masking and terrain avoidance training, nor does the Electronic Scoring Site have an associated MOA and ATCAA. The amount of suitable terrain and airspace also minimizes the training value of the Electronic Scoring Site at Harrison. Neither of these Electronic Scoring Sites fulfills the training needs for Barksdale and Dyess AFBs.

1.3.3 Flight Time to and among Existing Training Assets Reduces Available Combat Training Time

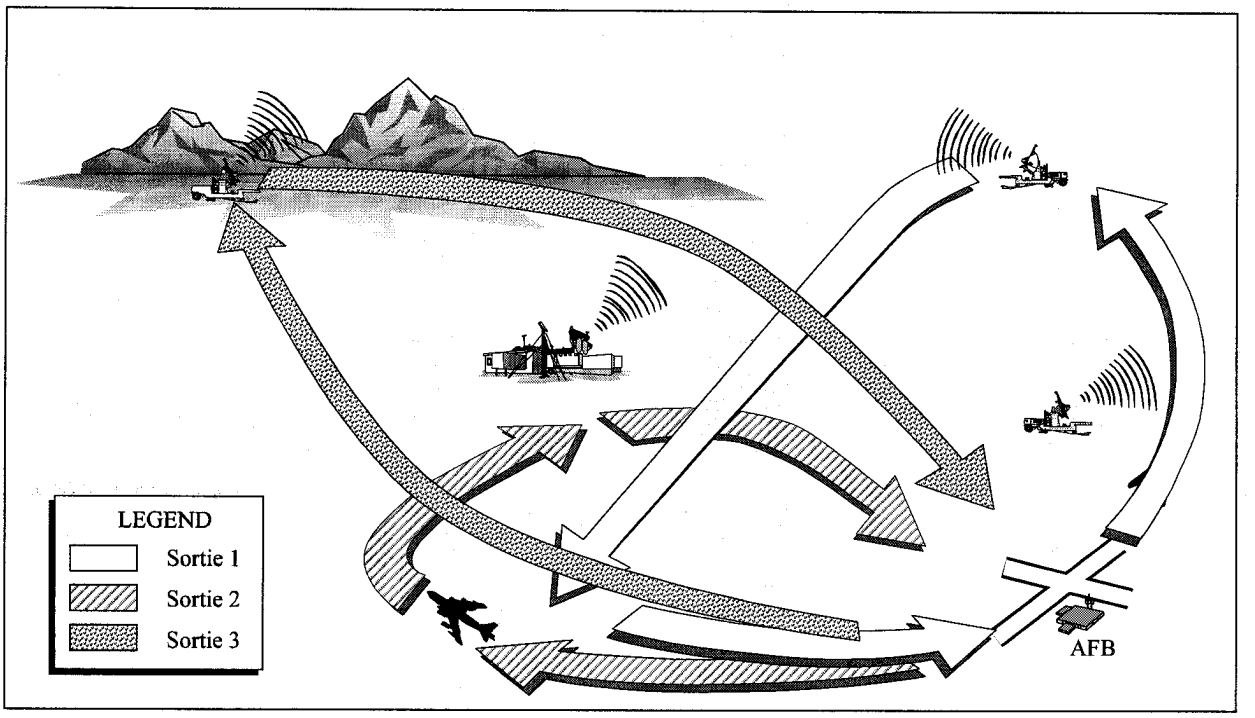
The amount of time for training is based on flying hours. Air Force annual flying hours are determined through the federal budgeting process. Reductions in flying hours mean that aircrews need to accomplish efficient, realistic training in less time. Currently, time spent traveling to and among training assets decreases time available to engage in combat training activities.

By creating the right training components, in proximity to both bases, aircrews can train frequently in a realistic, integrated manner. Aircrews must conduct frequent realistic training to maintain combat readiness. The efficiency of such training depends upon two related factors: (1) the time required to depart from a base, conduct a sortie that includes all the linked training activities needed for a specific mission, and return to base; and (2) the distance and flight time to and among the training assets needed for that sortie. The longer the transit time, the less time can be used for training.

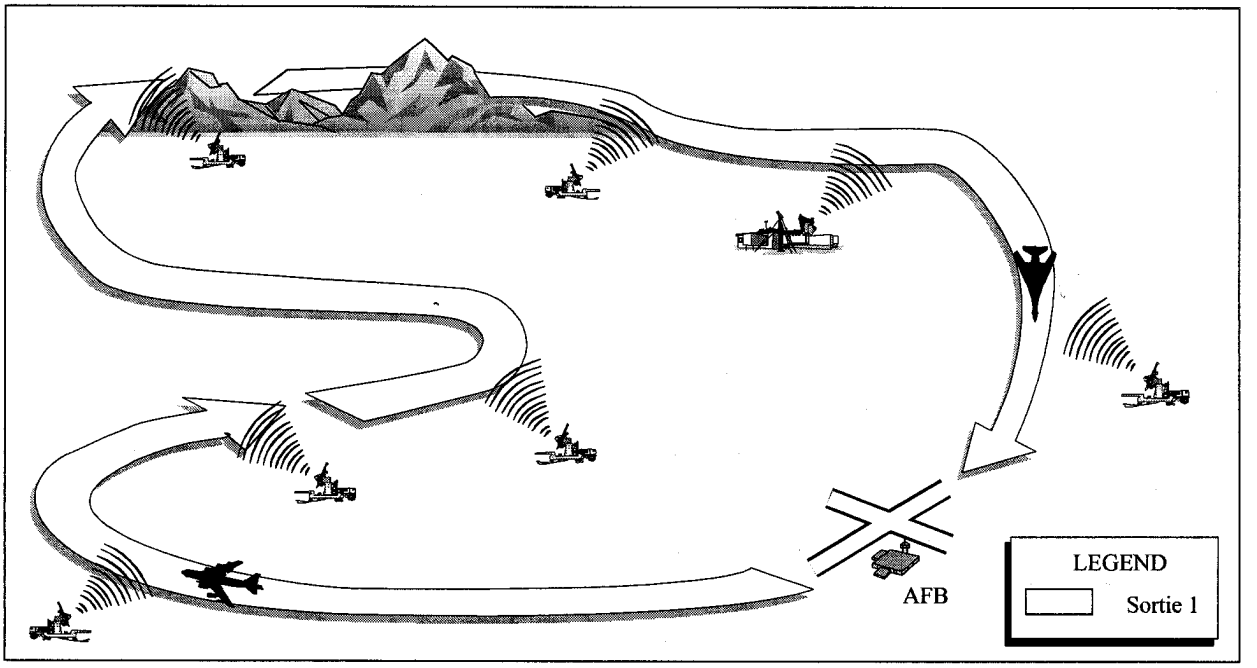
The current locations and arrangement of realistic training assets results in 37 to 50 percent of total sortie flight time being used in low value transit time. Aircrews are forced to use valuable time flying to and among the training assets, increasing the total amount of time flown during each sortie, while decreasing combat training time. Existing linked components that provide comprehensive, realistic bomber training are in Utah and South Dakota. To fly to and train at these distant training areas, B-52 and B-1 aircrews must fly 515- and 415-minute average sorties. Because aircrews must use these distant assets, low-value transit flight time typically accounts for 255 minutes out of a 515-minute sortie for the B-52s and 155 minutes out of a 415-minute sortie for the B-1s. Low-value transit time occurs when aircrews are flying to and from MTRs and MOAs in which they conduct combat training. For example, in an average sortie for a B-1 to training assets in South Dakota, aircrews spend 130 minutes flying to and between an MTR and a MOA. Valuable and limited flight hours are used without achieving training goals (Figure 1.3-3; Appendix A). Under optimum circumstances, a sortie would take less time and provide maximum training with minimum transit time.

1.4 BARKSDALE AND DYESS AIRCREWS NEED REALISTIC COMBAT TRAINING

To conduct realistic, integrated training that emphasizes teamwork in combat situations, bomber aircrews need a system of linked airspace and ground-based assets that support the required training activities, including:

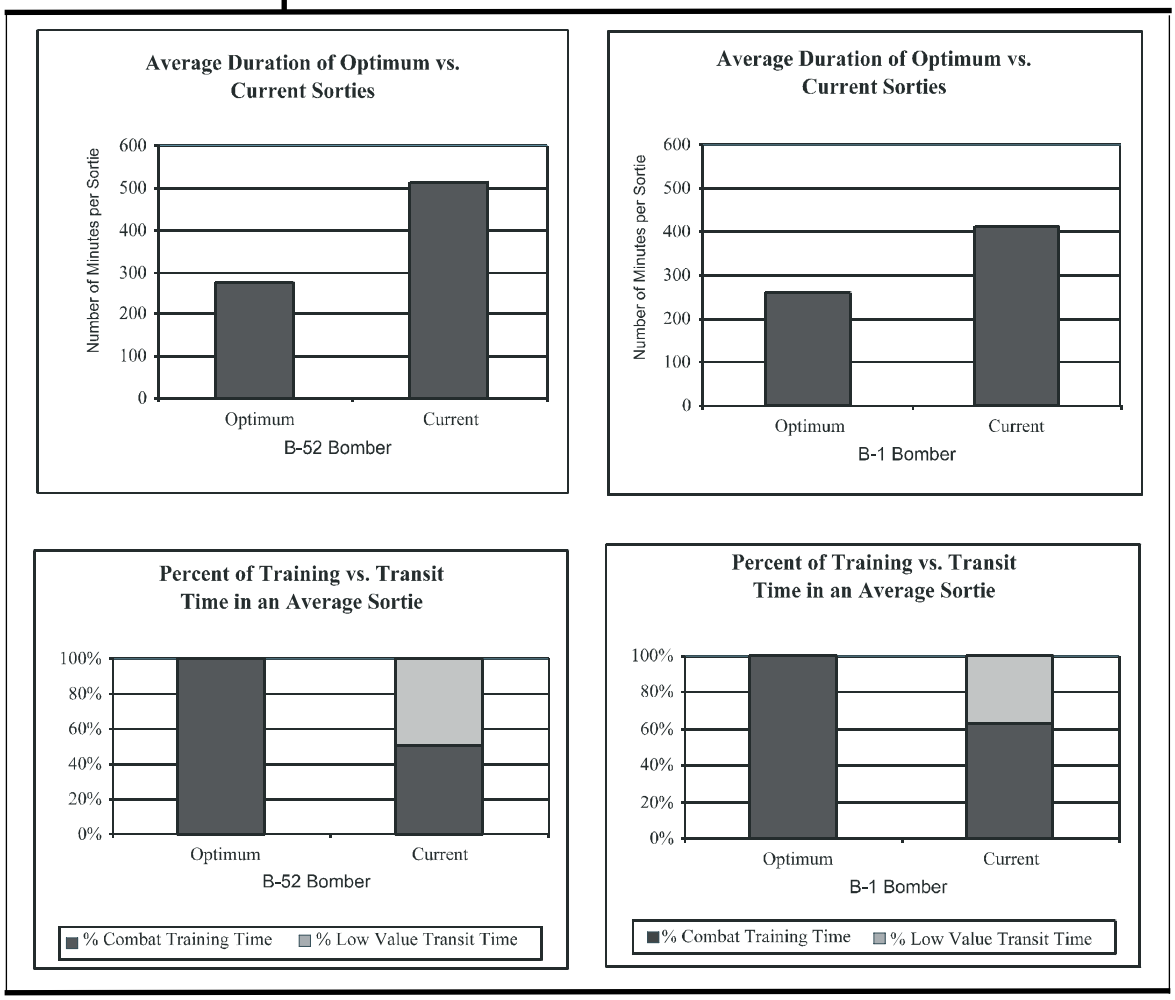


Scattered, unrelated training components make aircrews fly more individual sorties, none of which involve the sequencing of activities like a combat mission



Interrelated, nearby training components allow for realistic combat

Realistic Combat Training Components **Figure 1.3-2**



Comparison of Optimum and Current Training for B-52 and B-1 Bombers **Figure 1.3-3**

Electronic countermeasures include jamming enemy weapon systems using sophisticated electronic equipment on board the aircraft.

- training airspace that allows aircrews to perform their required training activities at high, medium, and low altitudes;
- facilities that simulate enemy threats from surface-to-air missiles, anti-aircraft artillery, and search radar; and
- facilities that can electronically score simulated ordnance delivery and the effectiveness of electronic countermeasures.

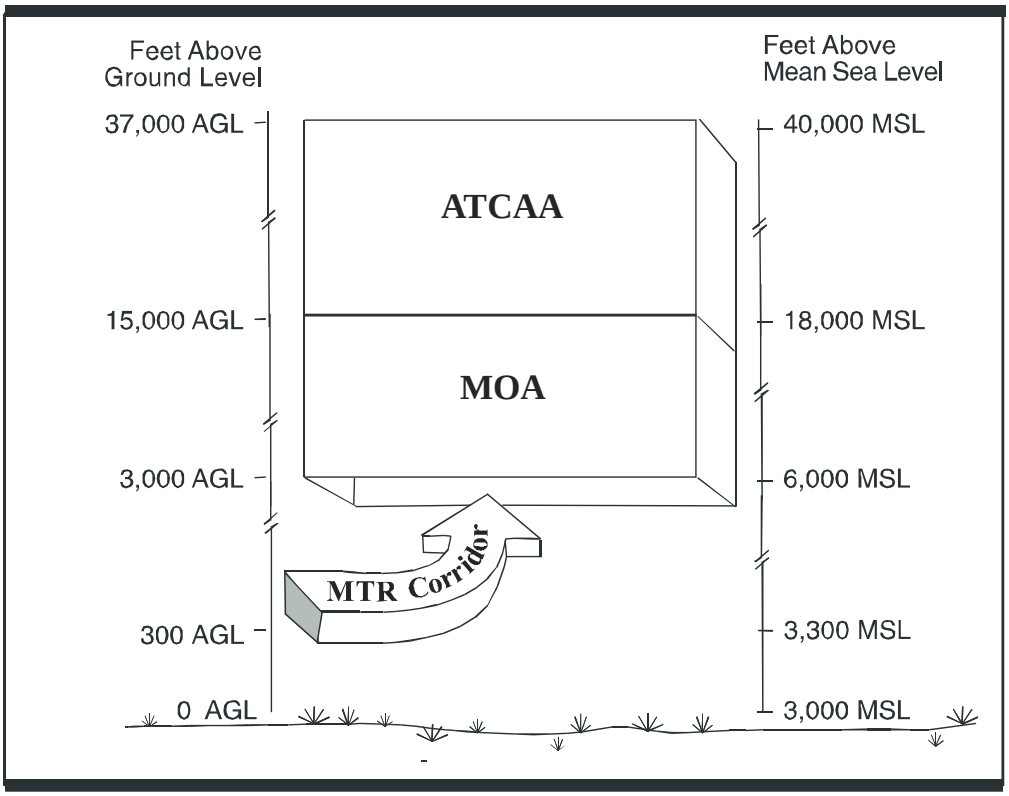
Each of these assets supports a variety of activities needed for training (Table 1.4-1). Air Force training philosophy dictates that bomber aircrews conduct sorties that use training assets in a sequence that mirrors combat. To accomplish this, training assets must have the appropriate characteristics, be arranged in a fashion that enables sequencing, and permit the full range of training activities.

1.4.1 A Variety of Linked Airspace is Needed to Support Training

Combat training for bombers requires a variety of linked airspace, including MTRs, MOAs, and ATCAAs (Figure 1.4-1). These different types of airspace must not only be of adequate size, they must also be shaped and positioned appropriately to provide realistic training.

Table 1.4-1
Combat Training Requires Realistic Linked Training Assets

Event Sequence	Combat Event Description	Training Activities	Needed Training Assets: Ground-based: Simulated Threats	Needed Training Assets: Ground-based: Ordnance Delivery and ECM Scoring	Needed Training Assets: Airspace: Training Airspace
Event No. 1	Fly high altitude to refueling rendezvous; locate and join tanker aircraft; refuel and fly to combat airspace	◆ Navigation and communication			✔
		◆ In-flight rendezvous with tanker aircraft			✔
		◆ Aerial refueling along an established track			✔
		◆ Formation flying			✔
Event No. 2	Enter combat airspace; coordinate with command and control (e.g., AWACs); join other aircraft in "strike package" conducting mission	◆ High and/or low-altitude navigation		✔	✔
		◆ Defensive tactics against airborne and ground threats	✔	✔	✔
		- Aircraft maneuvering	✔	✔	✔
		- Terrain following/avoidance	✔	✔	✔
		- Electronic countermeasures	✔	✔	✔
		- Course deviations	✔	✔	✔
		- Airspeed changes	✔	✔	✔
		- Communication	✔	✔	✔
		◆ Formation flying	✔	✔	✔
Event No. 3	Fly to initial point of attack; avoid ground-based threats; attack target and deliver ordnance (i.e., bombs or missiles)	◆ Defensive tactics against airborne and ground threats	✔	✔	✔
		- Aircraft maneuvering	✔	✔	✔
		- Terrain following/avoidance	✔	✔	✔
		- Electronic countermeasures	✔	✔	✔
		- Course deviations	✔	✔	✔
		- Airspeed changes	✔	✔	✔
		- Communication	✔	✔	✔
		◆ High-low ordnance delivery (actual and simulation)	✔	✔	✔
		◆ Formation flying	✔	✔	✔
Event No. 4	Exit target area; rejoin returning "strike package"	◆ Navigation and communication		✔	✔
		◆ Defensive tactics against airborne and ground threats	✔	✔	✔
		- Aircraft maneuvering	✔	✔	✔
		- Terrain following/avoidance	✔	✔	✔
		- Electronic countermeasures	✔	✔	✔
		- Course deviations		✔	✔
		- Airspeed changes		✔	✔
		◆ Formation flying			✔
Event No. 5	Exit combat airspace and return to base	◆ Navigation and communication			✔
		◆ In-flight rendezvous with tanker aircraft			✔
		◆ Aerial refueling along an established track			✔
		◆ Formation flying			✔



Airspace Needed for Combat Training **Figure 1.4-1**

MTRs may be defined with floors below 300 feet, but RBTI bomber aircraft would not fly below 300 feet.

Military Training Routes

MTRs consist of narrow corridors of airspace designed to allow aircrews to practice low-altitude navigation as well as ordnance delivery and defensive maneuvers. Low-altitude training in an MTR represents one important facet of realistic combat training. It allows bomber aircrews the opportunity to simulate penetration into enemy territory, flying undetected below the horizon of enemy radar and dealing with surface-to-air missiles and other threat systems. An MTR must be long enough, wide enough, and with enough altitude variation to allow bomber aircrews to practice maneuvers that are required to negate enemy defenses and to accomplish the assigned ordnance delivery mission. Aircrews must accomplish terrain masking on MTRs overlying variable terrain. Aircrews use the terrain to mask the aircraft from threat emitters, avoid detection, and employ defensive maneuvers to escape threats.

Defensive maneuvers are designed to neutralize an enemy's attack or ordnance.

Military Operations Areas and Air Traffic Control Assigned Airspace

MOAs are special use airspace designated by the Federal Aviation Administration (FAA) to identify those areas where nonhazardous military operations are being conducted and to separate certain military flight activities from nonparticipating air traffic. ATCAA is airspace, often overlying a MOA, extending above 18,000 feet mean sea level (MSL). ATCAAs are established by a letter of agreement between a military unit and the local FAA Air Route Traffic Control Center. The purpose of an ATCAA is to provide separation between nonhazardous military training and other nonparticipating aircraft. ATCAAs are released to military users by the Air Route Traffic Control Center at the time they are to be used, allowing maximum use by civilian aviation. MOAs and ATCAAs are used by military aircraft for both air-to-air and simulated air-to-ground training. To survive in high-threat environments, aircrews use increasingly complex tactics. Bomber aircrews must train at a variety of altitudes using tactics that minimize their exposure to hostile ground and air defenses. MOAs and ATCAAs allow bomber aircrews to train against these threats using situations they would encounter in combat.

1.4.2 Simulating Enemy Threats

During conflicts, the enemy can be expected to protect its key assets (e.g., fuel supplies, communication systems) from attack by U.S. forces by positioning air defense weapons around a key target or as part of a regional air defense system. These air defenses commonly consist of surface-to-air missiles, anti-aircraft artillery, and radar-tracking systems. A realistic training environment must simulate such devices and the tactics used in their operation to provide aircrews with the challenges they would face in combat. Electronic emitters provide this capability, simulating hundreds of different air defense ordnance from around the world. Used in sufficient numbers and positioned effectively to reflect realistic air defenses, these electronic emitters can replicate the threats likely to be faced by aircrews in future conflicts.

In combat, enemy air defenses must be able to see or detect (electronically) an aircraft in order to shoot it down. The best way for a bomber aircrew to defeat the enemy's air defenses is to stay out of range. That is not always possible. Alternatively, the bomber aircrew can use terrain masking--using terrain features, such as mountains, ridges, or hills, to mask visual or electronic detection by air defenses. Aircrews need to train against emitters that simulate enemy threats in airspace where they can use terrain masking.

An ESS system offers the flexibility and variety needed by bomber aircrews to prepare for the range of threats and targets they could expect to face in combat.

1.4.3 Electronic Scoring Sites Provide Aircrews Feedback in Training

Avoiding enemy threats is only part of accomplishing the mission. Counteracting those threats effectively and delivering ordnance onto the assigned target are other essential mission requirements. To ensure that aircrew's can meet these requirements in combat, they must conduct training that includes ordnance delivery and provides feedback on their performance. Training ranges that include targets allow aircrews to perform a wide variety of ordnance delivery events, using different types of ordnance, altitudes, and tactics. Some training ranges have scoring systems that measure the accuracy of ordnance delivery and provide feedback to aircrews. An ESS system offers another way to meet these needs by providing:

- training in use of electronic countermeasures, maneuvering, and terrain avoidance/terrain following;
- ability to perform simulated, electronic ordnance delivery; and
- immediate scoring and feedback to aircrews.

An Electronic Scoring Site consists of a facility with equipment and personnel capable of scoring an aircrew's effectiveness at simulated ordnance delivery and electronic combat. Situated under or near training airspace, this facility tracks an aircraft and measures when and under what flight conditions (e.g., altitude, speed, and location) the aircrew simulates ordnance release.[1] The Electronic Scoring Site measures the distance between the simulated ordnance impact area and the target and also scores how well an aircrew performs electronic combat. An Electronic Scoring Site determines if aircrews effectively avoided (using terrain avoidance/terrain following, or defensive maneuvering) or negated (by electronic jamming) threats posed by arrays of electronic emitters. Because aircrews and the Electronic Scoring Sites can communicate, the aircrews receive immediate feedback on their performance.

Electronic combat forms another way for bombers to defeat enemy air defenses. In electronic combat, bomber aircrews employ a suite of electronic countermeasures designed to jam, confuse, or render useless enemy tracking and targeting systems.

Electronic emitters that simulate such threats, when combined with an Electronic Scoring Site, provide an opportunity for aircrews to conduct realistic training. Arrays of emitters linked with Electronic Scoring Sites and appropriate airspace assets and terrain conditions form an ESS system.

[1]No actual ordnance leaves the aircraft.

1.4.4 Linked Airspace and Ground-Based Assets Offer the Most Realistic Training

Training assets that are separated from one another and not interrelated provide limited value to bomber aircrews. Assets that let aircrews fly linked sequences of training activities mirror the patterns they could encounter in combat and provide better training. Each component must support the other. For example, an array of electronic emitters situated in completely flat terrain would not support terrain masking to avoid threats. An MTR that does not permit low-altitude flight would not support terrain-masking training, even with an appropriate emitter array. But, an array of electronic emitters situated in variable terrain overlain by an MTR that permits low-altitude flights makes up linked training assets that allow terrain masking and other training activities. When combined with an Electronic Scoring Site and airspace assets to form an ESS system, aircrews can fly a realistic sequence of combat training activities blended into a single mission.

1.5 PURPOSE OF THE RBTI PROPOSAL

Currently, available training assets have numerous limitations affecting their ability to support efficient, realistic, integrated training for bomber aircrews. The Air Force proposes to improve the efficiency and effectiveness of bomber aircrew training by establishing an ESS system of linked airspace and ground-based training assets through implementing RBTI (see Section 1.1). RBTI would:

Linked training assets provide a sequence of integrated, realistic training in a single sortie.

- permit aircrews from Barksdale and Dyess AFBs to train for their various missions while maximizing combat training time;
- provide the type and linked arrangement of airspace and other assets that support realistic training for bomber aircrews; and
- ensure that flexibility and variability in training support bomber combat missions.

RBTI would meet these goals by establishing linked training assets, consisting of airspace (MTR, MOA, and ATCAA) and ground-based facilities (electronic emitters and Electronic Scoring Sites). Combat training time is maximized by locating assets in the right relationship to one another and close enough to Barksdale and Dyess AFBs.

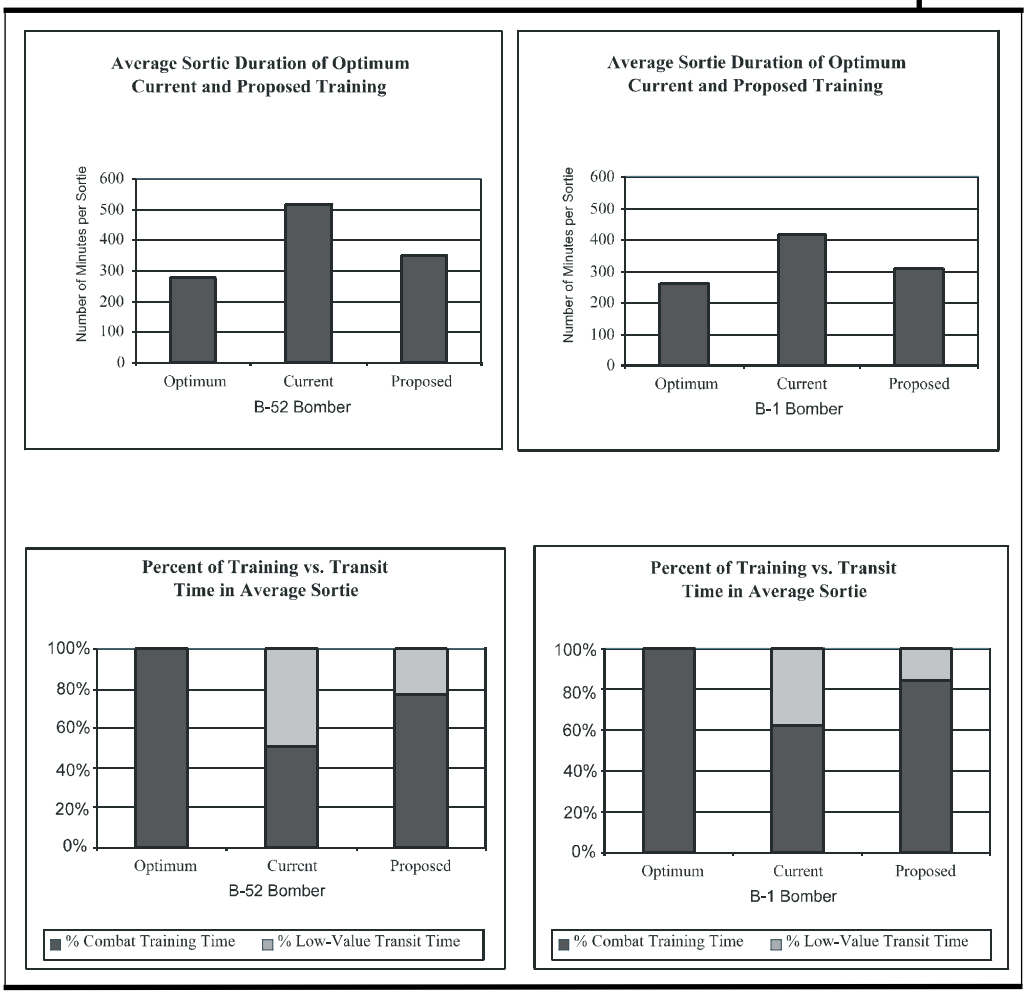
RBTI airspace and other training assets would support the full range of low to high altitude bomber aircrew training and include:

- an MTR that overlies variable terrain and allows bomber aircrews to fly at low altitudes, avoid simulated enemy threats, and conduct simulated attacks;
- a MOA and ATCAA that permit maneuvers to avoid simulated threats and simulated attacks through a range of altitudes;
- a set of electronic emitters simulating the variety of realistic threats that aircrews would expect in combat; and
- Electronic Scoring Sites where bomber aircrews can simulate ordnance delivery from a range of altitudes.

1.6 EXPECTED OUTCOME

Implementing RBTI would result in the environmental consequences detailed in Chapter 4 and summarized in Table 2.6-1. The combat and training units from Barksdale and Dyess AFBs would be provided:

- realistic, integrated training using linked training assets that simulate the conditions of combat missions;
- training assets close enough to maximize combat training time, reduce low-value transit time (Figure 1.6-1), and train replacement crews within limited flying hour allocations; and
- flexibility and variability in training to support bomber combat mission requirements.



Comparison of Optimum, Current and Proposed Training for B-52 and B-1 Bombers **Figure 1.6-1**

CHAPTER 2

DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

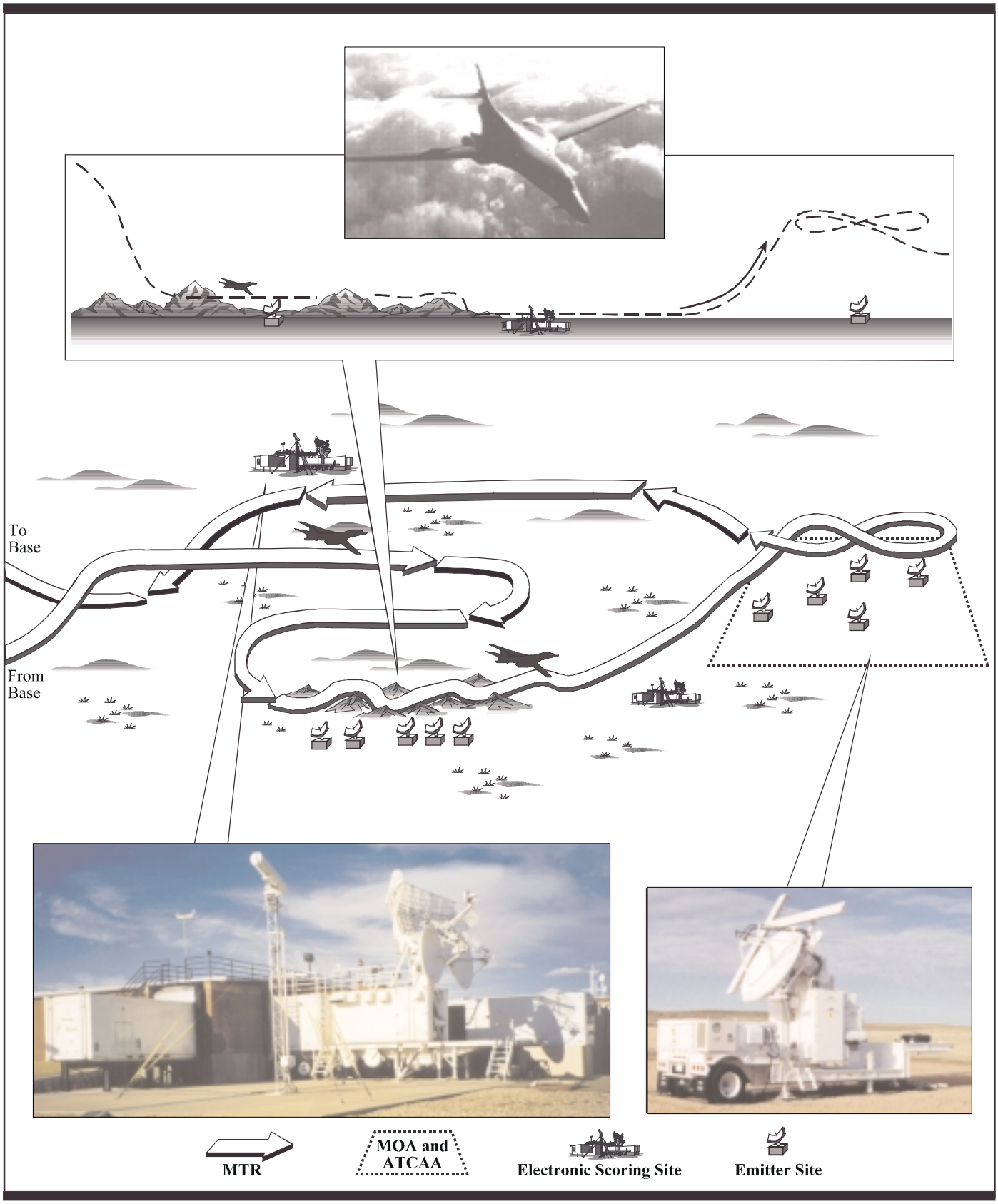
CHAPTER 2
DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

This chapter describes the RBTI proposal and the action alternatives that would meet the need defined by the proposal. The proposed action is to establish a set of linked training assets comprising an ESS system (Figure 2.0-1) to provide realistic, integrated bomber training close enough to Barksdale and Dyess AFBs to efficiently use limited flying hours. Based on an examination of training needs, a maximum distance of approximately 600 nm was determined to be needed to efficiently and effectively use allocated flying hours. See Section 2.1.2 and Appendix A for discussions of training and flying time.

The proposed action has three alternative locations, two in western Texas and one in northeastern New Mexico. Each of these three action alternatives meets the operational requirements outlined in Chapter 1. In conformance with the Council on Environmental Quality (CEQ) regulations (40 CFR 1502.14(e)), the Air Force has used the results of the analysis in the draft Environmental Impact Statement (EIS), as well as public and agency comments, to identify a preferred and environmentally preferred alternative in this final EIS. The Air Force has identified Alternative B, IR-178/Lancer MOA, as both the preferred and environmentally preferred alternative. Appendix K presents the analysis leading to this identification.

Integrated training means that aircrews perform their mission roles together as a team, under conditions similar to those in combat.

The three action alternatives (Alternatives B, C, and D) and the No-Action Alternative (Alternative A) are described in detail in this chapter. The No-Action Alternative reflects the status quo, without development of any new linked training assets. CEQ regulations (40 CFR 1502.14(d)) require analysis of the No-Action Alternative.



Realistic Bomber Training Initiative **Figure 2.0-1**

PROPOSED ACTION OVERVIEW

The proposed action for RBTI is to establish an ESS system consisting of linked airspace and ground-based training assets to conduct realistic, integrated bomber training operations within approximately 600 nm of Barksdale AFB, Louisiana, and Dyess AFB, Texas. The ESS system would include:

Airspace Assets

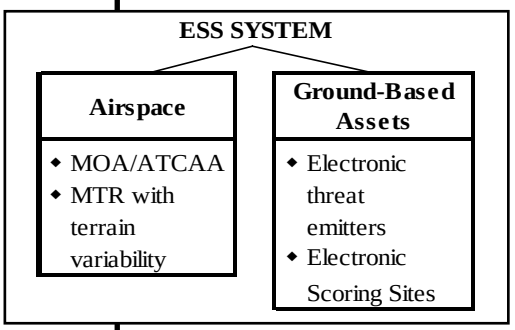
- ✔An MTR allowing flight down to 300 feet AGL in some segments, offering high to moderate terrain variability for use in terrain following and avoidance, overlying lands capable of supporting electronic threat emitters and ESSs, and linked to a MOA.
- ✔A MOA and overlying ATCAA measuring at least 40 by 80 nm with a floor (lower) altitude of 3,000 feet AGL and an available ceiling (upper) altitude up to 40,000 feet MSL.

Ground-Based Assets

- ✔Five locations (15 acres each) for placing electronic threat emitters under or near the MTR corridor and five additional locations (15 acres each) for placing emitters under the MOA to simulate the variety of realistic threats expected in combat.
- ✔Two Electronic Scoring Sites co-located with operations and maintenance centers, one under or near the MTR corridor and the other en route from the training airspace to Barksdale and Dyess AFBs where bomber aircrews can simulate ordnance delivery and conduct electronic combat at a variety of altitudes.

All three of the action alternatives (Alternatives B, C, and D) provide these linked assets and could fulfill the need defined under the proposed action. Operationally and environmentally, Alternative B is the preferred alternative.

This EIS also presents the rigorous process used to identify and screen candidate alternatives and a description of alternatives considered but not carried forward for further analysis in Section 2.1. Readers interested in the descriptions of the alternatives can begin with Section 2.2 for a discussion of the RBTI study area and Sections 2.3 and 2.4 for Alternatives A, B, C, and D. Section 2.5 presents the approach to the analysis and the major issues identified through the scoping process. Section 2.6 summarizes the project impacts identified in Chapter 4 and presents a comparison of the effects of all four alternatives. Section 2.6.2 presents both mitigation measures and management actions directed at reducing impacts or addressing concerns raised by the public and agencies.



2.1 ALTERNATIVE IDENTIFICATION PROCESS

2.1.1 Requirements for Electronic Scoring Site System

Currently available training assets have numerous limitations affecting their ability to support realistic training for bomber aircrews. Existing assets near Barksdale and Dyess AFBs (i.e., approximately 600 nm) do not include linked, sequenced airspace and ground-based assets (refer to Figure 1.3-2). All existing assets are either dispersed and cannot provide a package of sequenced training or lie too far from the bases to maximize combat training time. The Air Force proposes to

remedy this situation by establishing an ESS system linking airspace and ground-based training assets within approximately 600 nm of Barksdale and Dyess AFBs. To select alternatives that would meet the need, the Air Force used the following considerations:

- Alternatives should accommodate an ESS system providing for realistic, sequenced, integrated training;
- Alternatives considered for RBTI should offer the potential to establish linked airspace and ground-based assets located near to one another and in sufficient proximity to Barksdale and Dyess AFBs to maximize combat training time and minimize low-value transit time that does not achieve training goals; and
- Alternatives should use existing military airspace and other assets to the maximum extent feasible while also meeting training needs.

Required Airspace Assets

To support realistic training for various missions while maximizing combat training time, RBTI would require airspace located over land within approximately 600 nm of both Barksdale and Dyess AFBs. The types of airspace required include both an MTR and a MOA with an overlying ATCAA.

An MTR is essentially a three-dimensional "aerial highway" used for different kinds of military flight training.

MTR Requirements. In order to meet training requirements, an MTR comprising part of an RBTI alternative should be large enough horizontally to allow bomber aircraft to practice offensive and defensive maneuvers to hide from enemy defenses while accomplishing the simulated ordnance delivery. These maneuvers require aircrews to start at a specific entry point in the MTR, proceed through the MTR corridor in a manner that realistically simulates combat conditions, use terrain masking and threat avoidance through variable terrain, and practice simulated ordnance delivery.

Realistic, integrated combat training begins at an entry point to an MTR outside the range of the simulated radar threat with the aircraft at a typical altitude of 15,000 to 25,000 feet MSL. The aircraft descends below the threat radar horizon and continues the mission undetected. Flight continues to the area of variable terrain and the aircraft maneuvers at low altitude using terrain following (B-1) or terrain avoidance (B-52). The aircraft proceeds along the MTR avoiding threats and minimizing exposure when threat avoidance is not possible. The aircrew uses the terrain to mask the aircraft from threat emitters and to avoid detection, then focuses on simulated ordnance delivery using a preplanned target, such as a bridge or other feature of the landscape. After simulated ordnance delivery, where nothing is released from the aircraft, the aircrew can fly along the MTR directly to the MOA to practice higher-altitude maneuvers. Or the aircrew can fly along the MTR to a re-entry route that allows the aircraft to return to the MTR and repeat a portion of the training sequence again. Given this sequence of activities, an MTR for RBTI should:

- Provide a minimum of 300 nm of length to support the bomber training activities.
- Permit bomber flight training at altitudes ranging from 300 to 3,000 feet AGL or higher.
- Have sufficient width (8 to 16 nm) so that bomber aircrews can practice maneuvers (only turns of less than 90 degrees are permitted in MTRs).
- Overlie lands that:
  - offer 240 nm of contiguous high to moderate terrain variability that lets aircrews conduct terrain following or avoidance training and

  - support siting of a set of five electronic emitters and an Electronic Scoring Site arrayed under or near the MTR to provide a realistic threat environment and the ability for aircrews to simulate ordnance delivery and electronic combat.
- Accommodate a re-entry route along the MTR to allow bomber aircrews to loop back to the MTR and use the Electronic Scoring Site more than once during a single sortie-operation.
- Provide direct exits to a MOA.

The 300 nm minimum length for an RBTI MTR is based on the need for bomber aircrews to set up for terrain following or avoidance, fly through variable terrain while defeating or avoiding simulated threats from electronic emitters, conduct simulated ordnance delivery and receive feedback from an Electronic Scoring Site, and exit the threat area. On average, B-52s fly at 360 nm/hour and B-1s fly at 420 to 550 nm/hour on these routes. Completing all of these training activities in a linked and integrated manner requires a minimum of between 40 and 50 minutes for bomber aircrews, depending upon the aircraft's speed. This amount of time ensures sufficient training opportunities while maximizing the value of limited flight hours.

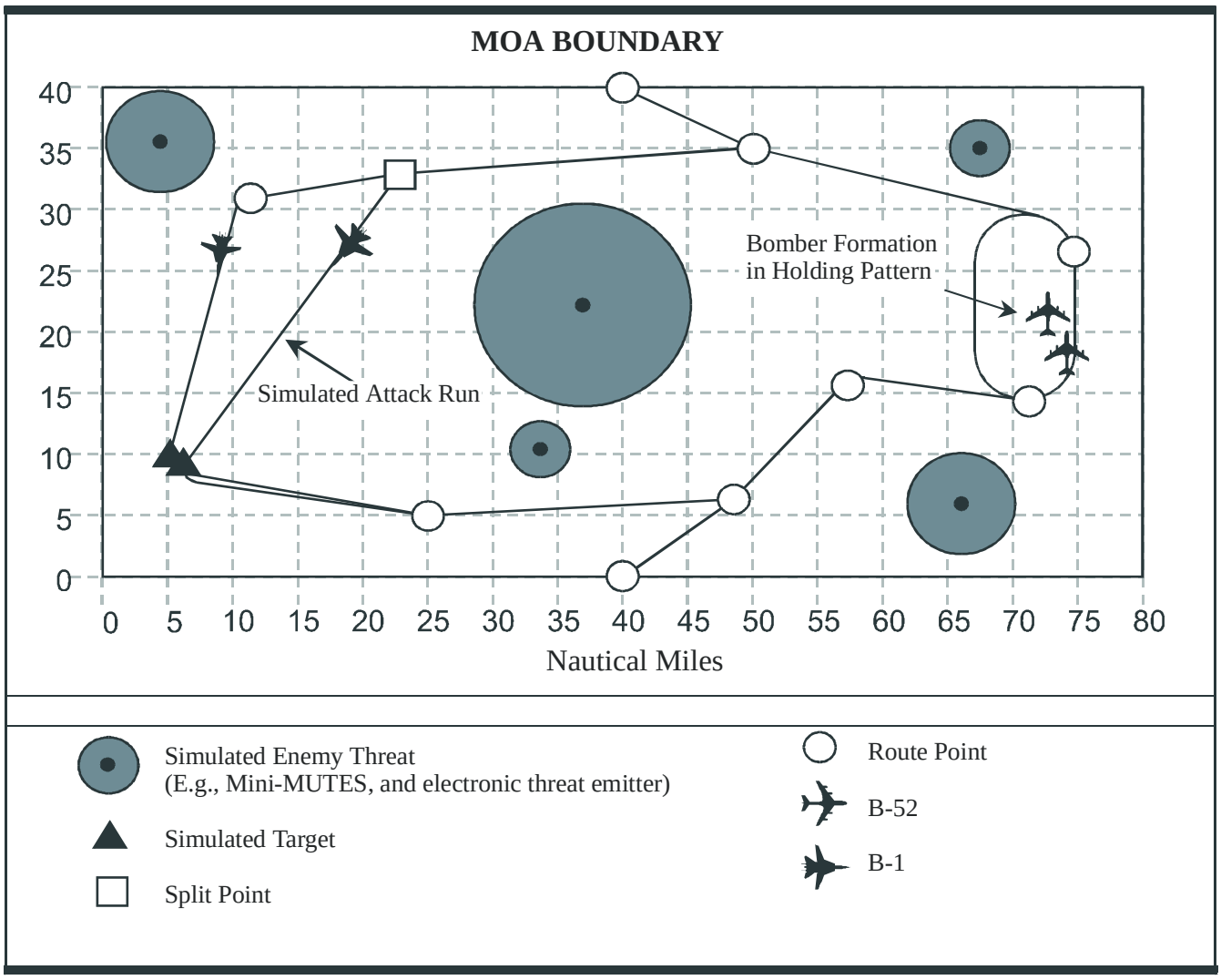
High to moderate terrain variability under an MTR is important to realistic aircrew training.

To support realistic integrated training, an RBTI MTR should overlie a minimum of 240 nm of contiguous terrain with high to moderate variability. With 240 nm of this type of contiguous variable terrain, a bomber pilot and copilot can practice critical low-altitude training for 15 to 20 minutes each. Terrain variability, as a measure of training value, represents a combination of slope differences and elevation differences. Appendix A includes further details on how differences in terrain were determined. Moderate to high terrain variability generally consists of a mix of hills and/or mountains interspersed with lower elevation areas; it must have peaks and valleys so that the aircraft can fly up and down or around them. The differences between high and low points, and the distance between those points, define terrain variability. Continuous high points, like a mesa, or low points, like a plain, do not offer the variability aircrews need to hone their reactions.

MOA and ATCAA Requirements. The MOA and overlying ATCAA for RBTI should meet the following minimum characteristics based on training requirements:

A MOA is a large "box" or airspace designed to allow military aircraft to conduct a range of nonhazardous training activities.

- *A Size of 40 nm by 80 nm.* A MOA/ATCAA must be large enough horizontally to accommodate multiple aircraft performing all of the combat maneuvering training requirements that cannot be accomplished in an MTR while permitting responses to simulated enemy defenses (i.e., electronic emitters). The horizontal extent of this airspace must allow bomber aircraft to practice offensive and defensive maneuvers to neutralize enemy defenses and simulate ordnance delivery. The size of the MOA/ATCAA is determined by the amount of space needed relative to the aircraft speed, maneuvering capability, ordnance delivery systems, and threat avoidance tactics. A MOA/ATCAA measuring 40 nm by 80 nm allows bombers to maneuver against a ground-based simulated threat (electronic emitter) and successfully line up on the proper heading to simulate ordnance delivery (Figure 2.1-1). First, aircrews would plan for a 5 nm buffer between the limits of maneuvers and the edge of the MOA/ATCAA. This prevents aircraft from "spilling out" of the MOA/ATCAA but reduces the usable MOA/ATCAA dimensions to 30 nm by 70 nm. Second, bomber aircrews need approximately 70 nm to set up and simulate an attack on a target. Third, neither under combat conditions nor during combat training would an aircrew enter and exit a target area by the same route. Such a move could



Bomber Operations in MOAs/ATCAAs **Figure 2.1-1**

subject the aircrew to attacks from already alerted enemy defenses and could interfere with other aircraft attacking the target area. So, realistic combat training activities in a MOA/ATCAA would require about 30 nm in width to accommodate both entry and exit from a target area.

- *Available altitudes from 3,000 feet AGL up to 40,000 feet MSL.* A MOA/ATCAA combination should offer sufficient vertical maneuvering space to permit all of the activities described above. To evade simulated threats and simulate different ordnance delivery events, bombers need to use a wide range of altitudes as part of a maneuver. Thousands of vertical feet of altitude are required to accomplish these activities and maneuvers.

- *Accessible from an MTR.* Because the training assets should be linked and in an appropriate sequence, the MOA/ATCAA must be accessible from an MTR so that higher altitude training activities can be sequenced realistically with lower altitude training in the MTR in the same sortie.

- *Overlie lands suitable for the placement of electronic threat emitters.* Electronic emitters should be dispersed effectively on land under the MOA/ATCAA to provide a threat environment requiring aircrews to react realistically. To be effective, the underlying lands for each emitter would need to allow unobstructed tracking of aircraft in the MOA/ATCAA.

REQUIRED GROUND-BASED ASSETS

A realistic training environment requires both an array of simulated threats as well as a means of determining how well aircrews respond to and defeat those threats while simulating on-target ordnance delivery. These assets must also be linked to reflect the kinds of situations aircrews might encounter in actual combat. Under RBTI, the ground-based assets of the ESS system would need to consist of:

Linked airspace and ground-based training assets permit aircrews to conduct training in a manner mirroring the sequence of events used in combat.

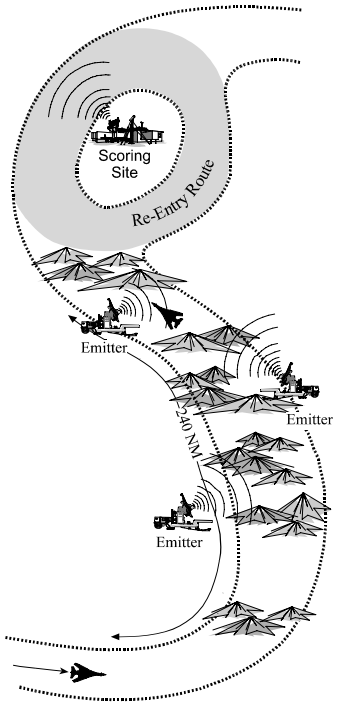
- A set of five electronic emitters situated under or near the MTR;
- An Electronic Scoring Site located under or near the MTR in the vicinity of the re-entry route;
- A set of five electronic emitters dispersed effectively under the MOA/ATCAA; and
- An Electronic Scoring Site located en route between the MTR and MOA/ATCAA and Barksdale and Dyess AFBs.

To meet the defined need, an alternative must offer appropriate locations for these linked sets of electronic emitters and Electronic Scoring Sites. The criteria used by the Air Force to identify such locations are detailed below. Minimizing the amount of construction needed and ensuring that the locations of the emitters and Electronic Scoring Sites would permit their proper function formed overriding considerations for identifying alternatives. In addition, sites for all electronic emitters and Electronic Scoring Sites need to meet these basic requirements:

- Access to pre-existing roads and on land having no more than 5 percent slope;
- Ability to connect to pre-existing telephone and power lines;
- Avoidance of electromagnetic interference with established radio observatories; and
- Land that can be leased, purchased, or withdrawn.

MTR Emitter Sites. Based on the size of the emitters themselves and safety requirements (see Section 2.4.1 Ground Operations), the MTR emitters need to be located in 15-acre parcels. Emitter sites also require unobstructed radar tracking distances of at least 30 nm; positioned ideally within 15 nm of the MTR centerline; and separated by approximately 20 to 50 nm.

MTR Electronic Scoring Site. Within the 15-acre site, an Electronic Scoring Site provides for scoring of ordnance delivery, simulates threats from an electronic emitter, and provides feedback on electronic combat training by bomber aircrews. The MTR Electronic Scoring Site also needs to be co-located with headquarters and maintenance facilities for the MTR emitters. To fulfill the need, an alternative must offer a site for an MTR Electronic Scoring Site that is offset from the MTR centerline, but approximately centered relative to the MTR re-entry route. The MTR Electronic Scoring Site must be positioned to permit the electronic equipment to track low-altitude aircraft to at least 50 nm.



MOA Emitter Sites. The 15-acre MOA emitter sites need to be located on lands that ideally allow radar-tracking in all directions for 30 nm. These five sites should be dispersed effectively throughout the lands under a MOA to provide coverage of most of the area and to offer the potential to vary the threat environment to enhance aircrew training realism.

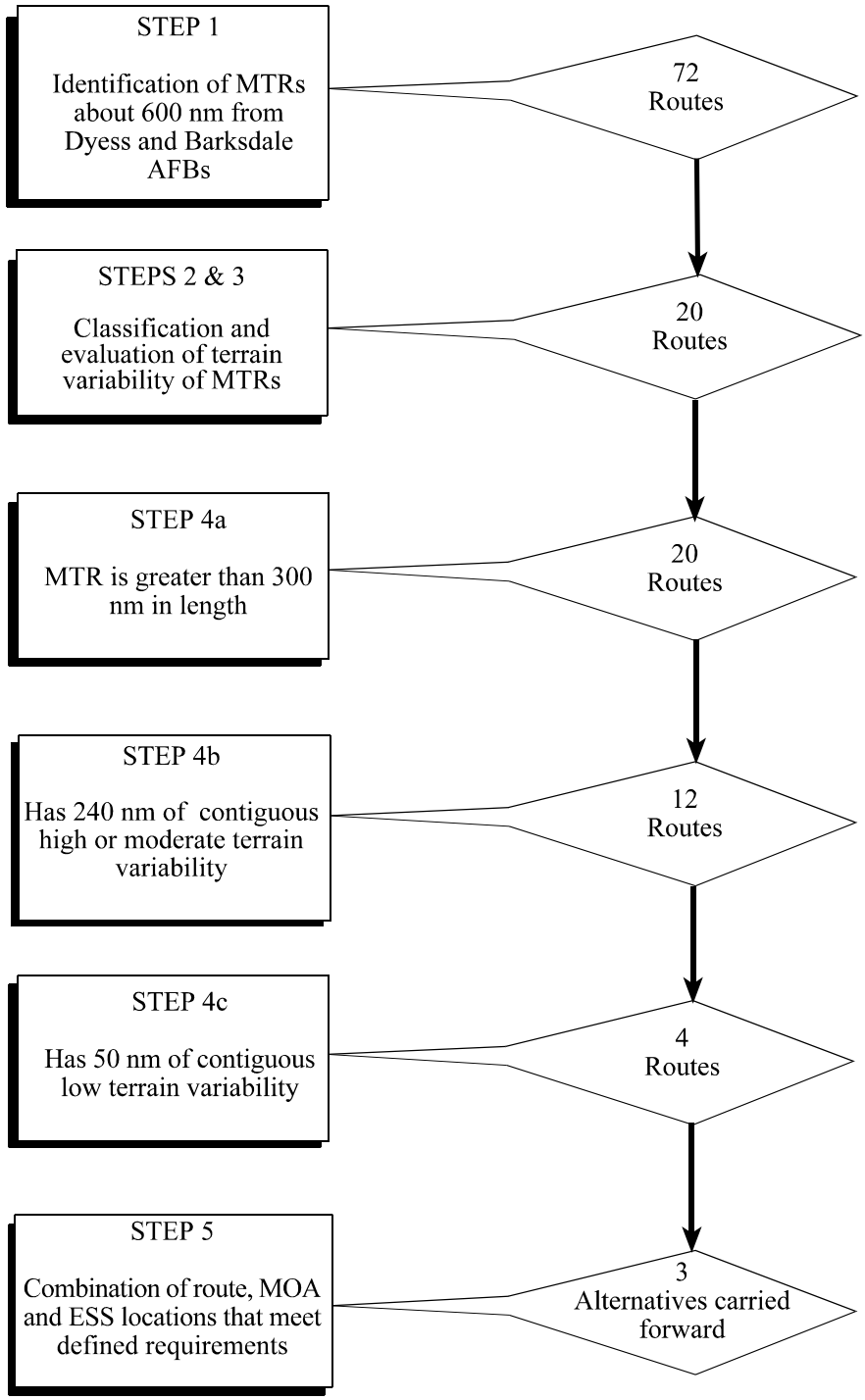
En Route Electronic Scoring Site. To optimize the use of finite flight hours for training, an alternative needs to offer a site for an Electronic Scoring Site situated en route to or from Barksdale or Dyess AFBs and the other training assets. This 15-acre Electronic Scoring Site must fulfill all of the same criteria as the MTR Electronic Scoring Site, although permitting low-angle tracking distances is not as important for this en route Electronic Scoring Site. No special use airspace, like a MOA, would be required over this Electronic Scoring Site, since aircraft would fly at high altitudes and according to standard FAA rules.

2.1.2 Alternative Identification Methodology

To maximize training time, an alternative must be within approximately 600 nm of Barksdale and Dyess AFBs.

The requirements detailed above, along with the overall considerations related to fulfilling the need, were applied through an alternative identification methodology. The first criterion in the identification of the alternatives was nearness to Barksdale and Dyess AFBs. The overlapping area within approximately 600 nm was defined as the search area for identifying the alternatives. This distance represents the maximum extent that a B-52 or B-1 aircraft conducting a training sortie could travel and still achieve the defined training goal while minimizing transit time (refer to Section 1.3.3). Individual units at bases must complete a specified number and type of sorties based on the mission, training program, available aircraft, and personnel. These sorties must be completed using the allocated flying hours based on funding from Congress. Dividing the number of required sorties into the flying hours yields an average sortie duration. The average sortie durations for the B-52 from Barksdale AFB and the B-1 from Dyess AFB are 4.6 and 4.3 hours, respectively. In that time, the bombers must take off, conduct training, and return to base. This allows the bombers to fly about 600 nm each way (out to train and back to base) while accomplishing training. As such, the search area for alternatives needed to fall within the overlapping area encompassed by approximately 600 nm from Barksdale and Dyess AFBs (see Appendix A for further discussion). After definition of the search area, five steps were performed to identify final candidate alternatives (Figure 2.1-2).

Step 1. Identification of existing MTRs within approximately 600 nm: Since the focus of this effort was to use existing airspace assets to the maximum extent feasible, the alternative identification process first considered existing MTRs within



The Air Force examined 72 routes within approximately 600 nm of Barksdale and Dyess AFBs to choose the three action alternatives carried forward.

RBTI Alternative Identification Process **Figure 2.1-2**

the search area. This step in the identification process yielded 72 existing MTRs within the 3.3 million-square-mile search area consisting of the overlapping zone within approximately 600 nm of the two bases.

Step 2. Terrain Variability MTR Classification: Sufficient high to moderate terrain variability along the MTR for performing low-altitude maneuvers is critical for realistic training. Terrain variability ranking included the combination of slope variability and elevation differences. Based on this analysis and modeling, three classes of terrain variability (low, moderate, and high) were defined, as discussed above and in Appendix A.

Step 3. Identification and Evaluation of Terrain Variability for Individual MTRs: To determine those MTRs that could meet the training objectives under RBTI, all 72 routes within the study area were analyzed using the terrain variability model. The analysis yielded 20 MTRs that possessed moderate or high terrain variability. A total of 52 MTRs offered only low terrain variability, excluding them from further consideration.

Step 4. Refinement of Possible Candidate Alternatives: In this step, the process shifted from a focus solely on MTRs to developing candidate alternatives consisting of a combination of linked training components. The analysis evaluated each of the 20 MTRs according to the following hierarchy of required characteristics:

a) The MTRs must be more than 300 nm long in order to provide adequate flight time for all training elements to be accomplished. All 20 MTRs met this characteristic.
b) The MTRs must overlie at least a total of 240 nm of contiguous high or moderate terrain variability. A total of 12 MTRs offered the required extent of terrain variability.
c) The location for the Electronic Scoring Site associated with the MTR requires unimpeded, low angle line-of-sight for 50 nm along the MTR. As such, a 50-nm zone of contiguous low terrain variability must follow the section of high or moderate terrain variability. Four MTRs met this requirement.

Step 5. Final Development of Alternatives: The Air Force developed three alternatives, using the most operationally suitable elements of the four candidate alternatives from Step 4 as the framework. One MTR derived in Step 4 was eliminated because it was essentially identical to one of the other alternatives considered. The three alternatives developed by the Air Force included:

The action alternatives developed by the Air Force maximized the use of existing airspace.

- General locations for a set of MTR emitters and an MTR Electronic Scoring Site;
- A zone in which an en route Electronic Scoring Site could be located;
- MOA airspace and general locations for a set of five MOA emitters; and
- Connection of the MTR to a MOA.

The final candidate alternatives included MTRs that were already linked or near one another to maximize the amount of existing airspace in an alternative. Combining two or more routes also permitted inclusion of those segments from each route that best supported training objectives. The alternatives also linked MTRs with existing MOAs, although some modification of the MOAs was necessary to meet the size characteristic of 40 nm by 80 nm.

2.1.3 Alternatives Considered but not Carried Forward

Application of the alternative identification methodology resulted in the elimination of 69 MTRs. These 69 MTRs were not carried forward for further detailed analysis.

Additional potential alternatives, including concepts raised during scoping, were evaluated but either did not meet the fundamental purpose and need for RBTI or were not reasonable alternatives. The following describes why each of these concepts was not carried forward for detailed analysis in this EIS.

Increase Funding to Provide More Flight Hours: Members of the public have suggested that the Air Force consider increased funding as an alternative to implementing RBTI. It was reasoned that increased funding would allow increases in average sortie durations, thereby permitting bomber aircrews from Barksdale and Dyess AFBs to fly to distant training assets more frequently. In this way, according to the public commentors, development and use of RBTI would not be needed.

This concept does not represent a reasonable alternative for several reasons. First, Congress and the President set funding levels for the Air Force through the federal budget process. Setting these levels involves accounting for numerous factors and variables outside the control of the Air Force. Second, longer average sortie durations would still use large amounts of transit time that do not contribute to achieving training goals. Third, longer durations would affect aircraft maintenance and associated costs. Maintenance activities on aircraft are phased according to hours of use. With longer average sortie durations, aircraft would require phased maintenance more frequently relative to the combat training time achieved during the sorties. Lastly, longer duration sorties reduce aircrew availability.

Use of Simulators: Use of nonflying simulators represented an often repeated suggestion to provide the training sought in implementing RBTI. While simulators have improved over the years and represent a valuable training aid, they cannot meet the bomber aircrew training requirements and do not comprise a reasonable alternative warranting further analysis.

Simulators cannot provide the training or physical challenges aircrews need to be ready for combat.

Simulators lack the realism of actual flying. Aircrews do not receive the same physical or training challenges in simulators that occur in actual flight. Simulators cannot replicate the problems and teamwork associated with flying with other aircraft. Using simulators also excludes other parts of the Air Force team essential in completing actual missions, including maintenance, supply, and weather analysis. In summary, relying on simulators for the type of training proposed under RBTI would not fulfill the need as described in Chapter 1.

Move Bombers: Through public involvement, commentors suggested relocating the bombers from Barksdale and Dyess AFBs to other bases nearer to assets that might meet training needs. As noted in Chapter 1, only two ESS systems exist that might meet those needs: Belle Fourche in South Dakota and Granite Peak in Utah. Relocation of the bombers to bases near these ESS systems does not, however, represent a reasonable alternative. Congress and the President, through the Base Realignment and Closure process, made the decision to base additional bombers at Barksdale and Dyess AFBs. Shifting the bombers to a new location would require similar authorization or basing decisions outside the scope of this analysis.

2.1.4 Alternatives Carried Forward for Detailed Analysis

Application of the alternative identification methodology (see Section 2.1.2) defined three action alternatives in addition to the No-Action Alternative:

- Alternative A: No-Action
- Alternative B: IR-178/Lancer MOA
- Alternative C: IR-178/Texon MOA
- Alternative D: IR-153/Mt. Dora MOA

As its designation implies, Alternative A: No-Action would not involve changes to the current situation. Alternatives B, C, and D would use existing airspace to the degree feasible but would require modifications to existing airspace structure and use, as well as establishment of ground-based assets. Each of the three action alternatives meet the criteria used in the alternative identification process, including distance from the bases, MTR length, 240 nm high to moderate contiguous terrain variability, lands suitable to accommodate electronic emitters, and locations for the Electronic Emitter Sites. For a few segments (or parts) of the MTRs in Alternatives B, C, and D, the proposed width is less than the desired 8 nm. These smaller route widths, which do not impede the training value of the MTR, were defined for both operational and environmental reasons.

MTRs are composed of segments that vary in length and width; segments are given letter designations like AB.

2.1.5 Identification of the Preferred and Environmentally Preferred Alternatives

Identification of the preferred and the environmentally preferred action alternative used independent processes (see Appendix K). Both processes involved review of the technical and/or environmental analysis, as well as public and agency comments on the draft EIS. For the preferred alternative, the Air Force first conducted a coarse screening followed by a fine screening. These screenings indicated that Alternatives B and C provide somewhat more combat training time than Alternative D. Alternative D has a greater potential for training to be constrained by weather. The northeastern New Mexico area, where Alternative D is located, is prone to afternoon thunderstorms during summer months and severe snowstorms during the winter months. Further, the FAA indicated that the proposed Texon MOA in Alternative C could significantly impair certain types of civil and commercial aviation traffic, require rigid management, and limit operational flexibility. For these reasons, the Air Force has identified Alternative B as the preferred alternative.

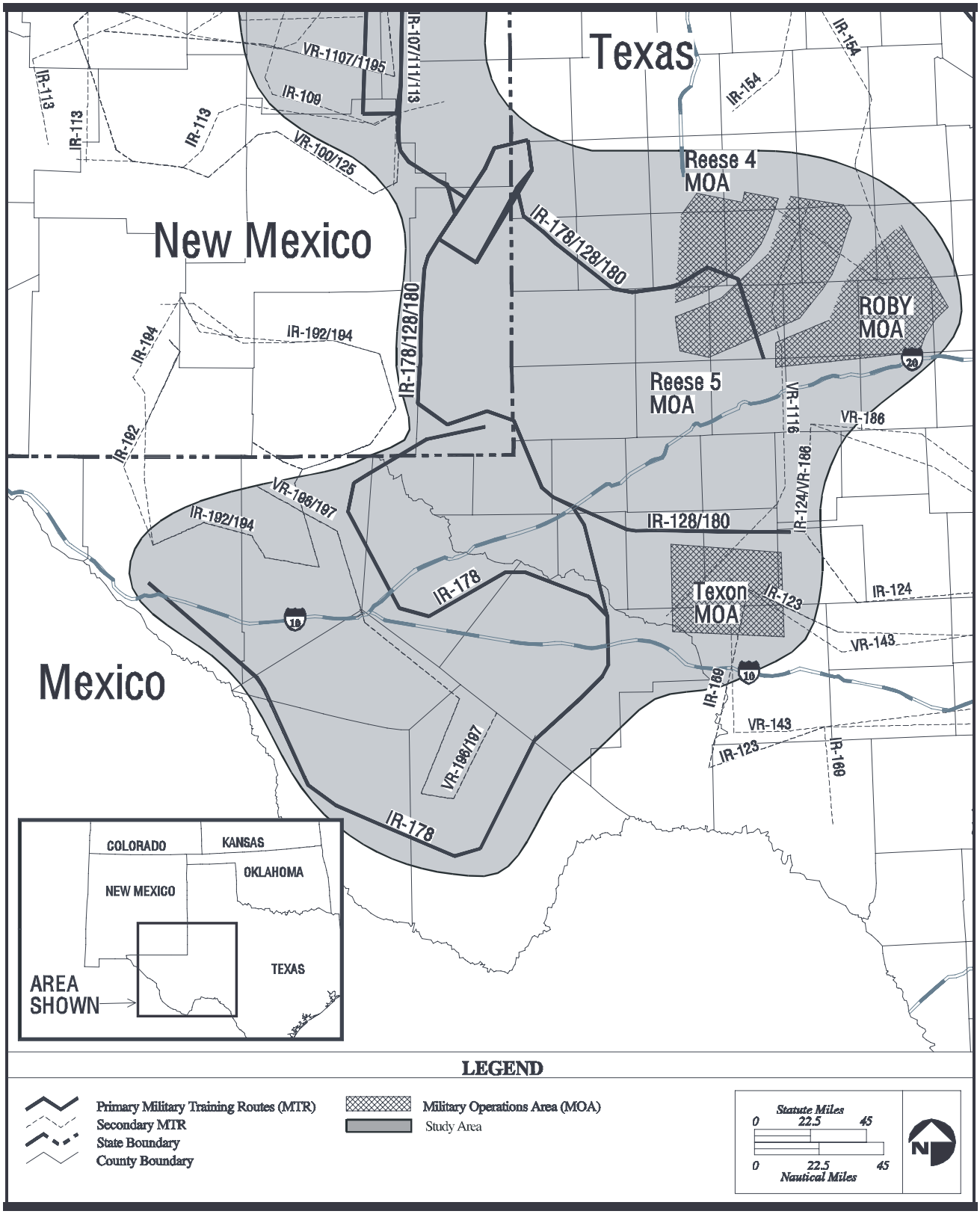
Coarse and fine screenings were used to identify the environmentally preferred action alternative. At the coarse level, the analysis demonstrated Alternative D would result in impacts whose magnitude exceeded those defined for Alternatives B and C. Fine screening revealed that Alternative B would result in somewhat less potential for environmental impacts than Alternative C. These factors led the Air Force to identify Alternative B as the environmentally preferred alternative.

2.2 DESCRIPTION OF STUDY AREA

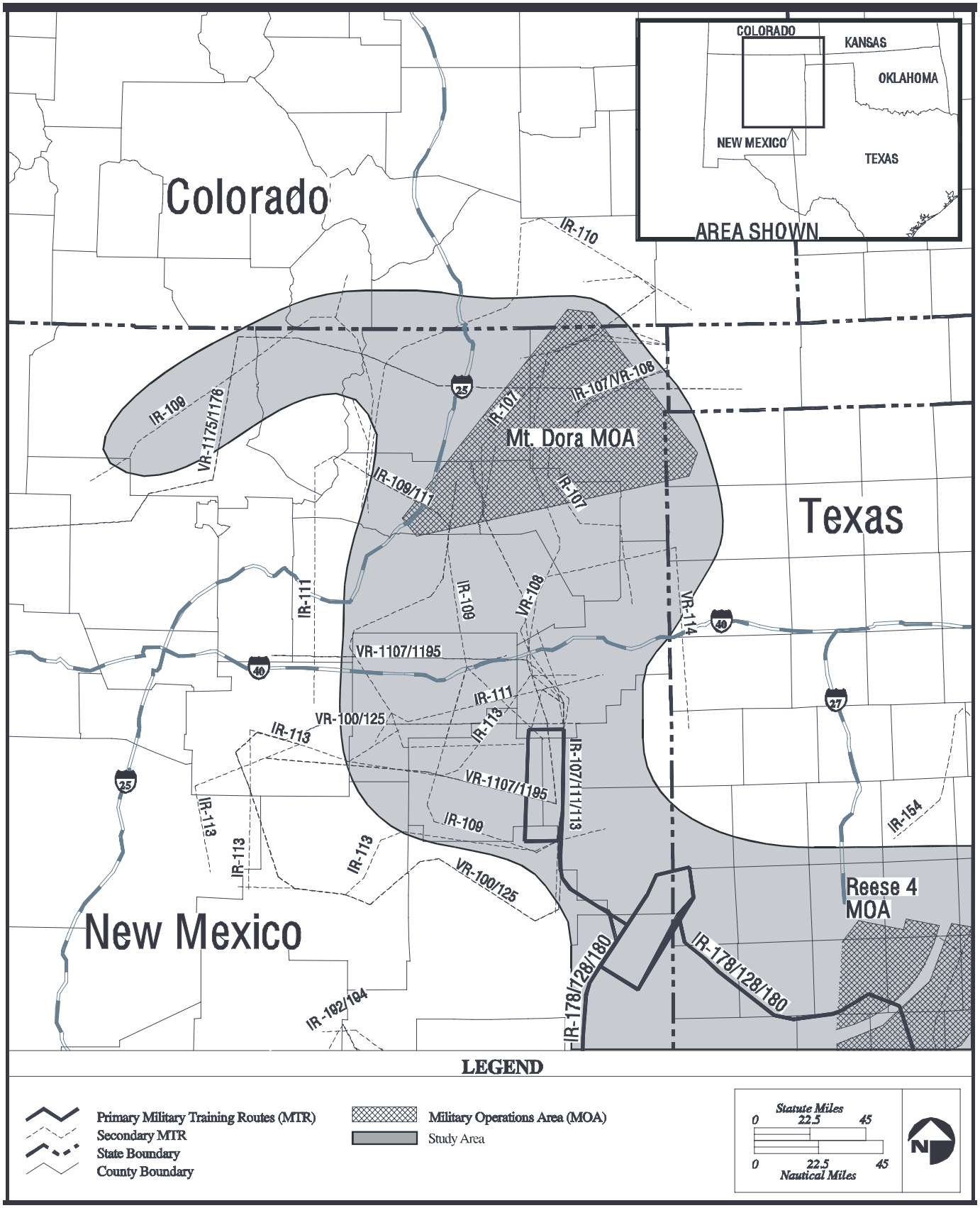
The study area for the RBTI proposal extends from western Texas to northeastern New Mexico (Figures 2.2-1a and 2.2-1b), and includes geographically separated locations in Colorado and Arkansas (Figure 2.2-2). The study area provides an overall context for portraying general military aircraft activities (Table 2.2-1) that could affect or be affected by RBTI alternatives. The definition of the study area derives from a combination of the areas potentially affected under each of the four alternatives, including the No-Action Alternative. These potentially affected areas are formed by primary airspace (i.e., MTRs and MOA) used by the bombers from Barksdale and Dyess AFBs, as well as secondary airspace that interacts (i.e., overlaps or intersects) with primary airspace. The following summarizes the affected environment within the study area for each alternative:

The study area for RBTI includes the locations of the No-Action and three action alternatives.

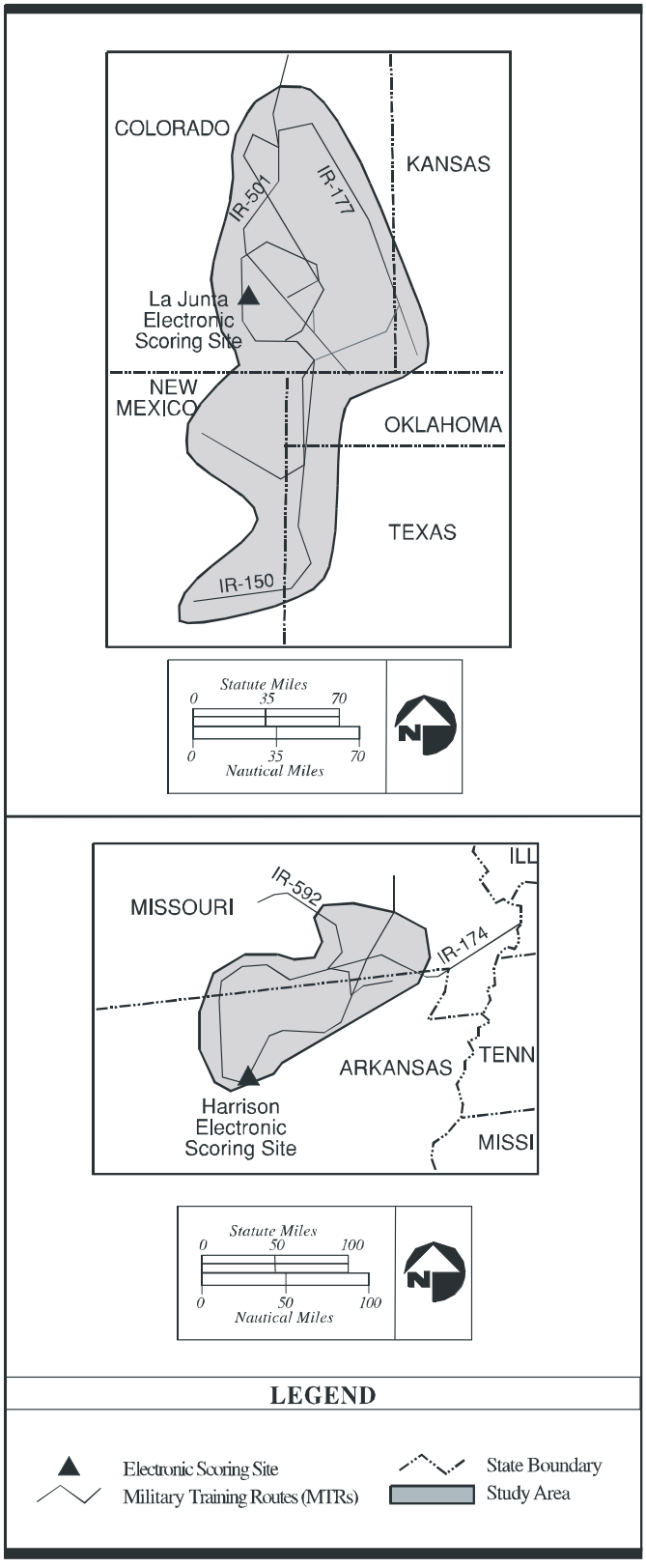
- Alternative A: No-Action. Based on primary airspace, the No-Action Alternative focuses on west Texas, centered on the existing MTR designated as IR-178. This alternative's primary airspace also extends into New Mexico (IR-128/180) and includes the airspace associated with the Harrison and La Junta Electronic Scoring Sites in Arkansas and Colorado, respectively. Within the Texas and New Mexico portion of the affected area, many secondary airspace units interact with primary airspace and form a part of the affected area (refer to Figures 2.2-1a and 2.2-1b).



RBTI Study Area: Texas **Figure 2.2-1a**



RBTI Study Area: New Mexico **Figure 2.2-1b**



RBTI Study Area: Harrison, Arkansas and La Junta, Colorado

Figure 2.2-2

Table 2.2-1
Baseline Airspace Use in Study Area

		Bomber Aircraft Annual Sortie-Operations			*Other Aircraft Annual Sortie-Operations*						
Airspace Units	*Class*	*B-1s: Dyess*	*B-52s: Barksdale*	*Bombers: Other Bases*	*Air Force Fighter Aircraft* [1]	*Navy Aircraft* [2]	*GAF Aircraft* [3]	*RSAF Aircraft* [4]	*Trainer Aircraft* [5]	*Other Aircraft* [6]	*Total*
MTRs											
VR-100/125	S				964	8	100	188	1	4	1,265
VR-108	S				97	25		18	3		143
VR-114	S				805			146	56	7	1,014
VR-143	S			100	50	400			70		620
VR-186	S			100	50	400			625		1,175
VR-196/197	S								512		512
VR-1107/1195	S				1,050						1,050
VR-1116	S			30							30
VR-1175/1176	S			50							50
IR-107	S			10	71			13	10		104
IR-109	S			50	188	28		33		11	310
IR-110	S										0
IR-111	S				80		9	14	18	9	130
IR-113	S				110	170		20			300
IR-123	S			1	1	35			13		50
IR-124	S			10	10	20			40	60	140
IR-128/180	**P**	**25**	**25**						**150**		**200**
IR-150	**P**	**200**	**80**								**280**
IR-154	S				10					60	70
IR-169	S								465		465
IR-174	**P**	**40**	**25**	**121**							**186**
IR-177/501	**P**	**275**	**150**								**425**
IR-178[7]	**P**	**805**	**555**	**150**	**50**						**1,560**
IR-192/194	S						637			21	658
IR-592	**P**		**190**	**317**						**3**	**510**
MOAs											
Reese 4	**P**	**3**									**3**
Reese 5	**P**	**3**									**3**
Roby	**P**	**100**									**100**
Texon	S				15	30			40	15	100
Mt. Dora	**P**	**6**	**5**		**321**	**4**		**33**		**10**	**379**

Class: P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
Class: S = Secondary airspace unit intersects with airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale.
VR = Visual Route
IR = Instrument Route
[1] Consists predominantly of F-16s
[2] Consists of F-14s and F-18s
[3] German Air Force Tornados at Holloman AFB
[4] Republic of Singapore F-16s at Cannon AFB
[5] T-38 and T-1 trainers
[6] Includes primarily transport aircraft such as C-141s and C-17s
[7] Total sortie-operations represent maximum for segments of MTR; other segments are used less.

- Alternative B: IR-178/Lancer MOA. The affected area for Alternative B is very similar to that described for Alternative A: No-Action, with the exception of proposed airspace changes to create the Lancer MOA/ATCAA. The affected area also includes airspace associated with the Harrison and La Junta Electronic Scoring Sites.

- Alternative C: IR-178/Texon MOA. With the exception of the proposed modifications to the existing Texon MOA (instead of establishment of the

Lancer MOA/ATCAA), the affected area for Alternative C matches that described for Alternatives A and B. An ATCAA would be established atop the proposed Texon MOA.

- Alternative D: IR-153/Mt. Dora MOA. Alternative D is focused in northeastern New Mexico and centers on the proposed MTR designated IR-153 and the Mt. Dora MOA/ATCAA. Secondary airspace associated with Alternative D differs from that in Alternatives A, B, and C. Reduced use of primary airspace associated with the Harrison and La Junta Electronic Scoring Sites would continue, so this airspace would remain part of the affected area.

Changes resulting from the alternatives are evaluated against the baseline. Baseline conditions include both current operations and already approved actions that would occur at the same time as the proposed RBTI.

Existing airspace in the study area already receives considerable use. Table 2.2-1 above presents baseline sortie-operations for the primary and secondary airspace within the study area (also see Appendix B). Baseline sortie-operations were derived by incorporating current and approved impending actions in the study area as described below. Approved impending actions would be implemented by the time RBTI would start. Baseline sortie-operations include activities by all aircraft users, irrespective of organization or service affiliation.

Actual Sortie-Operations Fiscal Year (FY) 97: Actual counts of aircraft activities based on scheduling and usage information maintained by airspace managers formed the foundation for annual baseline sortie-operations. Airspace managers at Cannon AFB, Barksdale AFB, Dyess AFB, Tinker AFB, Holloman AFB, and others supplied these data. Sortie-operations by all aircraft types (e.g., B-1s, B-52s, F-16s, F-18s) documented as users of primary or secondary airspace are reflected in the FY 97 counts.

A sortie-operation is a way to count airspace use. A sortie-operation is the use of any part of one specific MTR or MOA by one aircraft.

German Air Force (GAF) Training Activities: The GAF has been conducting sortie-operations within airspace in the study area since 1992. These sortie-operations, as conducted by GAF F-4 and Tornado aircraft, form part of the FY 97 data. In addition, the total baseline sortie-operations used in this EIS account for GAF flight activities resulting from the decision to beddown 30 additional GAF Tornados at Holloman AFB. This decision also affects secondary airspace in the study area. Use of IR-102/141, as proposed in the Environmental Assessment on Airspace Modifications to Support Units at Holloman AFB (USAF 1997a), has been eliminated by the Air Force. Other than activity on IR-102/141, the GAF sortie-operations were integrated into the baseline for RBTI, since the action is anticipated to be fully implemented by the time RBTI would be established.

Force Structure and Foreign Military Sales at Cannon AFB: As part of the Department of Defense (DOD) Quadrennial Defense Review, Cannon AFB, New Mexico, was selected to undergo a conversion of one type of F-16s for another type, and to support F-16 training for Republic of Singapore Air Force (Foreign Military Sales) personnel. These changes resulted in the addition of 12 F-16 aircraft at Cannon AFB and increases in sortie-operations in secondary airspace within the RBTI study area. An Environmental Assessment (USAF 1998b) was prepared. A Finding of No Significant Impact was signed for this action which was initially implemented in Fall 1998. Projected Cannon AFB F-16 sortie-operations in the affected secondary airspace were incorporated into the RBTI baseline since they have begun and would be fully implemented before any action relating to RBTI would be taken.

Force Structure Changes at Dyess AFB: As documented in an Environmental Assessment (USAF 1996) and Finding of No Significant Impact, addition of eight more B-1s to Dyess AFB was approved in 1994. This action, which is expected to be implemented by 2000, generates sortie-operations in primary airspace that are incorporated into the baseline for the RBTI study area.

2.3 ALTERNATIVE A: NO-ACTION

Under NEPA, "No-Action" means that a proposed action would not take place, and the resulting environmental effects from taking no action would be compared with the effects of allowing the proposed activity to go forward. Under Alternative A: No-Action, the Air Force would not establish an ESS system in proximity to Barksdale and Dyess AFBs. No additional airspace, emitter, or scoring sites would be developed and no airspace would be eliminated. Bombers from Barksdale and Dyess AFBs would continue to use existing Electronic Scoring Sites at Harrison and La Junta, in addition to the remote training assets throughout the U.S. MTR and MOA use would continue unchanged relative to baseline conditions (refer to Table 2.2-1 and Section 2.2).

2.3.1 Airspace and Flight Operations

The affected area for Alternative A would comprise a subset of the primary and secondary airspace (MOAs and MTRs) within the study area in Texas and New Mexico (Figure 2.3-1) and would include the MTRs associated with the Harrison, Arkansas, and La Junta, Colorado, and Electronic Scoring Sites (refer to Figure 2.2-2). Aircrews from Barksdale and Dyess AFBs would not use secondary airspace in the study area; other Air Force, Navy, and National Guard, as well as GAF and Republic of Singapore aircrews, use the secondary airspace.

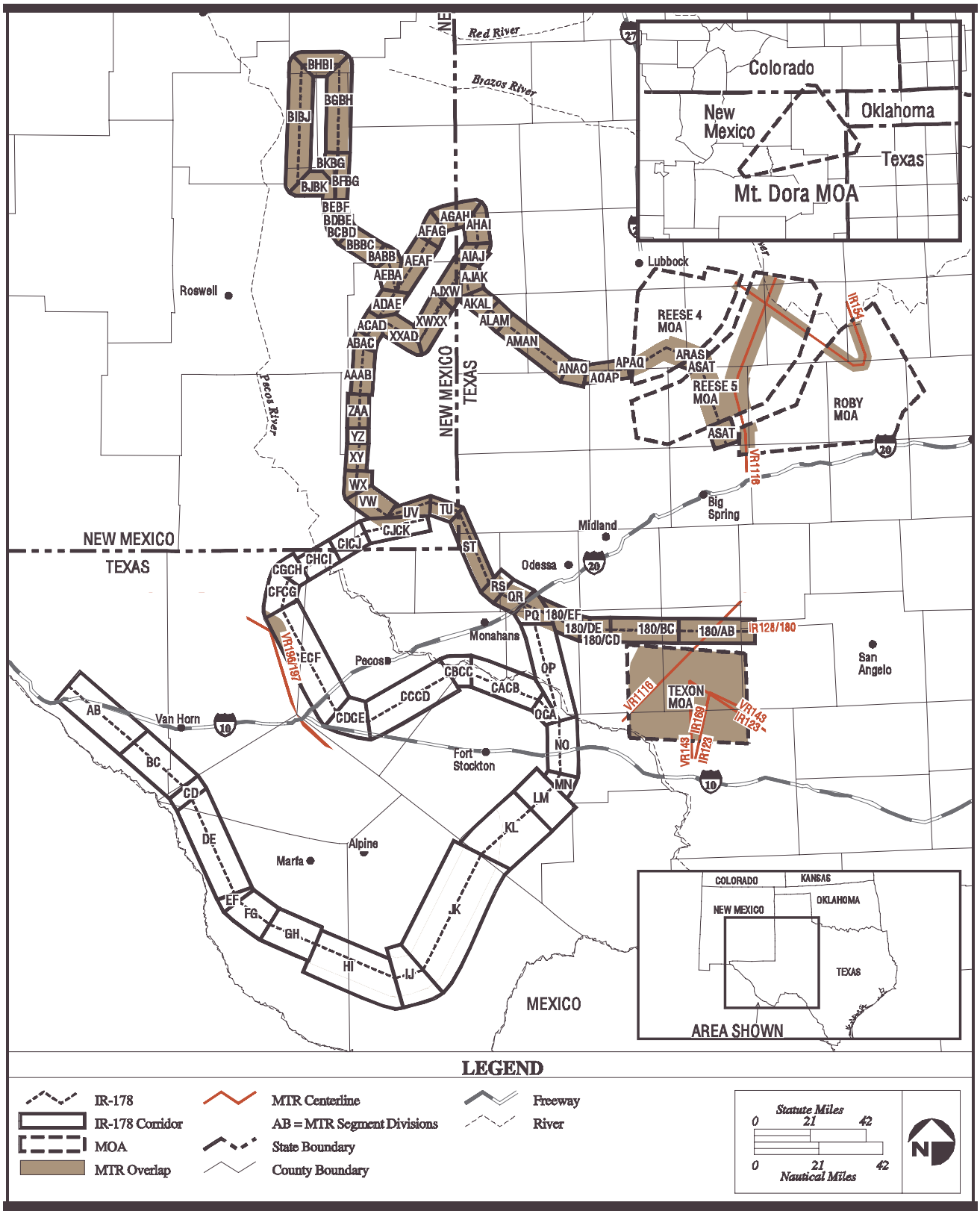
Sortie-operations (Table 2.3-1) on MTRs by Barksdale and Dyess AFBs would continue to focus on IR-178 (Texas and New Mexico), with lesser emphasis on the routes associated with the Harrison (IR-174, IR-592) and La Junta (IR-150, IR-177/501) Electronic Scoring Sites. MOA use in the study area centers on the Roby MOA, but this use is limited with only 100 sortie-operations per year. Use of the three other primary airspace MOAs (Reese 4, Reese 5, and Mt. Dora) is 11 or fewer bomber sortie-operations per year.

Primary airspace consists of those MTRs and MOAs used by bombers from Barksdale and Dyess AFBs. Secondary airspace includes MTRs and MOAs that overlap or intersect with primary airspace and are not used by Barksdale and Dyess AFBs.

Of the primary MTRs in the affected area for Alternative A, IR-178 receives the most annual use by the bombers. This use differs by segment, which is a defined portion of the corridor (e.g., AB or CD) with a length, width, as well as floor and ceiling altitudes (see Appendix C). A total of 71 segments comprise IR-178 for Alternative A. Within IR-178, the most annual sortie-operations (1,560) occur in segments AB to LM (Table 2.3-2), whereas other segments receive much less use. B-1s and B-52s account for 97 to 100 percent of the sortie-operations in all segments (see Appendix B). F-16 fighters also use segments AB to LM, but only account for about 3 percent of total sortie-operations.

Other primary and secondary MTRs overlap or intersect with IR-178. Overlapping applies when two or more MTRs or MOAs coincide or mostly coincide horizontally and vertically (Figure 2.3-2). For IR-178, segments PQ to BIBJ overlap completely with IR-128/180. Intersections occur when one or more MTRs cross a part of another MTR, like IR-178 (Figure 2.3-3). In segments CECF and CFCG, VR-196/197 intersects IR-178.

These overlapping and intersecting MTRs receive use distinct from IR-178. Where these overlaps and intersections occur, the total sortie-operations for that finite area include the combined use of IR-178 and use of the overlapping or intersecting MTR. For example, in segments ZAA to AGAH of IR-178, 765 baseline sortie-operations occur annually; IR-128/180 overlaps this segment and supports 200 sortie-operations per year. Considered together, 965 sortie-operations fly through the area defined by segments ZAA to AGAH of IR-178. Table 2.3-2 presents the total sortie-operations for each segment of IR-178.



Alternative A: No-Action

Figure 2.3-1

2.0 Description of Proposed Action and Alternatives: Alternative A

Table 2.3-1
Alternative A: No-Action (Baseline) Airspace Use

		Bomber Aircraft Annual Sortie-Operations			*Other Aircraft Annual Sortie-Operations*						
Airspace Units	*Class*	*B-1s: Dyess*	*B-52s: Barksdale*	*Bombers: Other Bases*	*Air Force Fighter Aircraft*[1]	*Navy Aircraft*[2]	*GAF Aircraft*[3]	*RSAF Aircraft*[4]	*Trainer Aircraft*[5]	*Other Aircraft*[6]	*Total*
MTRs											
VR-100/125	S				964	8	100	188	1	4	1,265
VR-108	S				97	25		18	3		143
VR-114	S				805			146	56	7	1,014
VR-143	S			100	50	400			70		620
VR-186	S			100	50	400			625		1,175
VR-196/197	S								512		512
VR-1107/1195	S				1,050						1,050
VR-1116	S			30							30
VR-1175/1176	S			50							50
IR-107	S			10	71			13	10		104
IR-109	S			50	188	28		33		11	310
IR-110	S										0
IR-111	S				80		9	14	18	9	130
IR-113	S				110	170		20			300
IR-123	S			1	1	35			13		50
IR-124	S			10	10	20			40	60	140
IR-128/180	**P**	**25**	**25**						**150**		**200**
IR-150	**P**	**200**	**80**								**280**
IR-154	S				10					60	70
IR-169	S								465		465
IR-174	**P**	**40**	**25**	**121**							**186**
IR-177/501	**P**	**275**	**150**								**425**
IR-178[7]	**P**	**805**	**555**	**150**	**50**						**1,560**
IR-192/194	S						637			21	658
IR-592	**P**		**190**	**317**						**3**	**510**
MOAs											
Reese 4	**P**	**3**									**3**
Reese 5	**P**	**3**									**3**
Roby	**P**	**100**									**100**
Texon	S				15	30			40	15	100
Mt. Dora	**P**	**6**	**5**		**321**	**4**		**33**		**10**	**379**

Class: P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
Class: S = Secondary airspace unit intersects with airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
VR = Visual Route
IR - Instrument Route
[1] Consists predominantly of F-16s
[2] Consists of F-14s and F-18s
[3] German Air Force Tornados at Holloman AFB
[4] Republic of Singapore F-16s at Cannon AFB
[5] T-38 and T-1 trainers
[6] Includes primarily transport aircraft such as C-141s and C-17s
[7] Total sortie-operations represent maximum for segments of MTR; other segments are used less.

2.0 Description of Proposed Action and Alternatives: Alternative A

Table 2.3-2
Alternative A: No-Action Existing Annual Sortie-Operations IR-178[1]

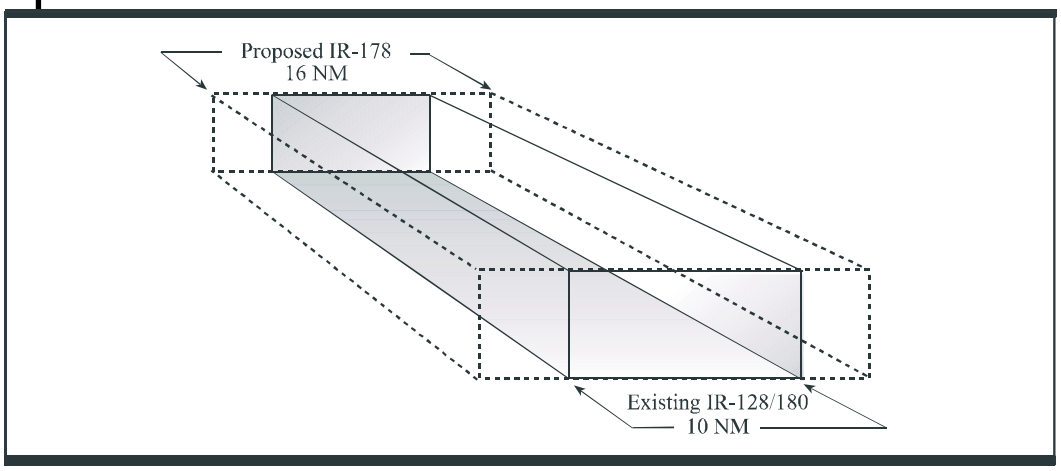
IR-178		*Secondary MTR*		*Total*[2]	*IR-178*		*Secondary MTR*		*Total*
Segment	*Sortie-Operations*	*MTR*	*Sortie-Operations*		Segment	*Sortie-Operations*	*MTR*	*Sortie-Operations*	
AB	1,560	not applicable	not applicable	1,560	AKAL	65	IR-128/180	200	265
BC	1,560	not applicable	not applicable	1,560	ALAM	65	IR-128/180	200	265
CD	1,560	not applicable	not applicable	1,560	AMAN	65	IR-128/180	200	265
DE	1,560	not applicable	not applicable	1,560	ANAO	65	IR-128/180	200	265
EF	1,560	not applicable	not applicable	1,560	AOAP	65	IR-128/180	200	265
FG	1,560	not applicable	not applicable	1,560	APAQ	65	IR-128/180	200	265
GH	1,560	not applicable	not applicable	1,560	AQAR	65	IR-128/180	200	265
HI	1,560	not applicable	not applicable	1,560	ARAS	65	IR-128/180	200	265
IJ	1,560	not applicable	not applicable	1,560	ASAT	65	IR-128/180	200	265
JK	1,560	not applicable	not applicable	1,560	AI1XX	0	IR-128/180	200	200
KL	1,560	not applicable	not applicable	1,560	AE1BA	125	IR-128/180	200	325
LM	1,560	not applicable	not applicable	1,560	BABB	125	IR-128/180	200	325
MN	955	not applicable	not applicable	955	BBBC	125	IR-128/180	200	325
NO	955	not applicable	not applicable	955	BCBD	125	IR-128/180	200	325
OP	765	not applicable	not applicable	765	BDBE	125	IR-128/180	200	325
PQ	765	IR-128/180[3]	200	965	BEBF	125	IR-128/180	200	325
QR	765	IR-128/180	200	965	BFBG	125	IR-128/180	200	325
RS	765	IR-128/180	200	965	BGBH	125	IR-128/180	200	325
ST	765	IR-128/180	200	965	BHBI	125	IR-128/180	200	325
TU	765	IR-128/180	200	965	BIBJ	125	IR-128/180	200	325
UV	765	IR-128/180	200	965	BJBK	125	IR-128/180	200	325
VW	765	IR-128/180	200	965	BKBG1	0	IR-128/180	200	200
WX	765	IR-128/180	200	965	AIXW	0	IR-128/180	200	200
XY	765	IR-128/180	200	965	XWXX	0	IR-128/180	200	200
YZ	765	IR-128/180	200	965	O1CA	190	not applicable	not applicable	190
ZAA	765	IR-128/180	200	965	CACB	190	not applicable	not applicable	190
AAAB	765	IR-128/180	200	965	CBCC	190	not applicable	not applicable	190
ABAC	765	IR-128/180	200	965	CCCD	190	not applicable	not applicable	190
ACAD	765	IR-128/180	200	965	CDCE	190	not applicable	not applicable	190
ADAE	765	IR-128/180	200	965	CECF	190	VR-196/197	512	702
AEAF	65	IR-128/180	200	265	CFCG	190	not applicable	not applicable	190
AFAG	65	IR-128/180	200	265	CGCH	190	IR-192/194	658	848
AGAH	65	IR-128/180	200	265	CHCI	190	not applicable	not applicable	190
AHAI	65	IR-128/180	200	265	CICJ	190	not applicable	not applicable	190
AIAJ	65	IR-128/180	200	265	CJCK	190	not applicable	not applicable	190
AJAK	65	IR-128/180	200	265					

[1] See Appendix B for break-out of sortie-operations by aircraft type.

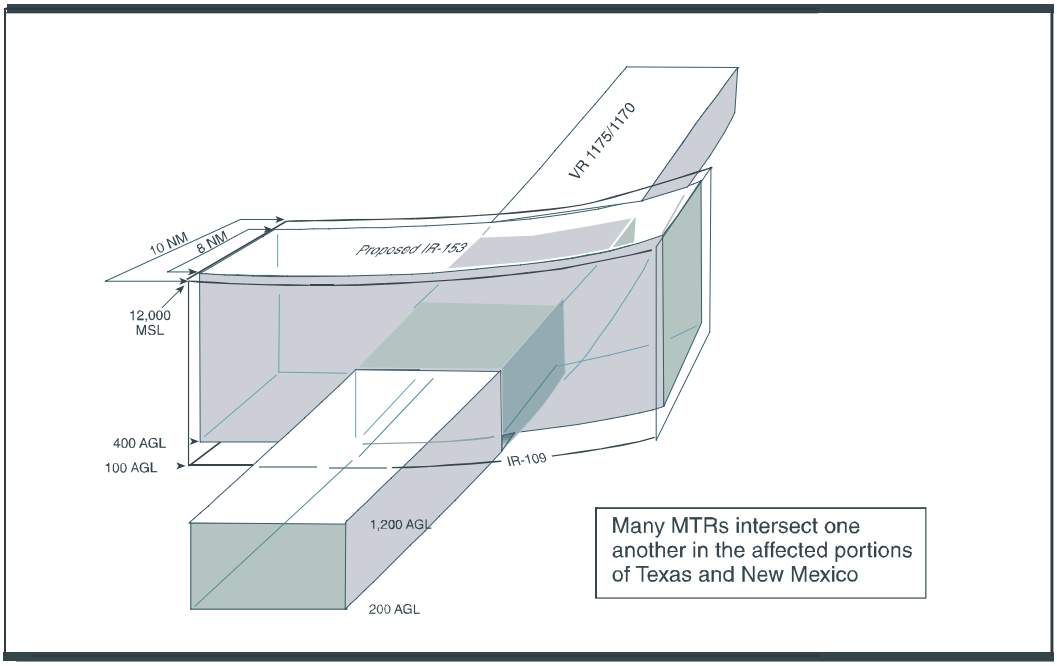
[2] Total represents the sortie-operations flown on the primary MTR (IR-178) plus those flown on overlapping or intersecting segments of other MTRs.

[3] IR-128/180 is a primary MTR under Alternative A.

See Figure 2.3-1 for segment locations.



Illustrative Representation of Overlapping MTR Airspace **Figure 2.3-2**



Illustrative Representation of Intersecting MTRs **Figure 2.3-3**

Within the primary MTRs, aircraft would use altitudes between 300 and 3,000 feet AGL (Table 2.3-3). On average, all aircraft types including bombers from Barksdale and Dyess AFBs fly most of the time at 500 to 1,000 feet AGL in the primary MTRs. For B-52s, average flight altitudes can vary with changes to mission requirements. Two altitude regimes for B-52s can apply depending upon these requirements. In one regime, B-52s use altitudes between 300 and 1,000 feet AGL about 85 percent of the time. In the other regime, B-52s avoid use of altitudes from 300 to 1,000 feet AGL in the MTRs, with flight activity occurring at 1,000 to 3,000 feet AGL.

In all the primary MOAs, except the Mt. Dora MOA, bombers conduct sortie-operations above 3,000 feet AGL all the time. The floors (lower altitude limits) of the primary airspace MOAs are higher than 3,000 feet AGL. In the Mt. Dora MOA, F-16 aircraft use altitudes from 1,500 to 3,000 feet AGL an average of 45 percent of the time. The few (11) annual bomber sortie-operations in the Mt. Dora MOA also use the full range of available altitudes. In all primary MOAs, 45 percent of B-1 flight activity occurs above 15,000 feet AGL, and 60 to 80 percent of B-52 activity

Table 2.3-3
Altitude Distribution in MTRs and MOAs

MTRs: Percentage of Time				
Altitude (Feet AGL)	B-1	B-52[1]		Other Aircraft
100-299	0%	0%	0%	0%
300-499[2]	5%	5%	0%	0%
500-999	80%	80%	0%	90%
1,000-1,999	10%	10%	70%	7%
2,000-2,999	5%	5%	30%	3%
3,000 and above	0%	0%	0%	0%
MOAs: Percentage of Time				
Altitude (Feet AGL)	B-1	B-52[1]		Other Aircraft
100-2,999	0%	0%	0%	0%[3]
3,000-4,999	40%	30%	15%	20%
5,000-9,999	20%	10%	5%	60%
10,000-14,999	0%	0%	0%	20%
15,000-19,999	5%	0%	0%	0%
20,000 and above	35%	60%	80%	0%

[1] Average altitude use for B-52s would vary with mission requirements. Two altitude regimes can apply to B-52 activities.

[2] Only selected aircrews are authorized to fly below 500 feet AGL on specified segments. Numbers presented are averages; not every mission would include flight below 500 feet AGL.

[3] In the Mt. Dora MOA only, other aircraft use from 1,500 to 3,000 feet AGL about 45% of the time. This is not included in the overall calculations since the three other primary airspace MOAs involve no flight below 3,000 AGL.

B-52s can fly MTRs using two altitude regimes. In one regime, they fly between 300 and 1,000 feet AGL about 85 percent of the time. In the other, B-52s fly only above 1,000 feet AGL.

is above 20,000 feet AGL. As in the MTRs, B-52 use of the MOAs can involve two altitude regimes, with one employing higher altitudes to a greater extent.

In a MOA, bombers would conduct training activities for approximately 30 to 45 minutes at airspeeds ranging from 360 to 550 nm/hour. About five training periods would be scheduled per weekday. Within the MTRs, B-1 and B-52 aircrews fly, on average, 420 to 550 and 360 nm/hour, respectively. These represent cruising speeds used for training. Depending upon the specific training mission, aircrews could fly all or part of the MTR.

Training activities in the primary and secondary MTRs and MOAs would continue to be conducted during the day and night (Table 2.3-4). For purposes of environmental analysis, day extends from 7:00 AM to 10:00 PM, and night spans from 10:00 PM to 7:00 AM. B-1s and B-52s, respectively, fly 80 and 85 percent of the time during the day; other aircraft using the airspace fly 93 to 99 percent of the time during the day. Night vision goggles would normally be used by aircrews during night operations. Flight activities by bombers from Barksdale and Dyess AFBs would occur 260 days per year. Training is planned for weekdays, although bad weather and special training requirements may necessitate occasional weekend flights.

Flight activities in MOAs and MTRs occur predominantly during weekdays.

Daily flight operations by bombers on an MTR such as IR-178 commonly involve flying with two aircraft of the same type. If one aircraft trails the other in formation, they are separated by 3 to 9 nm; when they fly abreast of one another in formation, 1 to 3 nm separates them. On a typical day, two to three formations of two B-1s or B-52s use IR-178. Commonly, flights of two aircraft schedule the MTR for an hour and use the hours between 9:00 and 11:00 AM, 1:00 to 3:00 PM, and 7:00 to 8:00 PM (winter) or 9:00 to 10:00 PM (summer). Throughout the day, single bombers and other aircraft could also fly on the MTR.

Table 2.3-4
Percent of Day vs. Night Flight Activities

	Bomber Aircraft		*Other Airspace Users*					
Day vs. Night	*B-1s*	*B-52s*	*Air Force Fighter Aircraft* [1]	*Navy Aircraft* [2]	*GAF Aircraft* [3]	*RSAF Aircraft* [4]	*Trainer Aircraft* [5]	*Other Aircraft* [6]
Day (7:00 AM-10:00 PM)	80%	85%	98%	99%	93%	95%	99%	99%
Night (10:00 PM-7:00 AM)	20%	15%	2%	1%	7%	5%	1%	1%

[1] Consists predominantly of F-16s
[2] Consists of F-14s and F-18s
[3] German Air Force Tornados at Holloman AFB
[4] Republic of Singapore F-16s at Cannon AFB; 5% night activity applies to MOAs only; no night activity on MTRs
[5] T-38 and T-1 trainers
[6] Includes primarily transport aircraft such as C-141s and C-17s

When flying, aircrews comply with FAA avoidance rules. Aircraft must avoid congested areas of a city, town, or settlement or any open-air assembly of people by 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. Outside congested areas, aircraft must avoid persons, vessels, vehicles, or structures by 500 feet.

2.3.2 Use of Electronic Scoring Sites

Under the No-Action Alternative, existing ground operations at the Harrison and La Junta Electronic Scoring Sites would continue at current levels, along with the staffing of those sites. There are about 30 employees at the Harrison Electronic Scoring Site and 31 employees at the La Junta Electronic Scoring Site. Both sites contain buildings providing administration, maintenance, and recreation space for assigned personnel and equipment. Each site contains a storage van connected to an assigned radar and electronic countermeasures equipment van. Septic systems provide waste treatment for the sites. Power, telephone, and water lines are adjacent to the sites. Operations take place in two shifts, mostly during weekdays. Most activities occur from midmorning to early evening, based on flight schedules. Ground operations at each of these facilities would remain the same under the No-Action Alternative.

2.4 ACTION ALTERNATIVES

RBTI has three Action Alternatives: B, C, and D. B is the preferred and environmentally preferred alternative.

The proposed action for RBTI is to provide an ESS system with airspace and ground-based training facilities to conduct training operations within approximately 600 nm from Dyess AFB, Texas, and Barksdale AFB, Louisiana. There are three action alternatives that could fulfill the need defined under the proposed action. All three RBTI action alternatives (Alternatives B, C, and D) would involve the same set of elements and subelements. These are the focus for the impact analysis presented in Chapter 4. The differences among the three action alternatives, as described in Sections 2.4.2 through 2.4.4, consist primarily of the alternatives' locations and some variations in airspace use. Alternative B is the preferred and environmentally preferred alternative.

2.4.1 Elements Common to Action Alternatives

There are four project elements common to the action alternatives: airspace and flight operations, construction, ground operations, and decommissioning

Table 2.4-1
Project Elements and Sub-Elements

Element	*Sub-Element*
AIRSPACE & FLIGHT OPERATIONS	• MTR and MOA/ATCAA establishment/modification • Changing flight operations in MTRs and MOAs • Change in noise from flight operations
CONSTRUCTION	• Land acquisition • Site grading, preparation, fencing • Electronic Scoring Site construction • Emitter site construction and emitter placement • Driveway, telephone, and powerline construction
GROUND OPERATIONS	• Staffing and personnel activities at operations sites • Operations/maintenance of emitters and scoring sites • Radio frequency emissions • Increased vehicle traffic
DECOMMISSIONING	• Disposal of property and termination of lease • Elimination of staff jobs and activities at sites • Removal of equipment/facilities/infrastructure • Elimination of radio frequency emissions • Reduction in vehicle traffic

(Table 2.4-1). Should a decision be made to implement one of the action alternatives, the Air Force estimates the airspace changes could be instituted within two years of the Record of Decision, and full implementation of the proposal could occur within three years.

AIRSPACE AND FLIGHT OPERATIONS

All three action alternatives would involve changes to the structure or use of airspace. While the Air Force would propose these changes, the FAA would be responsible for evaluating, processing, and charting them. Appendix C presents the FAA's procedures for processing airspace. Only primary airspace (refer to Table 2.3-1) would be affected, although the alternatives would result in interaction with some secondary airspace not currently affected. There are three categories of changes to airspace structure alternatives:

1. *Modification:* This category applies to existing airspace that would be incorporated into and/or redesignated as part of a proposed MTR or MOA/ATCAA. For example, under Alternatives B and C, IR-178 would be modified with many existing segments of IR-178 incorporated into modified IR-178. Similarly, portions of the Reese 4, Reese 5, and Roby MOAs would be incorporated into and redesignated as the proposed Lancer MOA/ATCAA in Alternative B.

2. *Establishment:* This category of change refers to instances where new MTR or MOA/ATCAA airspace would be established for an alternative. Newly established airspace would not include existing airspace that would be simply redesignated. Each of the three action alternatives includes establishment of new airspace. In Alternative D, for example, proposed IR-153 would be established overlapping and intersecting almost entirely with segments of numerous existing secondary MTRs. The portions of proposed IR-153 not overlapped or intersected would be considered new MTR airspace (refer to Figure 2.4-10).

Throughout the remainder of the EIS, IR-178 may be referred to as "proposed IR-178." It should be noted that "proposed IR-178" in Alternatives B and C represents modifications to existing IR-178, not a proposal for an entirely new MTR.

3. *Elimination:* This category applies to segments of MTRs or parts of MOAs that would be eliminated and no longer used. All three action alternatives would involve elimination of airspace, primarily existing MOA airspace. For MTRs, this category of change applies only to segments of IR-178 in Alternatives B and C.

Combinations of all three categories of airspace structure changes apply to each of the three action alternatives (Alternatives B, C, and D). Specific descriptions of the proposed airspace structure changes for each alternative site are presented below in Sections 2.4.2 through 2.4.4.

The three action alternatives have some commonalities with regard to proposed airspace use. First, proposed increases in airspace use (i.e., annual sortie-operations) stem from projected B-1 and B-52 bomber activity. Sortie-operations by other aircraft (such as F-16 fighters) would not change relative to baseline conditions for either primary or secondary airspace. Second, proposed increases in sortie-operations would affect only primary MTRs and MOA/ATCAAs associated with each alternative. The few secondary airspace units affected would be subject to decreases in sortie-operations. Third, aircraft in primary and secondary airspace would continue to fly according to current altitude distributions (refer to Table 2.3-3). Based on mission requirements, B-52s would continue to employ two altitude regimes--one emphasizing flight at altitudes between 300 and 1,000 feet AGL and one emphasizing altitudes from 1,000 to 3,000 feet AGL or higher (refer to Table 2.3-3). Fourth, the daily pattern of flight activities would remain similar to that described under the No-Action Alternative (refer to Section 2.3.1). To accommodate increased use of the airspace by bombers, one to two additional formation flights of two aircraft apiece would occur on an average day. The percentage of night (after 10:00 PM), flights would not increase under Alternatives B, C, and D, but the number of night sortie-operations in the MTR and MOA/ATCAA associated with each alternative would increase in conjunction with the overall increase in sortie-operations. Fifth, air speeds used for training in the MTR and MOA/ATCAA would remain the same as under the no-action alternative. On an MTR, aircrews could fly all or part of its length, depending upon mission requirements. For example, each of the proposed MTRs associated with Alternatives B, C, and D allows aircraft to exit to the MOA without flying the entire route or to conduct additional training by using the re-entry route. These variations would create the following differences in the approximate amount of time the aircraft fly along the MTR:

The pattern of daily flight activities under the action alternatives would remain similar to current conditions.

- Alternative B - 0.6-1.9 hours for B-52s; 0.4-1.1 hours for B-1s
- Alternative C - 0.6-1.6 hours for B-52s; 0.4-1.0 hours for B-1s
- Alternative D - 0.4-1.7 hours for B-52s; 0.3-0.8 hours for B-1s

CONSTRUCTION

Each RBTI action alternative would require two sets of five emitter sites, one associated with the MTR and one associated with the MOA/ATCAA (Figure 2.4-1), and two Electronic Scoring Sites, one located near the proposed MTR and associated MTR re-entry route and one for the en route Electronic Scoring Site (Figure 2.4-2). In total, these 12 sites, each encompassing 15 acres, would comprise the ground-based assets for the proposed ESS system in the three action alternatives. Construction of the MTR and MOA emitter sites would involve installing a chain-link fence around the perimeter of the 15-acre (800- by 800-foot) site; clearing, grading, and graveling a 0.25-acre pad in the center of the site; and constructing a 14-foot-wide gravel driveway. To power and operate the emitter, the site would be

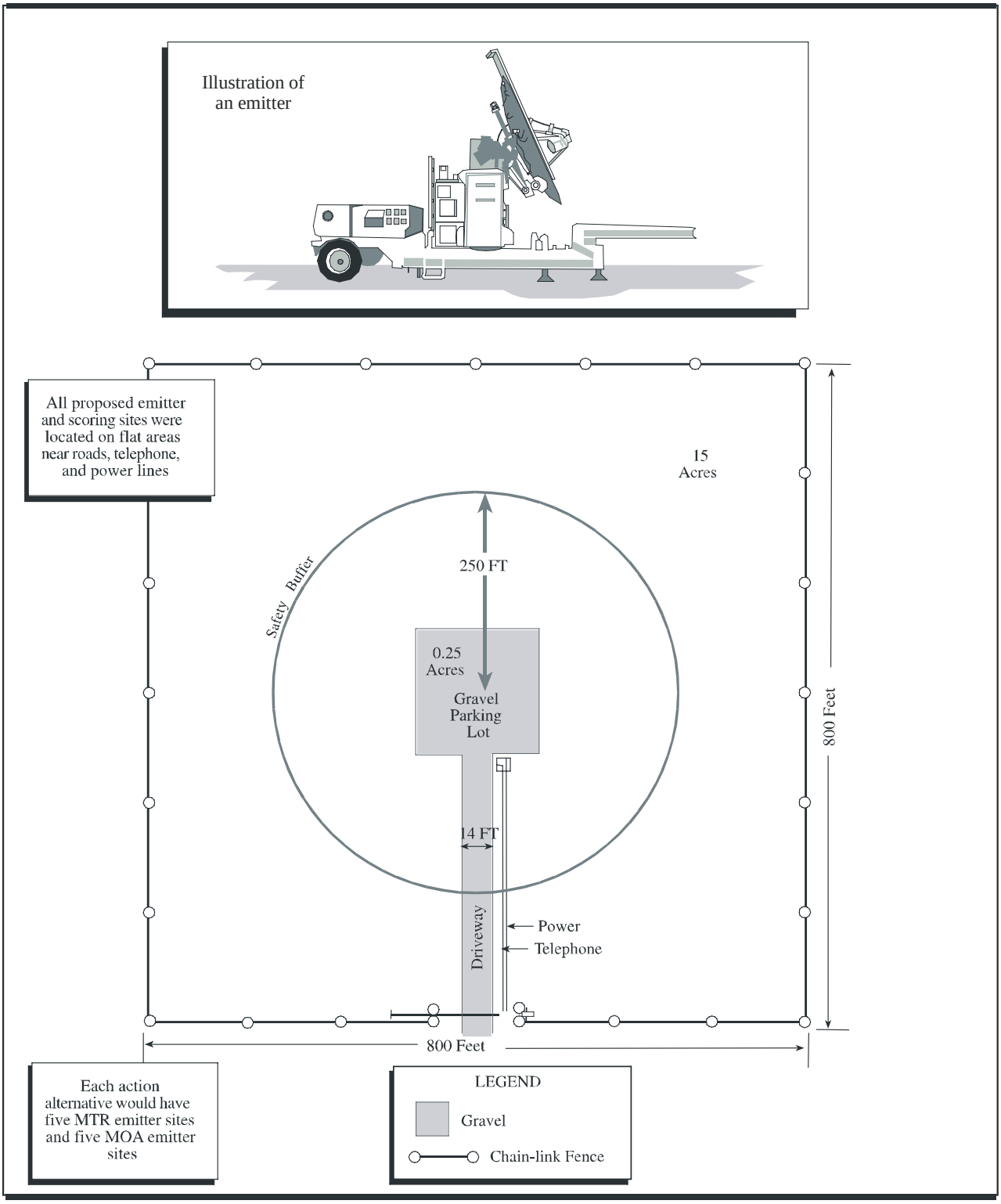
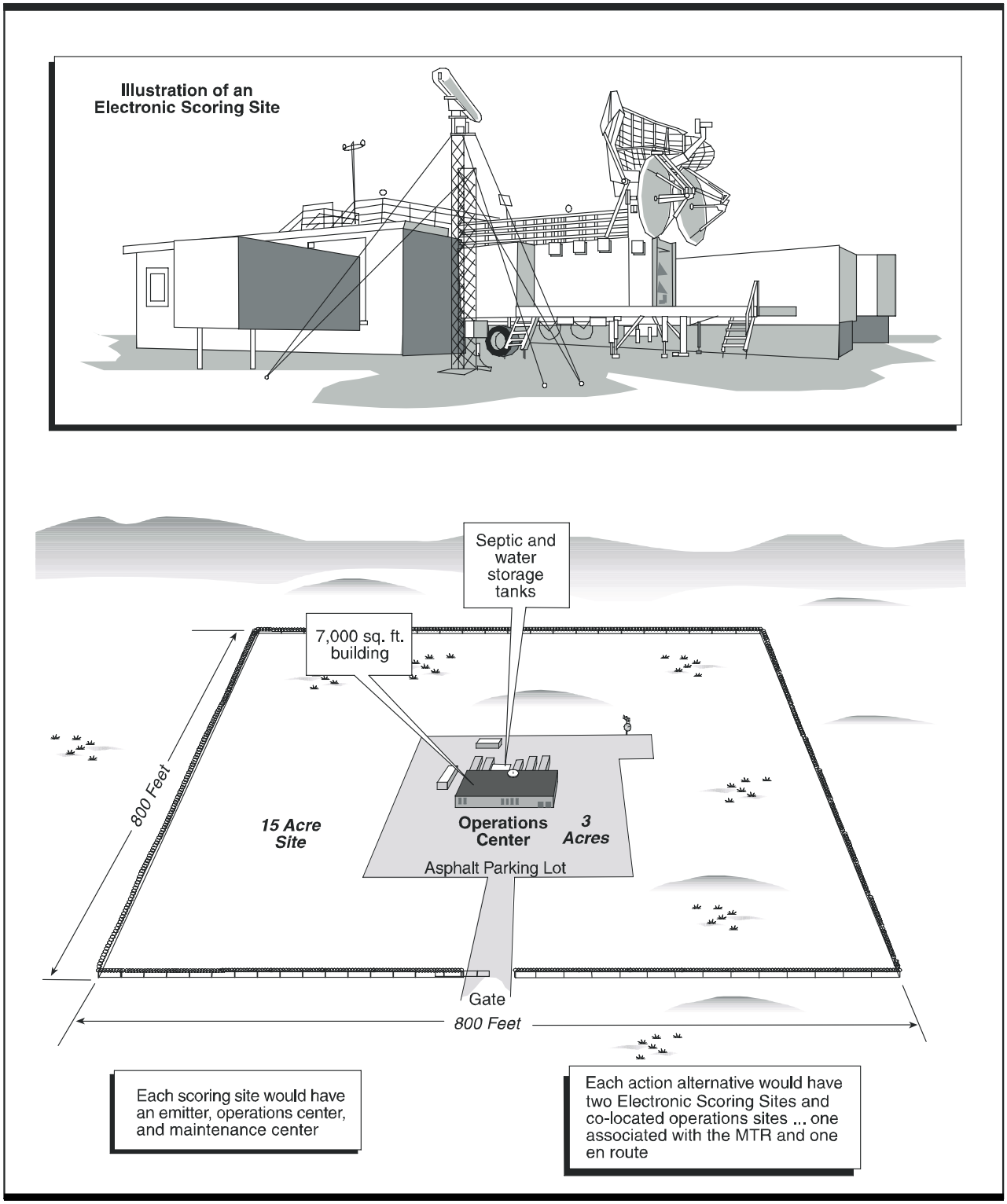


Diagram of MTR and MOA Emitter Sites

Figure 2.4-1



Illustrations of Electronic Scoring Site **Figure 2.4-2**

linked to existing power and telephone lines. Construction of an emitter site would span 1 to 2 months of intermittent effort.

Construction for the Electronic Scoring Sites would follow a similar pattern with installation of a perimeter chain-link fence, clearing and grading for a 14-foot-wide driveway and 3-acre central pad, and asphalting of the pad and driveway. The Electronic Scoring Sites would require power and communications, so the sites would use existing utility lines. A 7,000-square-foot, one-story operations center would be constructed in the center of the pad. Septic and water storage tanks would be installed on site.

In some instances, existing power lines, telephone lines, and roads lie more than several hundred feet from the sites. To connect the utilities to the sites would require acquisition of a utility easement and installation of poles or underground cables. The Air Force has estimated the route for these lines, although the final responsibility for design and construction would be with the appropriate utility company. Some dirt roads may need to be upgraded or roads to the sites may need to be constructed. These locations have not been determined and any additional environmental studies that may be needed due to changes to the Air Force's estimated route would be accomplished prior to the start of construction and are not part of this impact analysis. Construction of the Electronic Scoring Sites would require 12 to 18 months, including connecting power and telephone lines to the sites. Actual ground disturbance would occur only a fraction of the time during construction.

Identification of locations for emitters and Electronic Scoring Sites followed a systematic process to ensure that candidate sites met operational requirements (refer to Section 2.1.2) and addressed environmental factors. The Air Force used the following steps for identifying candidate sites for MTR emitters, MTR Electronic Scoring Sites, MOA emitters, and the en route Electronic Scoring Site for each alternative:

1. Examined maps of the lands under and near the proposed MTR and MOA for operationally suitable regions.
2. Using more detailed maps, refined the regions into smaller zones associated with existing roads and power lines.
3. Conducted driving visits to the zones to establish multiple smaller parcels encompassing at least 15 acres and offering potentially good line-of-sight; considered many more parcels than would be needed for the emitters and Electronic Scoring Sites; and eliminated parcels containing or close to homes (within 3,000 feet), known historical sites, large structures, and obvious bodies of water from further consideration, as well as parcels farther than 2 miles from power and telephone lines.
4. Performed initial research at county courthouses and other public record storehouses to identify owners of parcels.
5. Contacted owners of parcels to determine willingness to consider leasing lands for emitter or Electronic Scoring Site placement; carried forward parcels of willing owners and eliminated those where owners declined interest in leasing.
6. Prepared and obtained signatures on formal rights-of-entry for parcels; eliminated parcels where owners previously expressing interest declined the right-of-entry.
7. Conducted on-the-ground visits to all parcels with rights-of-entry to perform investigation of available lines-of-sight for emitter and Electronic Scoring Site operation; evaluated distances to roads, power lines, and telephone lines; refined boundaries to match the 15-acre size requirement; eliminated parcels failing to meet operational requirements; and defined parcels meeting requirements as numbered candidate sites (see Appendix D for locations).

The Air Force carefully studied each candidate site for emitters and Electronic Scoring Sites.

8. Performed background research on all candidate sites to determine previous land uses, evidence of hazardous materials use and waste disposal, wetlands, soils, endangered species, and cultural resources.
9. Completed comprehensive, on-the-ground environmental baseline surveys for indications of hazardous materials and waste, biological surveys, and archaeological surveys of each candidate site (see Appendix E for survey results).

This process resulted in identification of more candidate sites than would be needed for the emitters and Electronic Scoring Sites under each action alternative (Table 2.4-2). Should an action alternative be selected in a Record of Decision, the required number of sites for emitters and Electronic Scoring Sites would also be selected. Offering more than the required number of candidate sites provides greater flexibility for addressing potential environmental impacts.

Table 2.4-2
Comparison of Candidate and Required Emitter Sites and Electronic Scoring Sites

	Alternative B		*Alternative C*		*Alternative D*	
	Candidate Sites	*Sites Required*	*Candidate Sites*	*Required Sites*	*Candidate Sites*	*Required Sites*
MTR Emitters	6	5	6[1]	5	9	5
MTR Electronic Scoring Site	2	1	2[1]	1	3	1
MOA/ATCAA Emitters	6	5	6	5	8	5
En Route Electronic Scoring Site	2[2]	1	2[2]	1	2[2]	1

[1] Same candidate sites as in Alternative B

[2] Same candidate sites in all three alternatives

Of the cumulative total of 42 different candidate sites, 40 lie on private property. To acquire the right to construct and operate the ground-based assets on such sites, the Air Force would need to lease or purchase the 11 sites (for five MTR emitters, five MOA emitters, and one MTR Electronic Scoring Site) selected as candidates for each alternative. The twelfth site needed for the package of ground-based assets consists of the location for the en route Electronic Scoring Site. Two sites located near and managed by Dyess AFB represent the only candidates for the single en route Electronic Scoring Site under all three action alternatives. Both sites are Department of Defense (DoD) lands and contain existing but unused structures. To meet the requirements for the Electronic Scoring Site, the Air Force would construct a new building, connect to on-site power, telephone, and water sources, and install a septic system.

MTR and MOA emitters would be activated only as needed for training; they would not operate constantly.

GROUND OPERATIONS

The combination of the Electronic Scoring Sites and the sets of MTR and MOA emitters form the ground-based assets for an ESS system. Use of the system would occur more than 98 percent during weekdays, with less than 2 percent during weekends. About 85 percent of flight activities would be performed between 7:00 AM and 10:00 PM, with the remaining 15 percent occurring after 10:00 PM. Personnel would be present at the Electronic Scoring Sites when aircraft use the system. Approximately 30 employees would work at each Electronic Scoring Site and live off-site in nearby communities. The Electronic Scoring Sites would include

a threat emitter, electronic scoring facilities, and parking. Commonly, panel trucks containing integrated electronic equipment are connected into the building on one side. The MOA and MTR emitters would also operate in response to scheduled use. These unmanned emitters would be remotely activated and programmed from an Electronic Scoring Site only during those periods when aircraft would use them for training. They would not operate constantly but would be turned on and off as needed. Not all emitters would be used all the time. Use would depend upon the type of training and expected threats. By varying which emitters were operating at a given time, aircrews would receive more realistic training by having to quickly respond to an unfamiliar scenario.

For RBTI, the Air Force would use emitters known as "mini-MUTES" at the MTR and MOA sites. These unmanned emitters are programmed to simulate numerous types of threats. The emitters are about 17 feet tall, including an antenna, and are similar in size to a flatbed semi-tractor trailer. During operation, the antenna would be pointed skyward. When they are to be activated, a warning horn sounds and lights flash for a few seconds. The horn is equivalent to a luggage carousel horn, and the light is a standard warning light equivalent to those used on construction barriers.

Emitters generate radio frequency (RF) emissions. RF energy is absorbed by an animal or human body in the form of heat. The result is a temperature increase that can be accommodated by species temperature regulation capabilities or avoided by movement away from the source of energy. Department of Defense Instruction 6055.1 (1995) sets the permissible exposure limits for humans. These limits are designed for personnel working around and near emitters, but they also serve to protect the public who would be further away from the RF source. The potential impact to wildlife would be extremely small. As mentioned above, the animal would experience a rise in its body temperature if it stayed in direct line of the RF emission. However, before the animal could be harmed, it would naturally move away from the area.

For the types of emitters proposed under RBTI, a safe separation distance of 250 feet has been established to prevent exposure to RF energy. This distance is based on tests with the emitter beam pointed parallel to the ground and held in one spot. The test results are very conservative because when the emitters are in actual use, they would be pointed skyward and in motion. As such, the distance around the emitter affected by RF energy would be less than 250 feet.

Placing the emitter in the center of a fenced 15-acre (800- by 800-foot) site provides more than 150 feet beyond the safe separation distance. Maintenance of the emitters would occur monthly and when required for emergency repairs. Personnel from the Electronic Scoring Sites would conduct the maintenance.

DECOMMISSIONING

The Electronic Scoring Sites at Harrison, Arkansas, and La Junta, Colorado, would be closed under any of the three action alternatives. This would include closure of associated emitter sites. For the Electronic Scoring Sites, all equipment would be removed from the building/facility, leaving an intact building with all utilities. All equipment would be moved to the Electronic Scoring Sites for RBTI. For Harrison, where the Air Force leases the land, the Air Force would end its lease through agreement with the property owner. Retention or disposition of the building would be decided as part of terminating the lease. For La Junta, which lies on land owned by the DoD and managed by the Air Force, the site would be disposed of through standard procedures for excess government property.

Existing emitter sites associated with the Harrison and La Junta Electronic Scoring Sites are not greatly developed. Improvements at the sites include electrical lines, telephone connections, and a gravel pad. The Air Force proposes to remove the emitters and transport them to the sites for whichever action alternative may be selected. If the emitter site land is leased, it would be returned to the owner through ending the agreement with the Air Force. If the lands are owned by the Air Force, they would be disposed of through standard procedures for excess government property.

The existing mix (military and civilian) of employees at the Harrison and La Junta Electronic Scoring Sites is similar to that proposed for the Electronic Scoring Sites under RBTI. Air Force personnel working at these existing facilities would be offered the opportunity to relocate to the new sites to continue their jobs. Currently, about 61 employees work at the Harrison and La Junta sites.

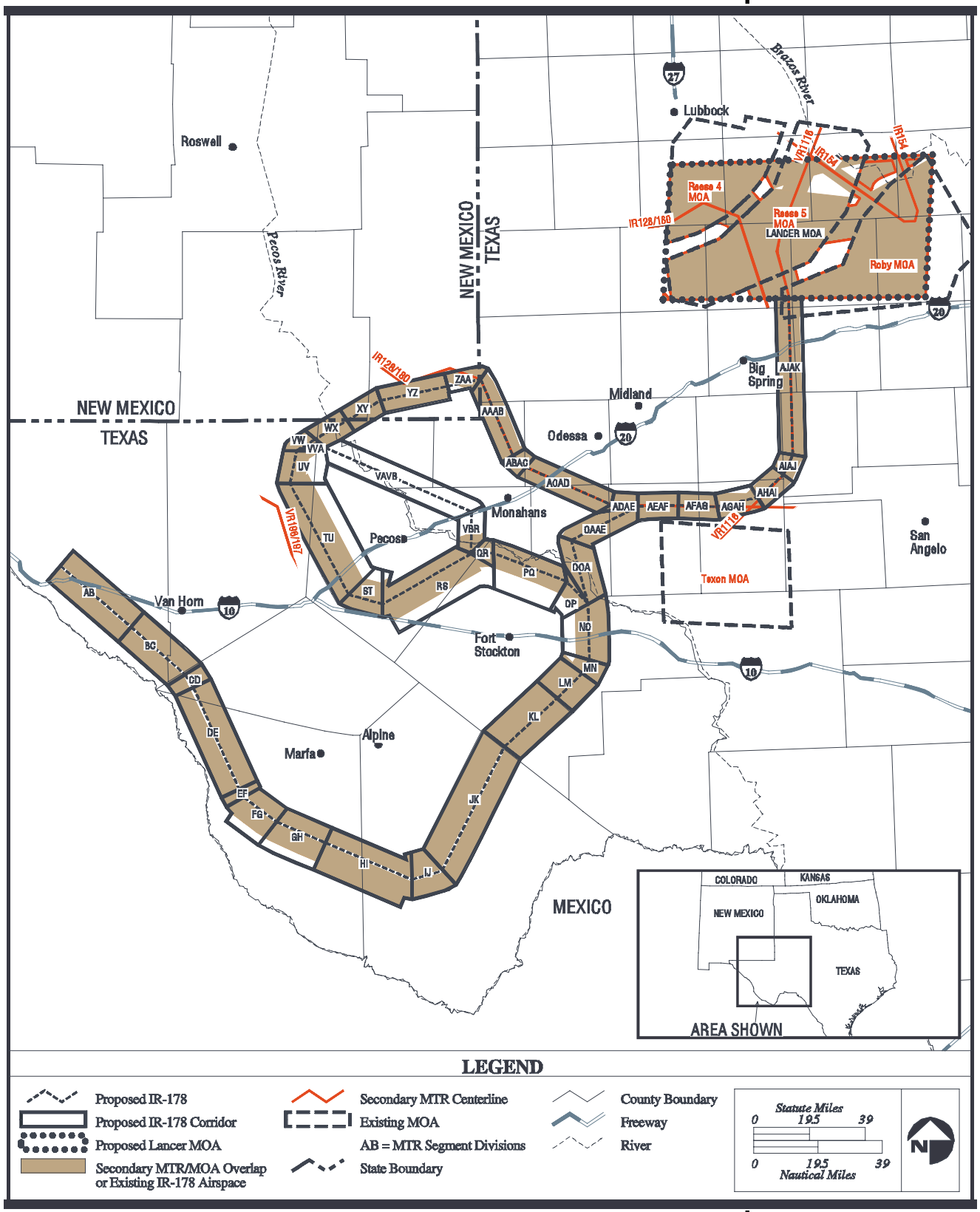
2.4.2 Alternative B: IR-178/Lancer MOA

The affected area for Alternative B occurs mostly in western Texas, with only a small portion of MTR airspace falling within southeastern New Mexico (Figure 2.4-3). It also includes the Mt. Dora MOA (refer to Figure 2.3-1) as well as the MTRs associated with Electronic Scoring Sites at Harrison and La Junta (refer to Figure 2.2-2). This affected area, which represents a subset of the overall study area, corresponds to the locations of primary airspace (MTRs and MOAs) that would undergo changes in structure or use as a result of implementing Alternative B. Secondary airspace forms part of the affected area only where secondary MTRs and MOAs overlap or intersect primary airspace.

AIRSPACE AND FLIGHT OPERATIONS

Airspace Modifications. Alternative B airspace centers on existing IR-178 and the proposed Lancer MOA/ATCAA, where the bombers would conduct about 96 percent of their sortie-operations within the affected area. In addition to changes in the amount of use, IR-178 would undergo some structural modifications (Figure 2.4-4). Most of IR-178 would remain intact, but changes would include the following:

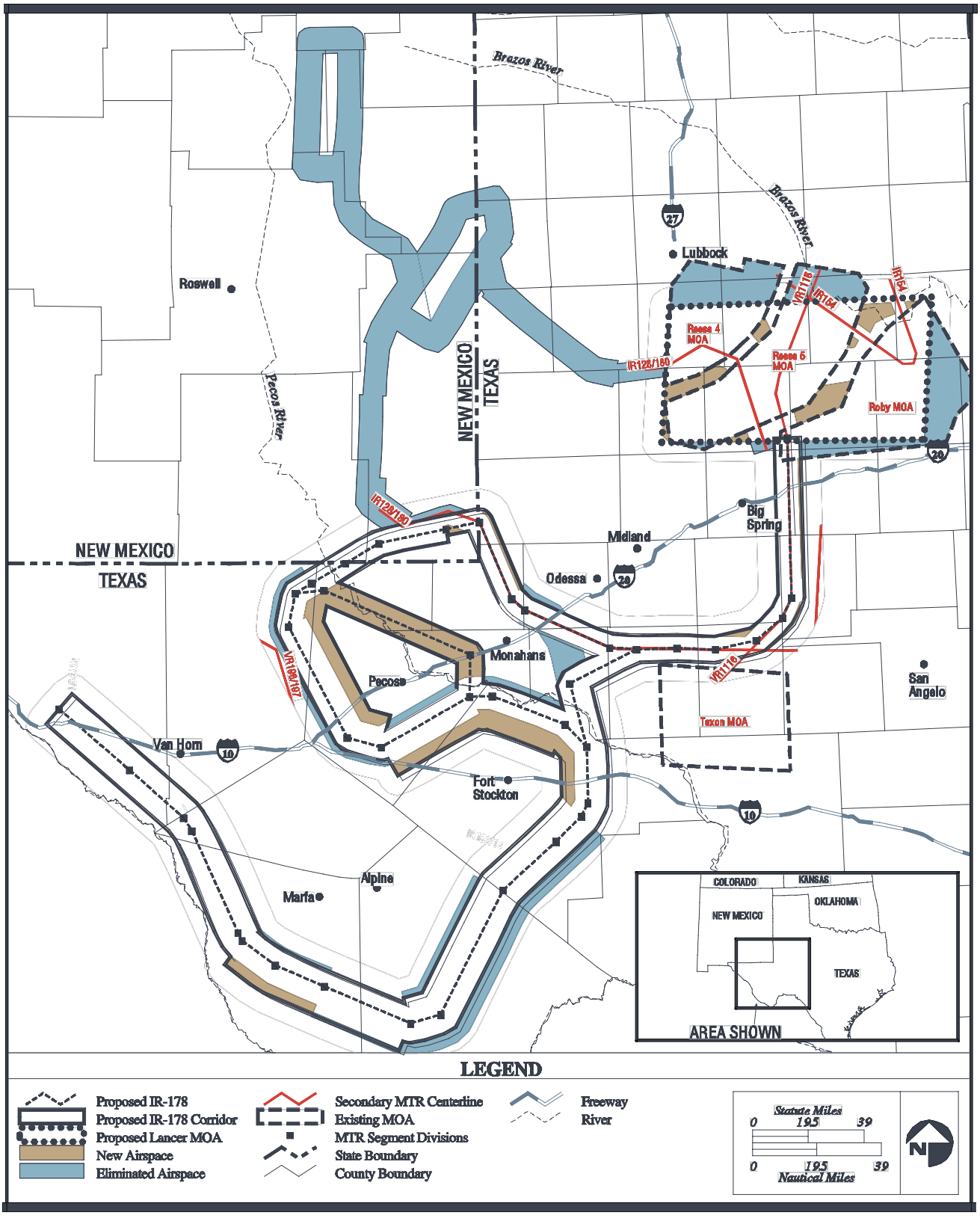
- Modification of the width and alignment of the MTR corridor to accommodate alternative exits to the proposed Lancer MOA/ATCAA (segment OOA), establishment of the re-entry route (segments VAVB to VBR), and elimination of the potential for overflights of Big Bend National Park (segment JK).



Affected Area for Alternative B: IR-178/Lancer MOA

Figure 2.4-3

2.0 Description of Proposed Action and Alternatives: Alternative B



Alternative B: IR-178/Lancer MOA Proposed Airspace Modifications **Figure 2.4-4**

- Establishment of new IR-178 segments VAVB to VBR, ADAE to AEAF, and AGAH. Of these segments, only a portion of segment VAVB-VBR represents new airspace not currently overlapped or intersected by existing primary or secondary MTRs (refer to Figure 2.4-3).
- Elimination of all IR-178 segments north of segment ZAA. However, existing IR-128/180 would continue to occupy this same corridor and flights would continue.
- Modification of the floor (lower limit) and ceiling (upper limit) altitudes for many segments of IR-178 to support its modified structure. Appendix C details the existing and proposed floor and ceiling altitudes for all alternatives.

Most of proposed IR-178 overlaps or intersects with existing primary or secondary airspace. Of the 41 proposed segments, two comprise completely new airspace and 10 include some new airspace. New airspace represents about 15 percent of the proposed route. Segments ZAA to AGAH overlap with IR-128/180 and AHAI to AJAK overlap with VR-1116. Other secondary MTRs (VR-196/197) intersect with partial segments of IR-178. The structure of the overlapping and intersecting MTRs would not change under Alternative B.

Proposed IR-178 would consist of about 85 percent existing airspace.

The proposed Lancer MOA/ATCAA would be created from existing Reese 4, Reese 5, and Roby MOAs. Most of these existing MOAs would be redesignated and incorporated into the proposed Lancer MOA/ATCAA. New airspace would be established to connect the MOAs, and portions of the existing MOAs that fall outside the proposed Lancer MOA/ATCAA would be eliminated. Roughly 10 percent of the area outlined by the proposed Lancer MOA/ATCAA would consist of new airspace not currently covered by a MOA or MTR. The altitude structure of the proposed Lancer MOA/ATCAA would differ from that of the existing Reese 4, Reese 5, and Roby MOAs. The floor of the proposed Lancer MOA/ATCAA would be 3,000 feet AGL, with a ceiling of 18,000 feet MSL. An overlying ATCAA would provide available airspace up to 40,000 feet MSL. Currently, the Reese 4 MOA extends from 10,000 feet MSL (about 6,000 to 7,000 feet AGL) to 18,000 feet MSL; both the Reese 5 and Roby MOAs have a floor altitude of 12,000 feet MSL (about 8,000 to 9,000 feet AGL) and extend to 18,000 feet MSL. The existing ATCAA overlying the three MOAs extends from 18,000 feet MSL to 23,000 feet MSL. So the proposed Lancer MOA/ATCAA would expand the upper and lower limits of the airspace in the area.

Proposed changes to IR-178 and Lancer MOA/ATCAA would reduce the total amount of land under the airspace in comparison to current conditions (Table 2.4-3).

Table 2.4-3
Comparison of Existing and Proposed Area Under Alternative B: IR-178/Lancer MOA

	Area Under Airspace (square nm)				
	Existing Airspace	*Eliminated Airspace*	*Existing Airspace As Part of Proposed Airspace*	*New Airspace*	*Total Proposed Airspace*
IR-178	9,717	3,292	6,425	1,124	7,549
Lancer MOA	3,854[1]	824	3,030	318	3,348

[1] Combination of existing Reese 4, Reese 5, and Roby MOAs and secondary MTRs.

A reduction of about 2,300 square nm would result from changes to IR-178, but most of this derives from eliminating the segments of IR-178 that coincide with IR-128/180 in New Mexico. Since IR-128/180 would remain intact, MTR airspace would continue to overlie the lands. Consolidation of the Reese 4, Reese 5, and Roby MOAs would expose about 300 square nm of land below new airspace to flight activities above 3,000 feet AGL. This change, however, would also eliminate such activities over more than 1,000 square nm.

. . . Alternative B: IR-178/Lancer MOA

Annual sortie-operations for primary airspace would change under Alternative B (Table 2.4-4). Annual sortie-operations along portions of proposed IR-178 and in the proposed Lancer MOA/ATCAA would increase predominantly due to bomber flight activities. All other primary MTRs and MOAs would receive decreased use; sortie-operations in secondary MTRs would not change.

Total sortie-operations analyzed for proposed IR-178 also include existing sortie-operations on overlapping and intersecting MTRs.

For the 41 individual segments of proposed IR-178, sortie-operations would increase in all but four segments (ZAA to ACAD). The increases in use of the other segments would vary, depending upon the amount of continuing sortie-operations in overlapping or intersecting MTRs (Figure 2.4-5 and Table 2.4-5). Increases in sortie-operations would range from 210 (segments OOA to OAAE) to 1,620 (segments ST-UV). B-1s and B-52s would form the dominant users of proposed IR-178, although B-2s and F-16s are projected to fly on portions of the route. Appendix B provides details on sortie-operations by different aircraft.

A total of 2,350 annual sortie-operations would occur in the proposed Lancer MOA/ATCAA. Current use of the Reese 4, Reese 5, and Roby MOAs totals 106 annual sortie-operations, and underlying secondary MTRs (VR-1116 and IR-154) account for another 100 sortie-operations.

CONSTRUCTION

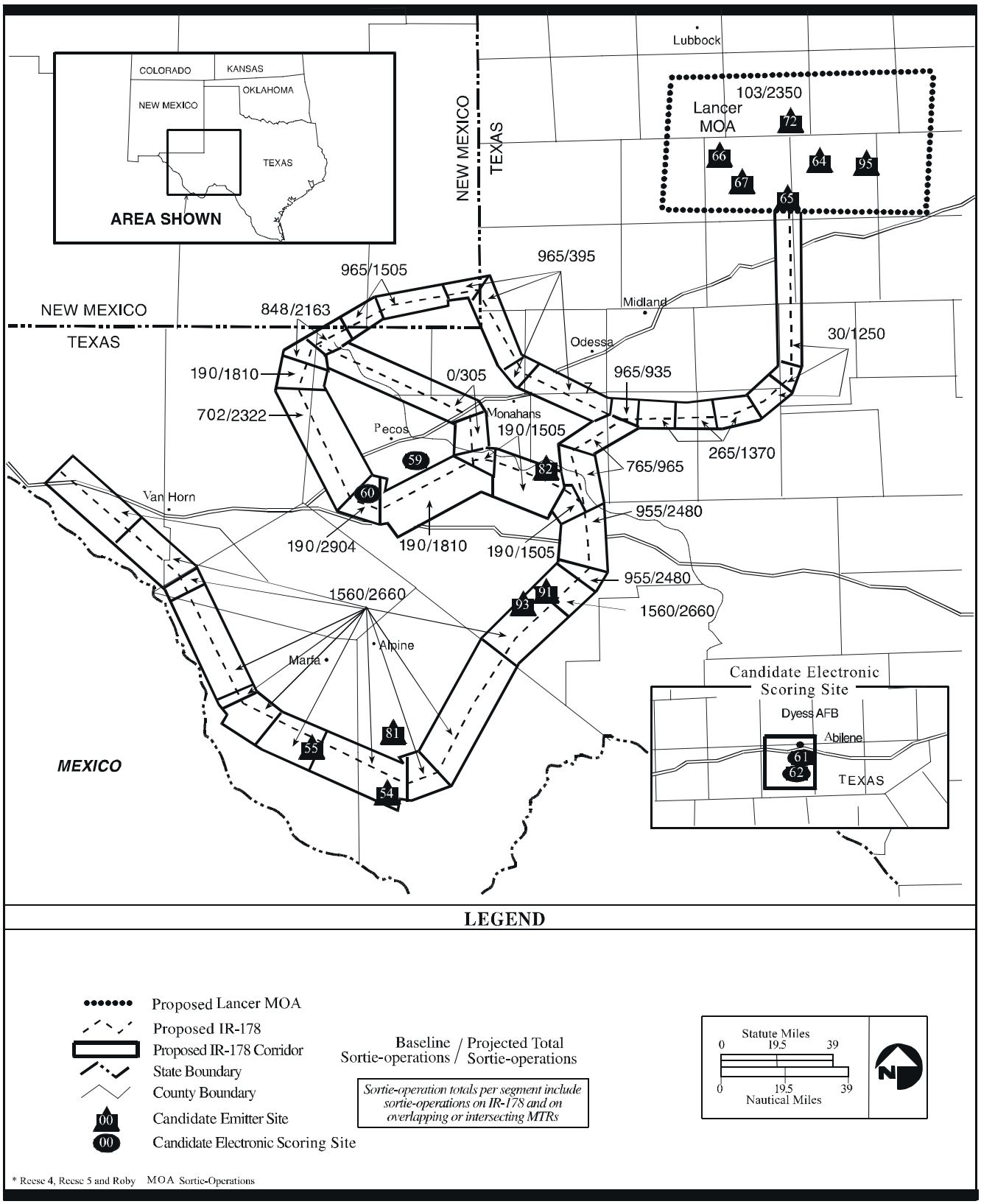
As described in Section 2.4.1, the Air Force identified more candidate sites for MTR emitters, MOA emitters, and Electronic Scoring Sites than would be selected and used under Alternative B (refer to Table 2.4-2). Table 2.4-6 lists the candidate sites for Alternative B along with their road, power, telephone, water, and wastewater requirements. The table provides distances from the juncture of the existing paved road, telephone line, and power line to the center of each site (approximately 400 feet from the edge). The affected area associated with driveway and power line construction would have a 40-foot-wide right-of-way, whereas telephone line construction would require a 25-foot-wide right-of-way.

Candidate site locations are dispersed in many counties in western Texas (refer to Figure 2.4-5). Appendix D provides maps of their locations within counties.

Table 2.4-4. Alternative B: IR-178/Lancer MOA Projected Airspace Use

Table 2.4-4. Alternative B: IR-178/Lancer MOA Projected Airspace Use																	
		Bomber Aircraft Annual Sortie-Operations						*Other Aircraft Annual Sortie-Operations*						*Totals*		
Airspace Units	*Class*	*B-1s: Dyess*	*Change from Baseline*	*B-52s: Barksdale*	*Change from Baseline*	*Bombers: Other Bases*	*Change from Baseline*	*Air Force Fighter Aircraft*[1]	*Navy Aircraft*[2]	*GAF Aircraft*[3]	*RSAF Aircraft*[4]	*Trainer Aircraft*[5]	*Other Aircraft*[6]	*Alternative B Total*	*Baseline/ No-Action Total*	*Change from Baseline*
MTRs																
VR-100/125	S							964	8	100	188	1	4	1,265	1,265	*0*
VR-108	S							97	25		18	3		143	143	*0*
VR-114	S							805			146	56	7	1,014	1,014	*0*
VR-143	S					100		50	400			70		620	620	*0*
VR-186	S					100		50	400			625		1,175	1,175	*0*
VR-196/197	S											512		512	512	*0*
VR-1107/1195	S							1,050						1,050	1,050	*0*
VR-1116	S					30								30	30	*0*
VR-1175/1176	S					50								50	50	*0*
IR-107	S					10		71			13	10		104	104	*0*
IR-109	S					50	*50*	188	28		33		11	310	310	*0*
IR-110	S													0	0	*0*
IR-111	S							80		9	14	18	9	130	130	*0*
IR-113	S							110	170		20			300	300	*0*
IR-123	S					1		1	35			13		50	50	*0*
IR-124	S					10		10	20			40	60	140	140	*0*
IR-128/180	**P**	**0**	*-25*	**0**	*-25*							**150**		**150**	**200**	*-50*
IR-150	**P**	**80**	*-120*	**20**	*-60*									**100**	**280**	*-180*
IR-154	S							10					60	70	70	*0*
IR-169	S											465		465	465	*0*
IR-174	**P**	**0**	*-40*	**0**	*-25*	**121**								**121**	**186**	*-65*
IR-177/501	**P**	**55**	*-220*	**20**	*-130*									**75**	**425**	*-350*
IR-178[7]	**P**	**1,330**	*525*	**905**	*350*	**375**	*225*	**50**						**2,660**	**1,560**	*1,100*
IR-192/194	S									637			21	658	658	*0*
IR-592	**P**			**20**	*-170*	**317**							**3**	**340**	**510**	*-170*
MOAs																
Reese 4	R	0	*-3*											0	3	*-3*
Reese 5	R	0	*-3*											0	3	*-3*
Roby	R	0	*-100*											0	100	*-100*
Proposed Lancer	**P**	**1,850**	*1,850*	**400**	*400*	**50**	*50*	**50**	**0**			**0**	**0**	**2,350**	**106**	*2,244*
Texon	S							15	30		0	40	15	100	100	*0*
Mt. Dora	S	0	*-6*	0	*-15*			321	4		33		10	368	379	*-11*

Class P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
Class S = Secondary airspace unit intersects with airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
Class R = Redesignated airspace to form the Proposed Lancer MOA.
[1] Consists predominantly of F-16s
[2] Consists of F-14s and F-18s
[3] German Air Force Tornados at Holloman AFB
[4] Republic of Singapore F-16s at Cannon AFB
[5] T-38 and T-1 trainers
[6] Includes primarily transport aircraft such as C-141s and C-17s
[7] Total sortie-operations represent maximum for segments of MTR; other segments used less.



Alternative B: IR-178/Lancer MOA Current and Proposed Sortie-Operations

Figure 2.4-5

Table 2.4-5
Alternative B: IR-178/Lancer MOA Projected Sortie-Operations

IR-178		*Secondary MTR*		*Total*[3]	*Baseline Total*[3]	*Change from Baseline*
Segments	*Projected Sortie-Operations*	*MTR*	*Sortie-Operations*			
AB	2,660	not applicable	not applicable	2,660	1,560	1,100
BC	2,660	not applicable	not applicable	2,660	1,560	1,100
CD	2,660	not applicable	not applicable	2,660	1,560	1,100
DE	2,660	not applicable	not applicable	2,660	1,560	1,100
EF	2,660	not applicable	not applicable	2,660	1,560	1,100
FG	2,660	not applicable	not applicable	2,660	1,560	1,100
GH	2,660	not applicable	not applicable	2,660	1,560	1,100
HI	2,660	not applicable	not applicable	2,660	1,560	1,100
IJ	2,660	not applicable	not applicable	2,660	1,560	1,100
JK	2,660	not applicable	not applicable	2,660	1,560	1,100
KL	2,660	not applicable	not applicable	2,660	1,560	1,100
LM	2,660	not applicable	not applicable	2,660	1,560	1,100
MN	2,480	not applicable	not applicable	2,480	955	1,525
NO	2,480	not applicable	not applicable	2,480	955	1,525
OP	1,505	not applicable	not applicable	1,505	190	1,315
PQ	1,505	not applicable	not applicable	1,505	190	1,315
QR	1,505	not applicable	not applicable	1,505	190	1,315
RS	1,810	not applicable	not applicable	1,810	190	1,620
ST	1,810	not applicable	not applicable	1,810	190	1,620
TU	1,810	VR-196/197	512	2,322	702	1,620
UV	1,810	not applicable	not applicable	1,810	190	1,620
VW	1,505	IR-192/194	658	2,163	848	1,315
WX	1,505	IR-192/194	658	2,163	848	1,315
XY	1,505	not applicable	not applicable	1,505	190	1,315
YZ	1,505	not applicable	not applicable	1,505	190	1,315
ZAA	245	IR-128/180	150	395	965	-570
AAAB	245	IR-128/180	150	395	965	-570
ABAC	245	IR-128/180	150	395	965	-570
ACAD	245	IR-128/180	150	395	965	-570
ADAE[1]	245	IR-128/180	150	395	965	395
AEAF[1]	1,220	IR-128/180	150	1,370	265	1,370
AFAG[1]	1,220	IR-128/180	150	1,370	265	1,370
AGAH[1]	1,220	IR-128/180	150	1,370	265	1,370
AHAI[2]	1,220	VR-1116	30	1,250	30	1,370
AIAJ[2]	1,220	VR-1116	30	1,250	30	1,250
AJAK[2]	1,220	VR-1116	30	1,250	30	1,250
VVA	305	not applicable	not applicable	305	not applicable	305
VAVB	305	not applicable	not applicable	305	not applicable	305
VBR	305	not applicable	not applicable	305	not applicable	305
OOA	975	not applicable	not applicable	975	765	210
OAAE	975	not applicable	not applicable	975	765	210

[1] Proposed IR-178 segments AD through AH overlap existing segments of IR-128/180.
[2] Proposed IR-178 segments AH through AK overlap existing segments of VR-1116.
[3] Totals represent sortie-operations flown on primary MTR (IR-178) plus those flown on overlapping or intersecting segments of other MTRs. See Figure 2.4-3 for segment locations.

Table 2.4-6
Candidate Emitter and Electronic Scoring Sites Analyzed for Alternative B: IR-178/Lancer MOA

Candidate Sites[1]	*Function*[2]	*Driveway Construction (feet)*	*Power Lines (feet)*	*Telephone Lines (feet)*	*Water*	*Wastewater Treatment*
54	MTR Emitter	300	700	700	NA	NA
55	MTR Emitter	400	1,600	1,600	NA	NA
81	MTR Emitter	600	10,600	10,600	NA	NA
82	MTR Emitter	400	1,600	700	NA	NA
91	MTR Emitter	9,500	2,000	3,200	NA	NA
93	MTR Emitter	600	Existing	1,000	NA	NA
59	MTR Electronic Scoring Site	400	500	400	Truck-in	Construct
60	MTR Electronic Scoring Site	400	500	4,200	Truck-in	Construct
64	MOA Emitter	400	400	800	NA	NA
65	MOA Emitter	400	500	400	NA	NA
66	MOA Emitter	400	500	700	NA	NA
67	MOA Emitter	400	600	400	NA	NA
72	MOA Emitter	400	500	4,200	NA	NA
95	MOA Emitter	600	500	2,100	NA	NA
61	En Route Electronic Scoring Site	400	Existing	Existing	Existing	Construct
62	En Route Electronic Scoring Site	400	Existing	Existing	Existing	Construct

[1] Each site was given a unique number to aid in analysis.
[2] Five MTR Emitter Sites, one MTR Electronic Scoring Site, five MOA Emitter Sites, and one En Route Electronic Scoring Site would be required and selected.

2.4.3 Alternative C: IR-178/Texon MOA

As a subset of the overall study area, the affected area for Alternative C (Figure 2.4-6) corresponds closely to that of Alternative B. The affected area is focused on western Texas with a small portion of MTR in southeastern New Mexico, as well as the portions of Arkansas and Colorado associated with the Harrison and La Junta Electronic Scoring sites (refer to Figure 2.2-2). The existing Mt. Dora MOA is also part of the affected area, although only because bombers would no longer fly there.

AIRSPACE AND FLIGHT OPERATIONS

Alternative C airspace centers on proposed IR-178 and the proposed Texon MOA/ATCAA, both of which comprise existing airspace that would undergo the following structural changes (Figure 2.4-7):

- Modification of the width and alignment of the MTR corridors to accommodate establishment of the re-entry route (segments VAVB to VBR) and to eliminate overflights of Big Bend National Park (segment JK).
- Establishment of new IR-178 segments NNA and VAVB to VBR consisting of new airspace not currently overlapped or intersected by existing primary or secondary MTRs.
- Elimination of all IR-178 segments north of segment ZAA. Existing IR-128/180 would continue to occupy this same corridor.
- Modification of floor and ceiling altitudes for many segments of IR-178 to support the modified structure (see Appendix C).

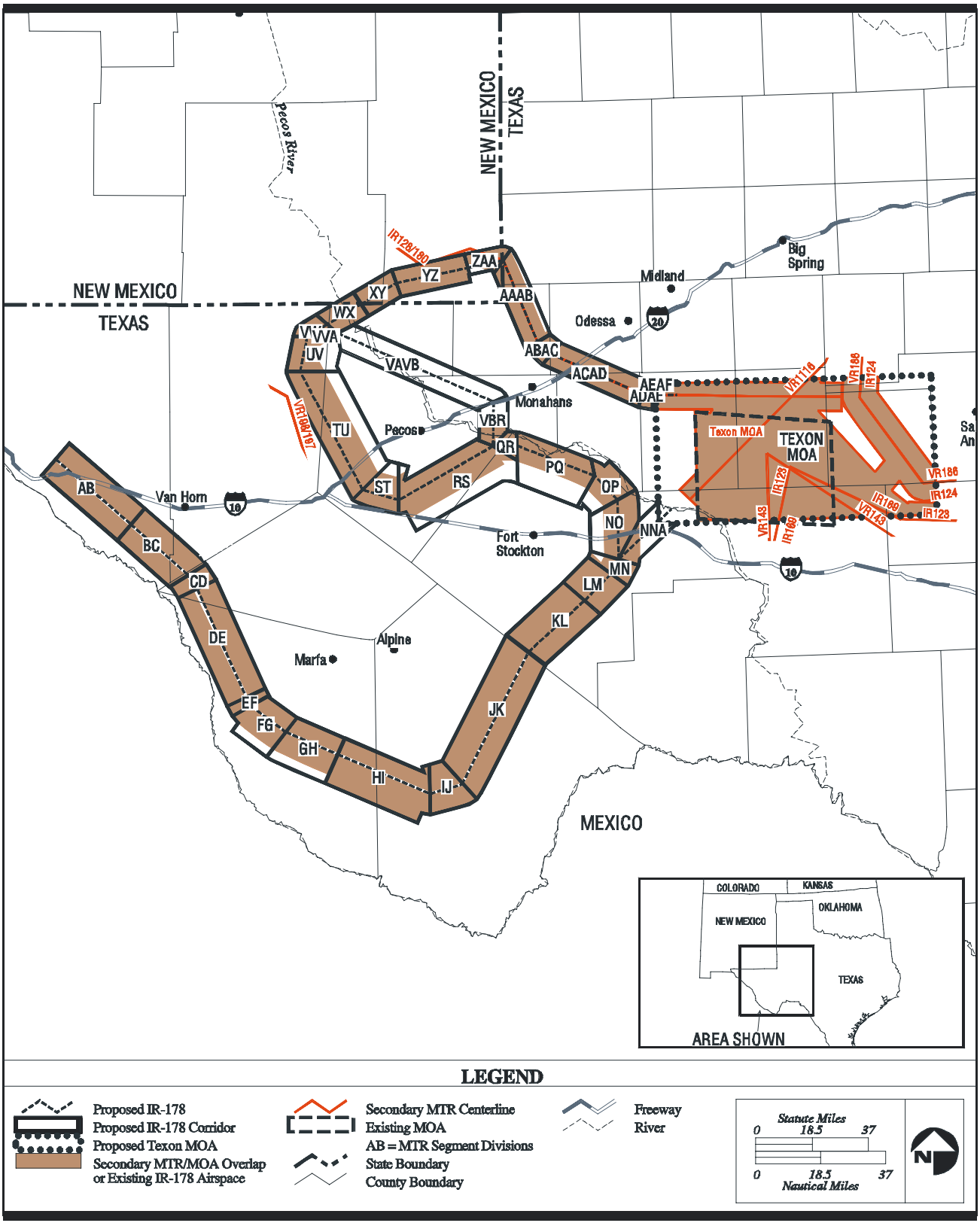
Almost all of proposed IR-178 under Alternative C would overlap or intersect with existing primary or secondary airspace. Proposed IR-178 contains 35 segments, three of which comprise completely new airspace and nine with some portions of new airspace. About 20 percent of proposed IR-178 represents new airspace. Segments ZAA to AEAF overlap with existing IR-128/180. Other secondary MTRs (VR-196/197) intersect with segments of IR-178. No structural changes to overlapping or intersecting primary and secondary MTRs would occur under Alternative C.

Of 35 total segments in proposed IR-178, 32 consist wholly or partially of existing airspace.

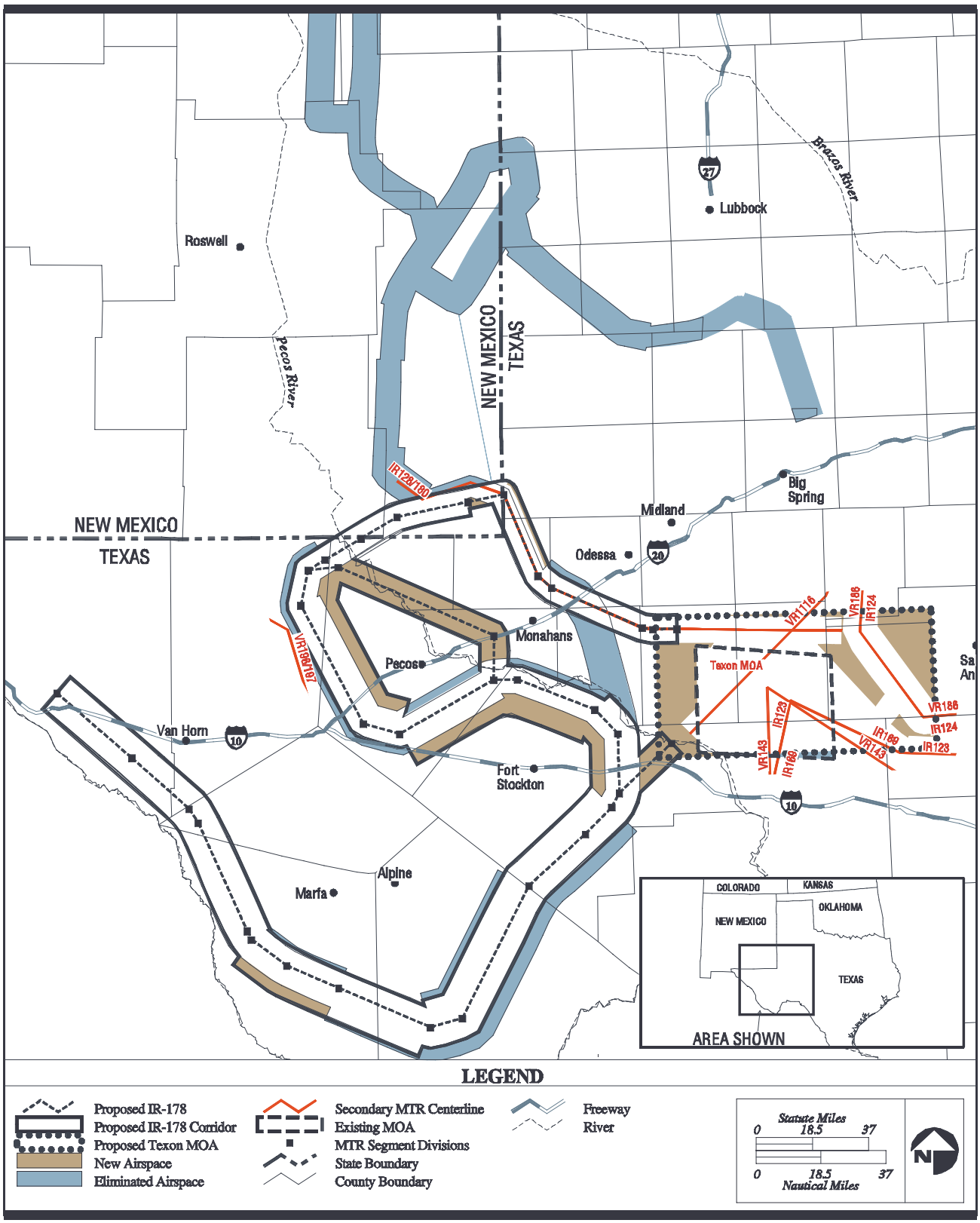
The proposed Texon MOA/ATCAA under Alternative C would be an expansion of the existing Texon MOA (refer to Figure 2.4-6). Expansion of the MOA with new airspace would occur primarily to the west, east, and north. Along the south, the proposed and existing boundaries would be similar, although a small sliver of the existing Texon MOA would be eliminated in this area. About 25 percent of the proposed Texon MOA/ATCAA would consist of new airspace. The floor altitude for the proposed Texon MOA/ATCAA would change from its current limits of 6,000 feet AGL to 3,000 feet AGL. Ceiling altitude for the MOA would remain 18,000 feet MSL, but an overlying ATCAA extending up to 40,000 feet MSL would be added.

Proposed changes to IR-178 would reduce the total amount of land underlying this MTR by about 3,000 square nm (Table 2.4-7). However, the corridor for IR-128/180 would remain intact and cover the same area as the eliminated IR-178 segments did. Expansion of the proposed Texon MOA/ATCAA would increase the affected area by more than 2,000 square nm, including about 800 square nm of new airspace.

Relative to baseline conditions, annual sortie-operations for primary airspace would change under Alternative C (Table 2.4-8). Increases would occur for portions of



Affected Area for Alternative C: IR-178/Texon MOA **Figure 2.4-6**



Alternative C: IR-178/Texon MOA Proposed Airspace Modifications **Figure 2.4-7**

Table 2.4-7
Comparison of Existing and Proposed Area
Under Alternative C: IR-178/Texon MOA

	Area Under Airspace (square nm)				
	Existing Airspace	*Eliminated Airspace*	*Existing Airspace As Part of Proposed Airspace*	*New Airspace*	*Total Proposed Airspace*
IR-178	9,717	3,292	5,417	1,139	6,556
Texon MOA	1,157	40	2,348[1]	800	3,148

[1] Includes both existing Texon MOA airspace and multiple secondary MTRs that also cross over the lands under the MOA.

proposed IR-178 and the proposed Texon MOA/ATCAA.[1] Bombers from Barksdale and Dyess AFBs would conduct about 96 percent of their total sortie-operations in the study area in IR-178 and the proposed Texon MOA/ATCAA. Fewer sortie-operations than under baseline conditions would occur on all other primary MTRs and MOAs. Use of secondary MTRs would not change under Alternative C.

Total sortie-operations for proposed IR-178 also include existing sortie-operations on overlapping and intersecting MTRs.

Sortie-operations would increase in all but five of 35 segments of proposed IR-178 (Figure 2.4-8 and Table 2.4-9). In five segments (ZAA to ADAE), sortie-operations would decrease. For the other 30 segments, increases in use would range from 130 (segment AEAF) to 1,605 (segment RS to TU) annual sortie-operations. Overlapping and intersecting MTRs would contribute to the segment-by-segment totals, although their use would not increase above baseline. B-1s and B-52s would be the major users of IR-178 (see Appendix B).

A total of 2,300 annual sortie-operations would be conducted in the proposed Texon MOA/ATCAA. Current use of the existing Texon MOA totals 100 annual sortie-operations, with five underlying MTRs accounting for 1,305 more annual sortie-operations.

CONSTRUCTION

The Air Force identified more candidate emitters and Electronic Scoring Sites than would be required for Alternative C (refer to Table 2.4-2). Table 2.4-10 lists the candidate emitter and Electronic Scoring Sites for Alternative C along with their road, power, telephone, water, and wastewater requirements. The table also provides distances from the juncture of the existing paved road, telephone line, and power line to the center of each site. Candidate sites occur in several counties in western Texas (refer to Figure 2.4-8 and Appendix D).

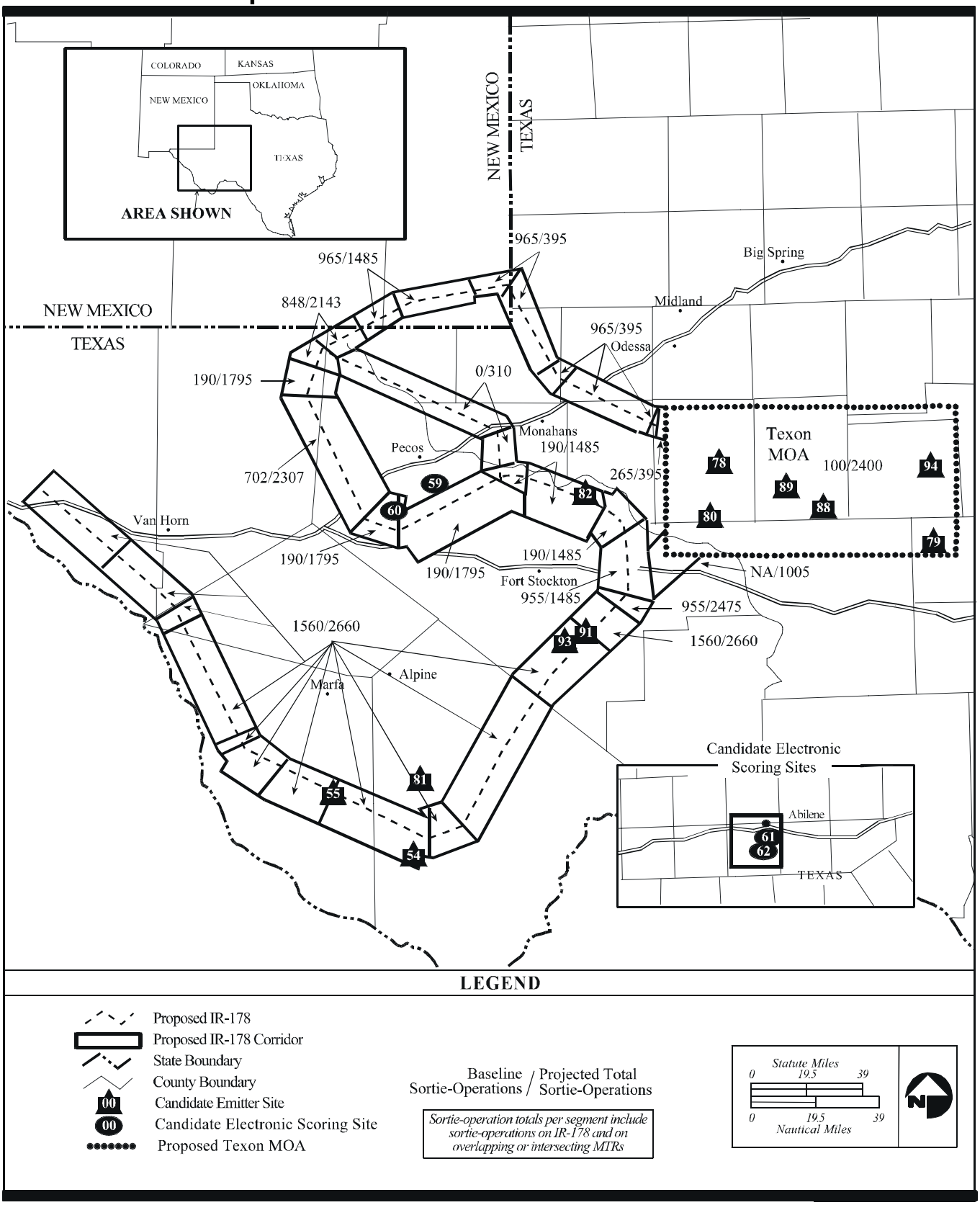
[1]Texon MOA shifts from secondary airspace under baseline to primary in Alternative C because Barksdale and Dyess AFBs would begin to use it.

Table 2.4-8. Alternative C: IR/178/Texon MOA Projected Airspace Use

		Bomber Aircraft Annual Sortie-Operations						Other Aircraft Annual Sortie-Operations						Totals		
Airspace Units	*Class*	*B-1s: Dyess*	*Change from Baseline*	*B-52s: Barksdale*	*Change from Baseline*	*Bombers: Other Bases*	*Change from Baseline*	*Air Force Fighter Aircraft*[1]	*Navy Aircraft*[2]	*GAF Aircraft*[3]	*RSAF Aircraft*[4]	*Trainer Aircraft*[5]	*Other Aircraft*[6]	*Alternative C Total*	*Baseline/ No-Action Total*	*Change from Baseline*
MTRs																
VR-100/125	S							964	8	100	188	1	4	1,265	1,265	*0*
VR-108	S							97	25		18	3		143	143	*0*
VR-114	S							805			146	56	7	1,014	1,014	*0*
VR-143	S					100		50	400			70		620	620	*0*
VR-186	S					100		50	400			625		1,175	1,175	*0*
VR-196/197	S											512		512	512	*0*
VR-1107/1195	S							1,050						1,050	1,050	*0*
VR-1116	S					30								30	30	*0*
VR-1175/1176	S					50								50	50	*0*
IR-102/141[7]	S					49		40		900			105	1,094	1,094	*0*
IR-107	S					10		71			13	10		104	104	*0*
IR-109	S					50		188	28		33		11	310	310	*0*
IR-110	S													0	0	*0*
IR-111	S							80		9	14	18	9	130	130	*0*
IR-113	S							110	170		20			300	300	*0*
IR-123	S					1		1	35			13		50	50	*0*
IR-124	S					10		10	20			40	60	140	140	*0*
IR-128/180	**P**	**0**	***-25***	**0**	***-25***							**150**		150	**200**	***-50***
IR-150	**P**	**80**	***-120***	**25**	***-55***									105	**280**	***-175***
IR-154	S							10					60	70	70	*0*
IR-169	S											465		465	465	*0*
IR-174	**P**	**0**	***-40***	**0**	***-25***	**121**								121	**186**	***-65***
IR-177/501	**P**	**55**	***-220***	**20**	***-130***									75	**425**	***-350***
IR-178[7]	**P**	**1,330**	***525***	**905**	***350***	**375**	***225***						**50**	2,660	**1,560**	***1,100***
IR-192/194	S									637			21	658	658	*0*
IR-592	**P**			**20**	***-170***	**317**							**3**	340	**510**	***-170***
MOAs																
Reese 4	S	0	*-3*											0	3	*-3*
Reese 5	S	0	*-3*											0	3	*-3*
Roby	S	0	*-100*											0	100	*-100*
Proposed Texon	**P**	**1,850**	***1,850***	**400**	***400***	**50**		**15**	**30**			**40**	**15**	2,400	**100**	***2,300***
Mt. Dora	S	0	*-6*	0	*-5*			321	**4**		33		10	368	379	*-11*

Class P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
Class S = Secondary airspace unit intersects with airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale.
VR = Visual route
IR - Instrument route

[1] Consists predominantly of F-16s
[2] Consists of F-14s and F-18s
[3] German Air Force Tornados at Holloman AFB
[4] Republic of Singapore F-16s at Cannon AFB
[5] T-38 and T-1 trainers
[6] Includes primarily transport aircraft such as C-141s and C-17s
[7] Total sortie-operations represent maximum for segments of MTR; other segments used less.



Alternative C: IR-178/Texon MOA Current and Proposed Sortie-Operations **Figure 2.4-8**

Table 2.4-9
Alternative C: IR-178/Texon MOA Projected Sortie-Operations

IR-178		*Secondary MTR*		*Total* [1]	*Baseline Total* [1]	*Change from Baseline*
Segments	*Projected Sortie-Operations*	*MTR*	*Sortie-Operations*			
AB	2,660	not applicable	not applicable	2,660	1,560	1,100
BC	2,660	not applicable	not applicable	2,660	1,560	1,100
CD	2,660	not applicable	not applicable	2,660	1,560	1,100
DE	2,660	not applicable	not applicable	2,660	1,560	1,100
EF	2,660	not applicable	not applicable	2,660	1,560	1,100
FG	2,660	not applicable	not applicable	2,660	1,560	1,100
GH	2,660	not applicable	not applicable	2,660	1,560	1,100
HI	2,660	not applicable	not applicable	2,660	1,560	1,100
IJ	2,660	not applicable	not applicable	2,660	1,560	1,100
JK	2,660	not applicable	not applicable	2,660	1,560	1,100
KL	2,660	not applicable	not applicable	2,660	1,560	1,100
LM	2,660	not applicable	not applicable	2,660	1,560	1,100
MN	2,475	not applicable	not applicable	2,475	955	1,520
NO	1,485	not applicable	not applicable	1,485	955	530
OP	1,485	not applicable	not applicable	1,485	190	1,295
PQ	1,485	not applicable	not applicable	1,485	190	1,295
QR	1,485	not applicable	not applicable	1,485	190	1,295
RS	1,795	not applicable	not applicable	1,795	190	1,605
ST	1,795	not applicable	not applicable	1,795	190	1,605
TU	1,795	VR-196/197	512	2,307	702	1,605
UV	1,795	not applicable	not applicable	1,795	190	1,605
VW	1,485	IR-192/194	658	2,143	848	1,295
WX	1,485	IR-192/194	658	2,143	848	1,295
XY	1,485	not applicable	not applicable	1,485	965	520
YZ	1,485	not applicable	not applicable	1,485	965	520
ZAA	245	IR-128/180	150	395	965	-570
AAAB	245	IR-128/180	150	395	965	-570
ABAC	245	IR-128/180	150	395	965	-570
ACAD	245	IR-128/180	150	395	965	-570
ADAE[2]	245	IR-128/180	150	395	965	-570
AEAF[2]	245	IR-128/180	150	395	265	130
VVA	310	not applicable	not applicable	310	not applicable	310
VAVB	310	not applicable	not applicable	310	not applicable	310
VBR	310	not applicable	not applicable	310	not applicable	310
NNA	1,005	not applicable	not applicable	1,005	not applicable	1,005

[1] Totals represent sortie-operations flown on primary MTR (IR-178) plus those flown on overlapping or intersecting segments of other MTRs.
[2] Proposed IR-178 segments AD through AF overlap existing IR-128-180 segments AB through AD.
See Figure 2.4-6 for segment locations.

Table 2.4-10
Candidate Emitter and Electronic Scoring Sites Analyzed for Alternative C: IR-178/Texon MOA

Candidate Sites[1]	*Function*[2]	*Driveway Construction (feet)*	*Power Lines (feet)*	*Telephone Lines (feet)*	*Water*	*Wastewater Treatment*
54	MTR Emitter	300	700	700	NA	NA
55	MTR Emitter	400	1,600	1,600	NA	NA
81	MTR Emitter	600	10,600	10,600	NA	NA
82	MTR Emitter	400	1,600	700	NA	NA
91	MTR Emitter	9,500	2,000	3,200	NA	NA
93	MTR Emitter	600	Existing	1,000	NA	NA
59	MTR Electronic Scoring Site	400	525	400	Truck-in	Construct
60	MTR Electronic Scoring Site	400	470	4,200	Truck-in	Construct
78	MOA Emitter	400	900	900	NA	NA
79	MOA Emitter	400	2,600	400	NA	NA
80	MOA Emitter	2,600	1,100	8,400	NA	NA
88	MOA Emitter	400	400	500	NA	NA
89	MOA Emitter	400	600	400	NA	NA
94	MOA Emitter	1,100	Existing	1,000	NA	NA
61	En Route Electronic Scoring Site	400	Existing	Existing	Existing	Construct
62	En Route Electronic Scoring Site	400	Existing	Existing	Existing	Construct

[1] Each site was given a unique number to aid in analysis.

[2] Five MTR Emitter Sites, one MTR Electronic Scoring Site, five MOA Emitter Sites, and one En Route Electronic Scoring Site would be required and selected.

2.4.4 Alternative D: IR-153/Mt. Dora MOA

Although also a subset of the larger RBTI study area, the affected area for Alternative D differs from those associated with Alternatives B and C. Alternative D would be centered around proposed IR-153 and the proposed Mt. Dora MOA/ATCAA in northeastern New Mexico (Figure 2.4-9), but would also include the MTRs and Electronic Scoring Sites at Harrison and La Junta (refer to Figure 2.2-2). Other primary airspace, including existing IR-178 and IR-128/180 in western Texas, would continue to form part of the affected area, but its use would be minimized. The affected area also contains secondary airspace, with numerous secondary MTRs overlapping or intersecting the proposed IR-153 and Mt. Dora MOA/ATCAA.

AIRSPACE AND FLIGHT OPERATIONS

Changes to airspace would consist of establishing proposed IR-153 and reconfiguring the Mt. Dora MOA (Figure 2.4-10). No other primary or secondary airspace would be subject to structural changes. Proposed IR-153 would be a newly designated MTR within its own corridor and altitude structure. While no IR-153 exists today, the proposed MTR corridor would overlap or intersect with multiple existing MTRs used currently by fighter and bomber aircraft. Of the 38 total segments for proposed IR-153, only one complete segment (WAWB) and parts of 13 other segments would represent new airspace. This new airspace accounts for about 11 percent of the total MTR. Since IR-153 would represent a newly designated MTR, no airspace would be eliminated.

Numerous existing MTRs already cover about 89 percent of the area associated with proposed IR-153. Only 11 percent of proposed IR-153 would include new airspace.

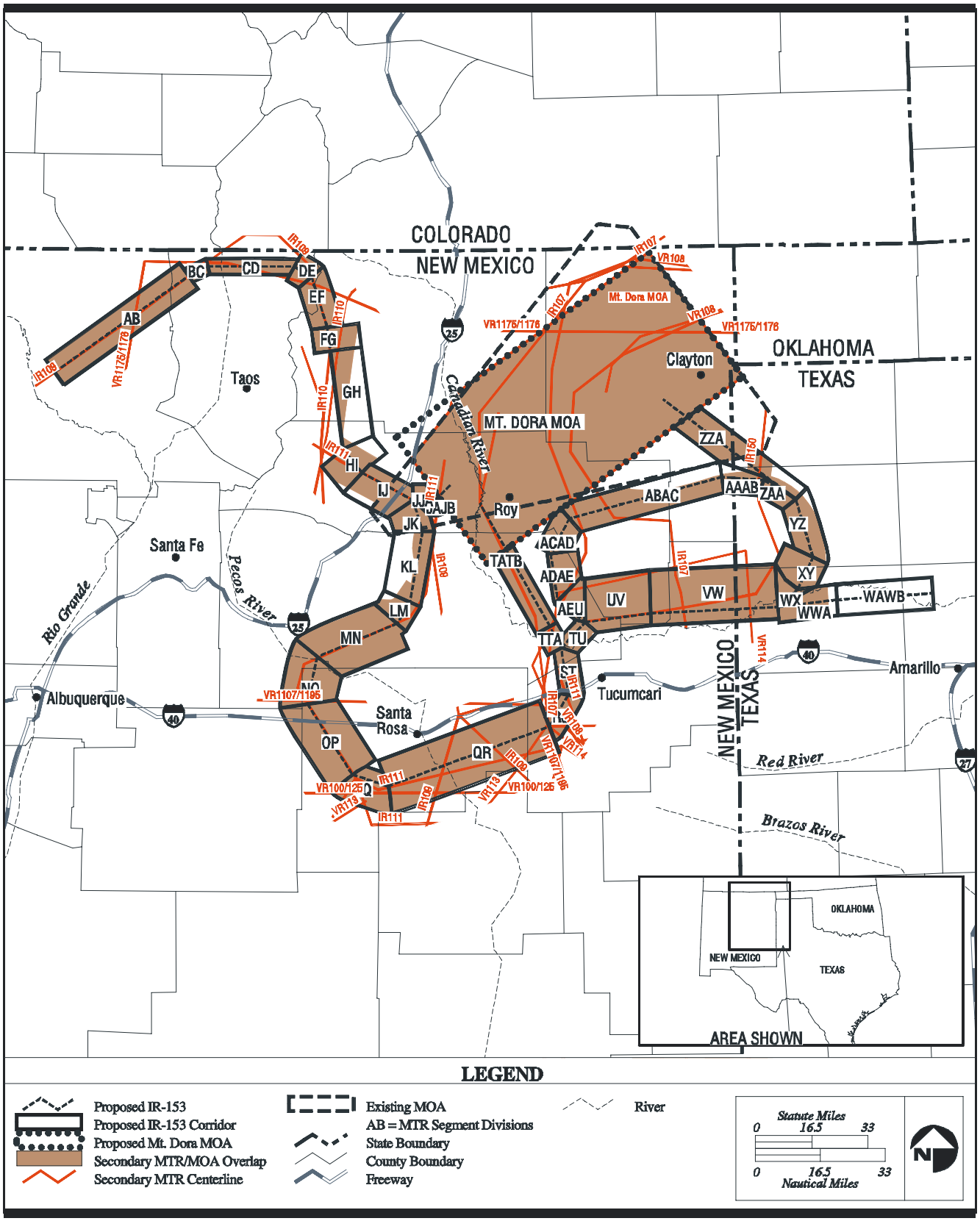
Changes to the Mt. Dora MOA would include modification to its shape, addition of a small amount of new airspace, elimination of a larger amount of existing airspace, and addition of an ATCAA atop the MOA. The current triangular shape of the Mt. Dora MOA would be modified to form a 40- by 80-nm rectangle (refer to Figure 2.4-10). This would result in addition of about 75 square nm of new airspace beyond the northwest edge of the existing MOA; a similar expansion would occur on the south side of the existing MOA, but would coincide with existing secondary MTR airspace. With existing reconfiguration, existing Mt. Dora MOA airspace on the northern and southern edges would be eliminated.

Modification to the altitude structure of the Mt. Dora MOA would consist solely of extending the ATCAA from the ceiling (18,000 feet MSL) of the reconfigured MOA up to 40,000 feet MSL. The existing floor (1,500 feet AGL) would not be changed, although the bombers would conduct flights no lower than 3,000 feet AGL. Use of the airspace between 1,500 and 3,000 feet AGL would be confined to fighter aircraft (mostly F-16s; see Appendix B) currently using this airspace in the same way.

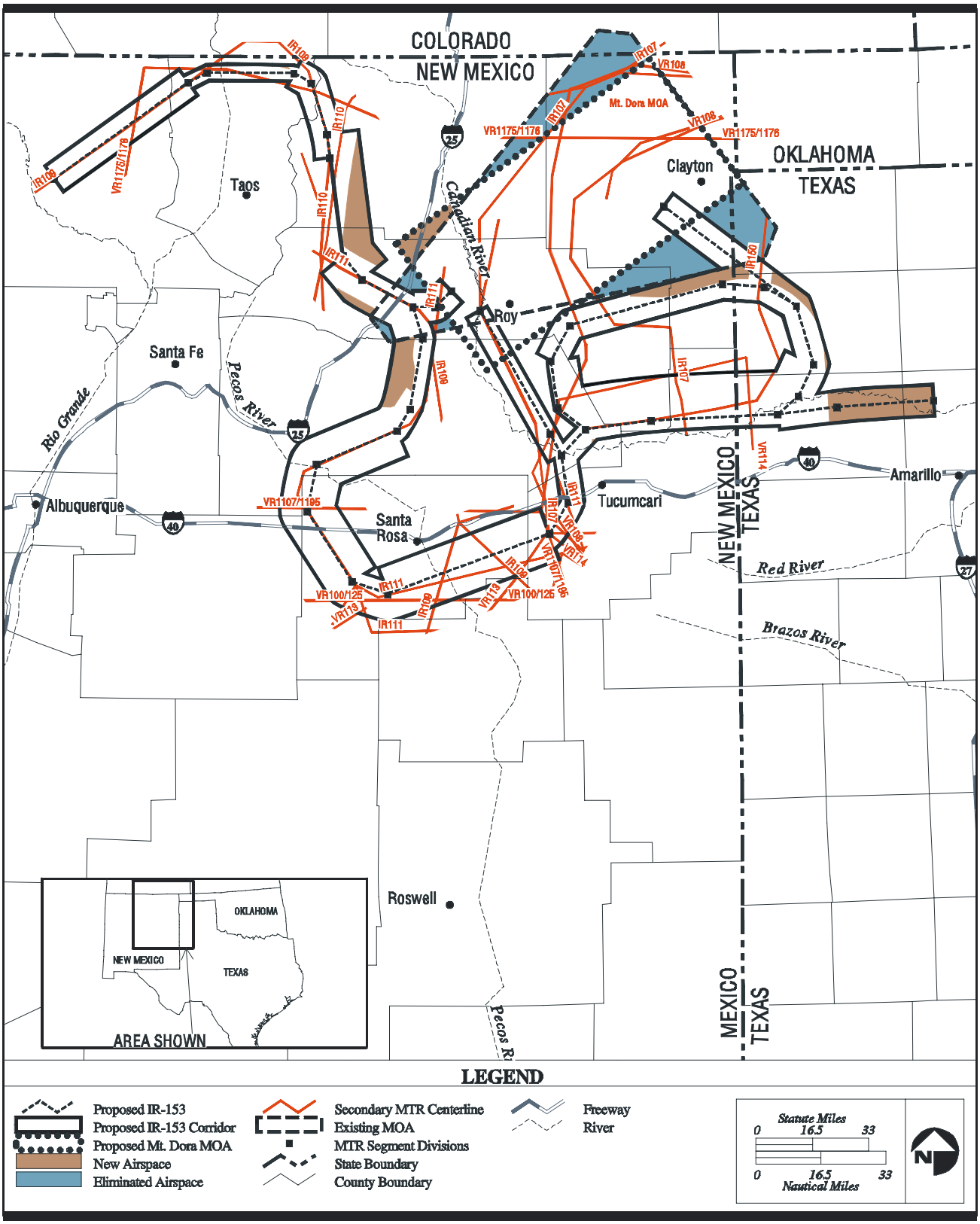
Alternative D would result in a decrease in the total amount of land under the airspace (Table 2.4-11). Proposed IR-153 would, as noted previously, predominantly coincide with existing secondary MTR airspace; little new airspace would be added. The proposed Mt. Dora MOA/ATCAA would shrink in overall size, with almost all of the reconfigured MOA consisting of existing airspace.

Total sortie-operations for proposed IR-153 combine those projected for IR-153 and existing sortie-operations on overlapping and intersecting MTRs.

Annual sortie-operations under Alternative D would be concentrated along proposed IR-153 and in the Mt. Dora MOA (Table 2.4-12). Use of all other primary airspace, including IR-178, would decrease; no changes to use of secondary airspace would occur. For proposed IR-153, segments AB to KJ would be used the most (2,660 annual sortie-operations). Sortie-operations along the remainder of the segments would be less (Figure 2.4-11). As shown in Table 2.4-13, the numerous secondary MTRs overlapping or intersecting with proposed IR-153 would continue to receive use for sortie-operations at baseline levels. When added to the projected use of



Affected Area for Alternative D: IR-153/Mt. Dora MOA **Figure 2.4-9**



Alternative D: IR-153/Mt. Dora MOA Proposed Airspace Modifications

Figure 2.4-10

Table 2.4-11
Comparison of Existing and Proposed Area
Under Alternative D: IR-153/Mt. Dora MOA

	Area Under Airspace (square nm)				
	Existing Airspace	*Eliminated Airspace*	*Existing Airspace As Part of Proposed Airspace*	*New Airspace*	*Total Proposed Airspace*
IR-153	4,757[1]	0	4,757	612	5,369
Mt. Dora MOA	4,034	933	3,101[1]	75	3,176

[1] Includes other primary and secondary MTRs covering portions of same area.

IR-153, the combined annual maximum sortie-operations would be 6,336 for segment RS. Baseline sortie-operations for this segment total 3,876.

Baseline use of the secondary airspace that would become IR-153 ranges from zero annual sortie-operations in the single segment (WAWB) not overlapping or intersecting with existing secondary MTRs to 3,876 (combined sortie-operations for IR-107, IR-113, VR-100/125, VR-108, VR-1107/1195 and VR-114) in segment RS of proposed IR-153. Fighter aircraft such as F-16s represent the predominant users of these secondary MTRs (see Appendix B).

Use of the reconfigured Mt. Dora MOA would increase from 379 to 2,668 annual sortie-operations. B-1 and B-52 bombers would conduct 2,250 of these sortie-operations. Baseline activity in the area of the proposed Mt. Dora MOA/ATCAA includes sortie-operations along MTRs that cross over much of the same area. These four secondary MTRs (refer to Figure 2.4-9) add more than 400 low-altitude sortie-operations to the 379 currently being conducted in the area.

CONSTRUCTION

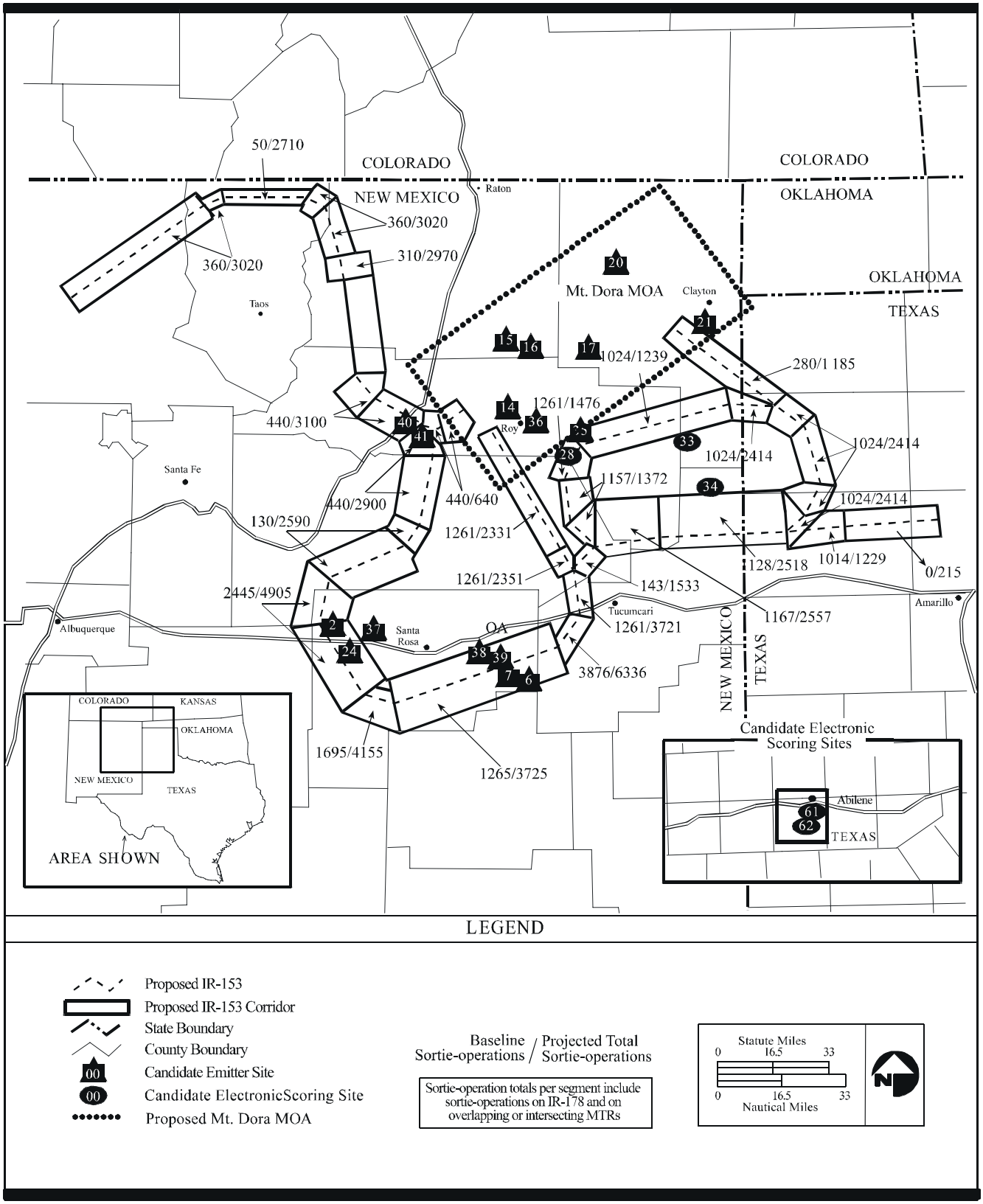
Table 2.4-14 lists candidate emitters and Electronic Scoring Sites for Alternative D along with their road, power, telephone, water, and wastewater requirements. The table also provides distances from the juncture of the existing paved road, telephone line, and power line to the center of each candidate sites. As with Alternatives B and C, the Air Force identified more candidate sites than would be required.

Table 2.4-12. Alternative D: IR-153/Mt. Dora MOA Projected Airspace Use

Table 2.4-12
Alternative D: IR-153/Mt Dora MOA Projected Airspace Use

		Bomber Aircraft Annual Sortie-Operations						*Other Aircraft Annual Sortie-Operations*						*Total*		
Airspace Units	*Class*	*B-1s: Dyess*	*Change from Baseline*	*B-52s: Barksdale*	*Change from Baseline*	*Bombers: Other Bases*	*Change from Baseline*	*Air Force Fighter Aircraft*[1]	*Navy Aircraft*[2]	*GAF Aircraft*[3]	*RSAF Aircraft*[4]	*Trainer Aircraft*[5]	*Other Aircraft*[6]	*Alternative D Total*	*Baseline/ No-Action Total*	*Change from Baseline*
MTRs																
VR-100/125	S							964	8	100	188	1	4	1,265	1,265	*0*
VR-108	S							97	25		18	3		143	143	*0*
VR-114	S							805			146	56	7	1,014	1,014	*0*
VR-143	S					100		50	400			70		620	620	*0*
VR-186	S					100		50	400			625		1,175	1,175	*0*
VR-196/197	S											512		512	512	*0*
VR-1107/1195	S							1,050						1,050	1,050	*0*
VR-1116	S					30								30	30	*0*
VR-1175/1176	S					50								50	50	*0*
IR-107	S					10		71			13	10		104	104	*0*
IR-109	S					50		188	28		33		11	310	310	*0*
IR-110	S	0												0	0	*0*
IR-111	S							80		9	14	18	9	130	130	*0*
IR-113	S							110	170		20			300	300	*0*
IR-123	S					1		1	35			13		50	50	*0*
IR-124	S					10		10	20			40	60	140	140	*0*
IR-128/180	**P**	**0**	***-25***	**0**	***-25***							**150**		150	**200**	***-50***
IR-150	**P**	**5**	***-195***	**5**	***-75***									10	**280**	***-270***
Proposed IR-153	**P**	**1,330**	***1,330***	**905**	***905***	**375**	***375***	**50**						2,660	**0**	***2,660***
IR-154	S	0						10					60	70	70	*0*
IR-169	S											465		465	465	*0*
IR-174	**P**	**0**	***-40***	**0**	***-25***	**121**								121	**186**	***-65***
IR-177/501	**P**	**5**	***-270***	**5**	***-145***									10	**425**	***-415***
IR-178[7]	**P**	**220**	***-585***	**70**	***-485***		***-150***	**50**						340	**1,560**	***-1,220***
IR-192/194	S									637			21	658	658	*0*
IR-592	**P**			**20**	***-170***	**317**							**3**	340	**510**	***-170***
MOAs																
Reese 4	S	0	*-3*											0	3	*-3*
Reese 5	S	0	*-3*											0	3	*-3*
Roby	S	0	*-100*											0	100	*-100*
Texon	S	0	*0*	0	*0*			15	30	0		40	15	100	100	*0*
Proposed Mt. Dora	**P**	**1,850**	***1,844***	**400**	***394***	**50**		**321**	**4**		**33**		**10**	2,668	**379**	***2,289***

Class P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
Class S = Secondary airspace unit intersects with airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
[1] Consists predominantly of F-16s
[2] Consists of F-14s and F-18s
[3] German Air Force Tornados at Holloman AFB
[4] Republic of Singapore F-16s at Cannon AFB
[5] T-38 and T-1 trainers
[6] Includes primarily transport aircraft such as C-141s and C-17s
[7] Total sortie-operations represent maximum for segments of MTR; other segments used less.



Alternative D: IR-153/Mt. Dora MOA
Current and Proposed Sortie-Operations

Figure 2.4-11

Table 2.4-13
Alternative D: IR-153 Projected Sortie-Operations

IR-153		*Secondary MTR*		*Total* [1]	*Baseline Total*	*Change from Baseline*
Segments	*Projected Sortie-Operations*	*MTR*	*Sortie-Operations*			
AB	2,660	IR-109, VR-1175/1176	360	3,020	360	2,660
BC	2,660	IR-109, VR-1175/1176	360	3,020	360	2,660
CD	2,660	VR-1175/1176	50	2,710	50	2,660
DE	2,660	IR-109, VR-1175/1176	360	3,020	360	2,660
EF	2,660	IR-109, VR-1175/1176	360	3,020	360	2,660
FG	2,660	IR-109, IR-110	310	2,970	310	2,660
GH	2,660	IR-109, IR-110	310	2,970	310	2,660
HI	2,660	IR-109, IR-110, IR-111	440	3,100	440	2,660
IJ	2,660	IR-109, IR-111	440	3,100	440	2,660
JK	2,660	IR-109, IR-111	440	3,100	440	2,660
KL	2,460	IR-109, IR-111	440	2,900	440	2,460
LM	2,460	IR-111	130	2,590	130	2,460
MN	2,460	IR-111	130	2,590	130	2,460
NO	2,460	IR-111, VR-100/125, VR-1107/1195	2,445	4,905	2,445	2,460
OP	2,460	IR-111, VR-100/125, VR-1107/1195	2,445	4,905	2,445	2,460
PQ	2,460	IR-111, IR-113, VR-100/125	1,695	4,155	1,695	2,460
QR[a]	2,460	VR-100/125	1,265	3,725	1,265	2,460
QR[b]	2,460	IR-107, IR-113, VR-108, VR-114, VR-100/125, VR-1107/1195	1,265	3,725	1,265	2,460
RS	2,460	IR-107, IR-113, VR-108, VR-114, VR-100/125, VR-1107/1197	3,876	6,336	3,876	2,460
ST	2,460	IR-107, VR-108, VR-114	1,261	3,721	1,261	2,460
TU	2,460	VR-108	143	2,603	143	2,460
UV	1,390	IR-150, VR-108, VR-114	1,167	2,557	1,167	1,390
VW	1,390	IR-107, IR-150, VR-114	1,128	2,518	1,128	1,390
WX	1,390	IR-150, VR-114	1,024	2,414	1,024	1,390
XY	1,390	IR-150, VR-114	1,024	2,414	1,024	1,390
YZ	1,390	IR-150, VR-114	1,024	2,414	1,024	1,390
ZAA	1,390	IR-150, VR-114	1,024	2,414	1,024	1,390
AAAB	1,390	IR-150, VR-114	1,024	2,414	1,024	1,390
ABAC	215	IR-107, IR-108, VR-114	1,261	1,476	1,261	215
ACAD	215	IR-108, VR-114	1,157	1,372	1,157	215
ADAE	215	IR-108, VR-114	1,157	1,372	1,157	215
AEU	215	IR-108, VR-114	1,157	1,372	1,157	215
TTA	215	IR-107, IR-108, VR-114	1,261	1,476	1,261	215
TATB	1,090	IR-107, IR-108, VR-114	1,261	2,351	1,261	1,090
ZZA	1,070	IR-150	10	1,080	280	800
WWA	1,175	VR-114	1,014	2,189	1,014	1,175
WAWB	215	not applicable	not applicable	215	not applicable	215
JJA	215	IR-109, IR-111	440	655	440	215
JAJB	200	IR-109, IR-111	440	640	440	200

See Figure 2.4-9 for segment locations.

[1] Totals represent sortie-operations flown on primary MTR (IR-153) plus those flown on overlapping or intersecting segments of other MTRs.

[a] Secondary MTRs overlapping western portion of the segment.

[b] Secondary MTRs overlapping eastern portion of the segment.

Table 2.4-14
Candidate Sites for Emitters and Electronic Scoring Sites Analyzed for Alternative D: IR-153/Mt. Dora MOA

Candidate Sites[1]	*Function*[2]	*Driveway Construction (feet)*	*Power Lines (feet)*	*Telephone Lines (feet)*	*Water*	*Wastewater Treatment*
2	MTR Emitter	500	10,600	5,300	NA	NA
6	MTR Emitter	400	100	400	NA	NA
7	MTR Emitter	400	100	400	NA	NA
24	MTR Emitter	2,000	1,700	1,700	NA	NA
37	MTR Emitter	800	7,400	7,400	NA	NA
38	MTR Emitter	400	7,400	8,400	NA	NA
39	MTR Emitter	8,400	12,700	8,400	NA	NA
40	MTR Emitter	7,900	7,300	7,400	NA	NA
41	MTR Emitter	500	500	500	NA	NA
28	MTR Electronic Scoring Site	600	500	500	Truck-in	Construct
33	MTR Electronic Scoring Site	500	1,300	500	Truck-in	Construct
34	MTR Electronic Scoring Site	2,600	10,600	2,600	NA	NA
14	MOA Emitter	800	100	800	NA	NA
15	MOA Emitter	400	500	400	NA	NA
16	MOA Emitter	400	500	500	NA	NA
17	MOA Emitter	400	400	400	NA	NA
20	MOA Emitter	400	400	400	NA	NA
21	MOA Emitter	400	400	400	NA	NA
35	MOA Emitter	500	3,200	3,200	NA	NA
36	MOA Emitter	500	500	500	NA	NA
61	En Route Electronic Scoring Site	400	Existing	Existing	Existing	Construct
62	En Route Electronic Scoring Site	400	Existing	Existing	Existing	Construct

[1] Each site was given a unique number to aid in analysis.

[2] Five MTR Emitter Sites, one MTR Electronic Scoring Site, five MOA Emitter Sites, and one En Route Electronic Scoring Site would be required and selected.

2.5 ENVIRONMENTAL IMPACT ANALYSIS PROCESS

2.5.1 Scoping

To determine the issues to be addressed during the impact analysis process, NEPA requires an early and open process called scoping. The scoping process and the participation of agencies allowed the analysis to be focused on the effects of most concern and was used as a means to keep the EIS readable and useful to the decision-maker and the public. The scoping period began with the December 19, 1997, publication of the Notice of Intent in the Federal Register and concluded on April 3, 1998, with the end of the public scoping comment period. Extensive public scoping meetings were held at nine locations throughout western Texas and northeastern New Mexico, as well as in Harrison, Arkansas, and La Junta, Colorado, from January 24 to February 6, 1998. In addition to public input, the Air Force sought the concerns of federal, state, and local agencies; technical specialists; and Native American tribes. The scoping process helped identify the issues to be analyzed in depth in the draft EIS, as well as the resources not likely to be affected by the action. The Air Force also received additional input on issues through six community meetings held in Texas and New Mexico prior to the start of scoping (December 1997). Additional meetings held in New Mexico after the conclusion of scoping provided another opportunity to hear issues from the public.

Chapter 6 summarizes RBTI public involvement to date.

Scoping revealed concerns about the effects of aircraft noise on humans, livestock, wildlife, recreation, and general quality of life were the most numerous comments received through the public scoping process. Structural damage from noise vibration on homes and historic structures due to low-altitude overflights was also of concern. Airspace issues focused on potential conflicts between military aircraft and local aviation activities, such as cloud seeding, emergency medical flights, and aerial spraying. Safety issues of primary concern were related to plane crashes from increased air traffic, bad weather, or birds, along with additional concerns relating to the effects of vortices from aircraft overflights. In terms of biological resources, many people mentioned concerns about the impact to wildlife in proposed overflight areas.

The U.S. Fish and Wildlife Service (FWS) was concerned about the effects of overflights on threatened and endangered species. State Historic Preservation Officers (SHPOs) from Texas and New Mexico were concerned about the potential effects of construction of Electronic Scoring Site facilities on archaeological sites. Other concerns mentioned during the scoping period included an increase in air pollution, contamination of waterways from soil erosion due to construction, and visual intrusion of overflights in recreation areas.

2.5.2 Public Comment on the Draft EIS

The Air Force used this input on issues to scope and prepare the draft EIS. Published on March 19, 1999, more than 900 copies of the draft EIS were distributed to agencies, the public, and repositories. Fifteen public hearings were held from April 7, 1999, through April 22, 1999 (see Section 6.0). At these meetings, the public commented on the draft EIS. By the end of the 90-day public comment period on June 16, 1999, the Air Force had received a combined total of over 1,500 oral and written comments on the draft EIS. Each comment was reviewed and responses were prepared (see Volume II). These public and agency comments also provided input for change to and clarification of this final EIS.

Comments provided during the public comment period restated concerns raised during scoping. In all instances, the core concerns presented at scoping were

addressed in the draft EIS. However, commentors on the draft took issue with either the depth of treatment of the topic or the analytical conclusions reached about the topic. Additional comments on the draft EIS covered a set of broad topics about which many members of the public made similar, if not identical, comments:

Aircraft noise was the most common potential effect mentioned by the public.

- Noise Analysis Methodology--Comments questioned the validity and applicability of the noise analysis methodology and modeling used for RBTI.
- Civil Aviation Conflicts--Concerns centered around the opinion that the draft EIS did not recognize an appropriate magnitude of impacts to civil aviation activities in the affected areas.
- Overflight Effects on Livestock--Public comments yielded anecdotes concerning the effects on livestock and contended that the draft EIS underestimated those potential effects.
- Overflight Effects on the Economy and Land Use--Commentors surmised that the proposed increases in military airspace use would force changes in land use and decreases in the revenues from land, ranching, hunting, and tourism.
- Ownership of Airspace--Commentors contended that individuals own the airspace above their property and deserve compensation for its use by military aircraft.
- Effects on Philmont Scout Ranch--The most numerous comments received concerned the need to further detail the nature and magnitude of impacts to the ranch, its uses, and its activities.
- Effects on Quality of Life--A major concern expressed by the public was on the effects of overflights to their “sense of well-being,” “peacefulness,” or general lifestyle.

2.5.3 Analysis Approach

NEPA requires focused analysis on the areas and resources (e.g., wildlife) potentially affected by an action or alternative. It also indicates that an EIS should consider, but not analyze in detail, those areas or resources not potentially affected. In so doing, an EIS should not be encyclopedic; rather, it should try to be "to the point." These overarching NEPA principles guided the approach to analysis in this RBTI EIS. To define the affected areas and resources, the analysis process first determined where the four alternatives would occur. This led to definition of the study area (refer to Section 2.2), which encompasses the No-Action Alternative and the three action alternatives. The affected area for each of these four alternatives represents a subset of the larger study area. As shown in the preceding Sections 2.4-2 through 2.4-4, Alternatives A, B, and C share a similar, although not identical, affected area in western Texas. Alternative D, in contrast, is centered in northeastern New Mexico, and mostly affects a different area. The affected areas for all four alternatives include the MTRs and Electronic Scoring Sites associated with the Harrison and La Junta facilities. The Air Force conducted the following evaluations of the areas and resources that RBTI might affect:

- Identified the types and locations of all elements involved in each alternative;
- Determined the possible interaction of these elements with the resources in potentially affected locations;
- Correlated the issues raised in scoping to the potentially affected locations and resources; and

- Assessed whether, how and to what degree the resources may be affected.

Combined, the affected areas and affected resources defined through scoping and initial analyses comprise the affected environment for each of the four alternatives. This EIS examines the specific affected environment for each alternative, considers the current conditions of the affected environment, and compares those to conditions that might occur should an alternative be implemented. Table 2.5-1 presents the results of the process of identifying the affected environment. It, along with the following discussion in this section, also identifies those issues and resources examined in this EIS and those eliminated from further detailed analysis.

2.5.4 Definition of Resource Analysis

Table 2.5-1 lists the order in which this EIS discusses the affected resources; this order reflects the degree of detail of the discussion. NEPA regulations (40 CFR Parts 1500-1508) call for this approach by requiring an EIS to discuss impacts in proportion to their significance and present only enough discussion of other than significant issues to show why more study is not warranted.

Initially, the potential effects of the alternatives were evaluated according to 15 major resource categories (refer to Table 2.5-1). Through the process described previously, it was determined that discussion of related resources and issues could be combined in the EIS, that only specific portions of some resources warranted detailed discussion, and that some resources warranted no further discussion in the EIS.

Table 2.5-1
Resources and Issues Considered in Environmental Impact Analysis Process

		PROJECT ELEMENTS				
Resource	*Public/Agency/AF Scoping of Issues*	*Flight Operations*	*Construction*	*Ground Operations*	*Decommissioning*	*Location in EIS*
Airspace	✔	✔				Section 4.1 Airspace and Aircraft Operations
Noise	✔	✔				Section 4.1 Airspace and Aircraft Operations [1]
Safety	✔	✔				Section 4.1 Airspace and Aircraft Operations
Air Quality	✔	✔				Section 4.1 Airspace and Aircraft Operations [2]
Land Use	✔	✔	✔	✔	✔	Section 4.2 Land Management and Use
Recreation	✔	✔				Section 4.2 Land Management and Use
Visual Resources	✔	✔	✔	✔		Section 4.2 Land Management and Use
Biological Resources	✔	✔	✔	✔		Section 4.3 Biological Resources
Socioeconomics	✔	✔	✔	✔	✔	Section 4.4 Socioeconomics and Environmental Justice
Environmental Justice	✔	✔				Section 4.4 Socioeconomics and Environmental Justice
Cultural Resources	✔	✔	✔	✔	✔	Section 4.5 Cultural Resources
Earth Resources	✔		✔	✔	✔	Section 4.6 Soils and Water [3]
Water Resources	✔			✔		Section 4.6 Soils and Water
Transportation						Eliminated from Further Study (see discussion below)
Hazardous Materials and Waste						Eliminated from Further Study (see discussion below)

[1] Noise effects on humans, quality of life, and recreation are discussed in Section 4.2, Land Management and Use; on wildlife and livestock in Section 4.3, Biological Resources; on historic structures and traditional resources in Section 4.5, Cultural Resources.
[2] Air quality effects due to fugitive dust are discussed in Section 4.6, Soils and Water.
[3] Effects on Paleontological Resources (fossils) are discussed in Section 4.6, Soils and Water.

Airspace, aircraft noise, aircraft safety, and aircraft emissions (air quality), representing some of the most noted issues, were combined under Section 4.1, Airspace and Aircraft Operations. These resource areas are grouped because they deal with issues related to flight operations. Section 4.2, Land Management and Use, covers a combination of many related topics: Land Ownership, Land Management, Recreation, and Visual Resources. Section 4.3 discusses biological resources as a discrete topic. Socioeconomics and Environmental Justice, Section 4.4, combines discussion of these two linked topics. Section 4.5, Cultural Resources, is limited to a discussion of archaeological, historic architectural, and traditional resources.

The affected area for soils and water resources (Section 4.6) proved to be narrower than the overall affected environment for a given alternative. Analysis demonstrated that soils and water only had the potential to be affected by construction and operation of the proposed 15-acre emitter sites and Electronic Scoring Sites. No other elements of the proposal would impact these resources, so discussion of soils and water is focused only on the development and use of ground-based assets.

Three resource categories--hazardous waste and materials, transportation, and ground safety--were eliminated from further study. No public or agency concerns were raised during scoping, and none of the alternatives would measurably affect these resource categories. The following presents the justification for eliminating these resources from further discussion in the EIS.

Hazardous Materials and Waste. Effects from hazardous materials and waste associated with the construction and operation of the emitter sites and Electronic Scoring Sites would be negligible to nonexistent. Environmental baseline surveys were conducted at each of the proposed emitter sites and Electronic Scoring Sites and at the two existing Electronic Scoring Site sites at Harrison and La Junta. No evidence of soil contamination, PCB-containing equipment, fuel or chemical storage tanks, asbestos-containing building materials, wastewater treatment and disposal or lead-based paint was present at the candidate sites. Two of the candidate sites (60 and 61) contain aboveground storage tanks holding heating oil. Two other candidate sites (65 and 79) contain empty aboveground storage tanks. No evidence of spills or other problems was noted at these sites. The minimal quantities of hazardous materials used at the existing Electronic Scoring Sites, such as aerosol cans, paint, and oil, are collected and taken to a consolidated accumulation point for disposal. All hazardous materials handling complies with Air Force procedures.

During construction, use of hazardous substances for fueling and equipment maintenance at the emitter and Electronic Scoring Site sites would be handled using best construction practices in accordance with Air Force policy and procedures. Adherence to policy relating to hazardous storage and use during operation would be monitored under the Air Force's Environmental Compliance Assessment Management Program (ECAMP), which requires both internal audits and examination by independent reviewers. Spill plans would be prepared in accordance with Air Force regulations. Given the enforced requirement to ensure safe handling of materials and the minimal amounts of materials likely to be used at the sites, the probability for an effect on the environment would be so negligible that further analysis in this EIS is unwarranted.

Transportation. The action alternatives would involve transportation of personnel to the two scoring sites over improved roads and the monthly travel of maintenance personnel to the emitter sites on state or county roads. The amount of travel would be minimal (30 to 40 round trips per day) and dispersed over many miles of very lightly used roads. Consequently, no alternative would result in increased traffic or require modification to existing public roads. Road construction would consist of building an asphalt or gravel driveway from the edge of the site to the center or

constructing new roads from existing improved roads to the driveway. Since construction would take place on private lands, it would not result in increased traffic to lightly traveled areas. Effects of any of the action alternatives on existing transportation resources would not be measurable or noticeable.

Ground Safety. Aircraft safety is discussed in Section 4.1. Effects to human safety related to construction and operation of the emitter and scoring sites would be minimal. During construction, standard industrial safety standards and best management practices would be followed. Operations and maintenance activities would be performed in accordance with all applicable safety directives. A safe separation distance of 250 feet from the emitter has been established at every emitter location. There are no specific aspects of operations or maintenance that would create any unique or extraordinary safety issues.

Hazardous materials and waste, transportation, and ground safety would not be issues under RBTI.

2.5.5 Clarifications and Changes to the EIS

Public and agency comment on the draft EIS revealed the need to clarify or enhance certain information on a few topics in the final EIS. The Air Force reviewed and considered the broad topics described above in Section 2.5.2. Each of these topics received special attention through expanded, detailed responses to comments (see Volume III) designed to comprehensively address the issues. In addition, the following comprise clarifications and additions presented in this final EIS:

- A secondary MTR, IR-102/141, was eliminated from analysis along with its associated sortie-operations, thereby reducing cumulative noise levels and other effects stemming from aircraft flight activities.
- More detail has been added to the EIS (Sections 2.4 and 4.1) regarding the nature, speed, and duration of current and proposed flight activities.
- Measures to mitigate impacts and management actions to address public and agency concerns have been added in Section 2.6.2.
- More information on past studies of the effects of overflight and noise on domestic livestock and wildlife has been incorporated into Appendix G, and clarification of those potential effects has been included in Section 4.3.
- Section 4.3 now includes a clarified description of consultation with the U.S. Fish and Wildlife Service concerning threatened and endangered species.
- Appendix E now contains enhanced descriptions of the methods used for the biological, cultural resource, and environmental baseline surveys of the candidate electronic scoring sites and emitter sites.

2.6 SUMMARY OF IMPACTS

2.6.1 Impacts Related to the Proposed Action

Table 2.6-1 presents a summary of the impacts associated with the proposed establishment of a realistic bomber training area. The table compares the effects of each action alternative (Alternatives B, C, and D) to those of the No-Action Alternative (Alternative A). For more detailed information, see the resource discussion in Chapter 4.0 and associated appendices.

Table 2.6-1
Comparison of Alternatives by Resource and Potential Impact

	No-Action Alternative	*Proposed Action*		
Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
4.1 AIRSPACE AND AIRCRAFT OPERATIONS				
Airspace Management	No change to airspace structure or management; scheduling and FAA procedures designed to prevent conflicts between military and civil aviation.	Proposed IR-178 would include about 15 percent new airspace and the proposed Lancer MOA/ATCAA would include about 10 percent new airspace. A total of 29 segments of existing IR-178 eliminated in New Mexico, but FAA would need to ensure conflicts between proposed ATCAA and intersecting jet routes are avoided.	Proposed IR-178 would include about 20 percent new airspace and the pr posed Texon MOA/ATCAA would include about 25 percent new airspace. A total of 29 segments of existing IR-178 eliminated in New Mexico. Minimal potential for conflicts with civil aviation, but VFR conflicts between proposed MOA/ATCAA and intersecting jet routes and federal airways would require rerouting and possibly airspace restructuring.	Proposed IR-153 would include about 11 percent new airspace and the proposed Mt. Dora MOA/ATCAA would include less than 5 percent new airspace. Minimal potential for conflicts with civil airfields, but the proposed Mt. Dora MOA/ATCAA would intersect jet routes and federal airways, thus requiring increased airspace management. Establishment of proposed IR-153 would affect current military users of existing secondary MTRs it overlaps or intersects.
Noise	Noise levels on existing IR-178 range from less than 45 to 61 DNL. Of a total of 71 IR-178 segments, three have noise levels of less than 45 DNL and 30 have noise levels of 55 DNL or greater. Noise levels in other primary and secondary MTRs range from less than 45 DNL to 56 DNL. Noise levels of less than 45 DNL characterize the MOAs. Average daily sortie-operations on IR-178 combined with activity on segments of overlapping or intersecting MTRs range from 1 to 6, depending upon the segment.	Noise levels on proposed IR-178 would range from 46 to 61 DNL. Of a total of 41 segments on proposed IR-178, none has noise levels of less than 45 DNL and 28 have noise levels of 55 DNL or greater. Noise levels in the proposed Lancer MOA/ATCAA would remain low, but increase to 46 DNL. Noise levels in other primary and secondary MTRs and MOAs either decrease or remain the same. Average daily sortie-operations on proposed IR-178 combined with activity on segments of overlapping or intersecting MTRs would range from 1 to 10, and would increase on all but five segments; increases would range from 1 to 6 daily sortie-operations.	Noise levels on proposed IR-178 would range from 46 to 61 DNL. Of a total of 35 segments on proposed IR-178, none have noise levels of less than 45 DNL and 25 have noise levels of 55 DNL or greater. Noise levels in the proposed Texon MOA/ATCAA would remain low, but increase to 46 DNL. Noise levels in other primary and secondary MTRs and MOAs either decrease or remain the same. Average daily sortie-operations on proposed IR-178 combined with activity on segments of overlapping or intersecting MTRs would range from 1 to 10, and would increase on all but five segments; increases would range from 1 to 6 daily sortie-operations.	Noise levels on proposed IR-153 range from less than 45 to 64 DNL. Of a total of 38 segments on proposed IR-153, 3 have noise levels of less than 45 DNL and 26 have noise levels of 55 DNL or greater. Noise levels in the proposed Mt. Dora MOA/ATCAA would remain low, but increase to 46 DNL. Noise levels in other primary and secondary MTRs and MOAs either decrease or remain the same. Average daily sortie-operations on proposed IR-153 combined with activity on segments of overlapping or intersecting MTRs would range from 1 to 24, and would increase on all but three segments; increases would range from 1 to 10 daily sortie-operations.
Aircraft Emissions	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants are fractions of federal and state standards.	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants would be fractions of federal and state standards.	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants would be fractions of federal and state standards.	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants would be fractions of federal and state standards.
Aircraft Safety	The probability of a B-1 Class A mishap on IR-178 is 0.07 percent per year and for B-52s, the probability is 0.03 percent. The probabilities of Class A mishaps in all other primary airspace are even lower.	The probability of a B-1 Class A mishap on proposed IR-178 would be 0.08 percent per year and for B-52s, the probability would be 0.03 percent. The probabilities of Class A mishaps in all other primary airspace would be even lower.	The probability of a B-1 Class A mishap on proposed IR-178 would be 0.07 percent per year and for B-52s, the probability would be 0.02 percent. The probabilities of Class A mishaps in all other primary airspace would be even lower.	The probability of a B-1 Class A mishap on proposed IR-153 would be 0.07 percent per year and for B-52s, the probability would be 0.02 percent. The probabilities of Class A mishaps in all other primary airspace would be even lower.
Construction	No Effect	No Effect	No Effect	No Effect
Ground Operations	No Effect	No Effect	No Effect	No Effect
Decommissioning	No Effect	No Effect	No Effect	No Effect

Table 2.6-1
Comparison of Alternatives by Resource and Potential Impact

	No-Action Alternative	*Proposed Action*		
Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
4.2 LAND MANAGEMENT AND USE				
Airspace and Flight Operations	A) No change to land use, recreation resources, or visual setting. B) Five communities underlie IR-178 and one is subject to noise levels of 55 DNL or greater. C) Three special use land management areas are affected by noise levels of 55 DNL or higher.	A) No likely effects to land use, recreation resources, or visual settings. B) Six communities experience increases in noise levels of 1 to 8 dB. One community newly exposed to aircraft noise. C) No Special Use Land Management Areas experience increases in noise levels of more than 3 dB.	A) No likely effects to land use, recreation resources, or visual settings. B) Five communities experience increases in noise levels of 4 to 5 dB. One community newly exposed to aircraft noise. C) No Special Use Land Management Areas experience increases in noise levels of more than 3 dB.	A) No likely effects to land use, recreation resources, or visual settings. B) Four communities experience increases in noise levels of 10 to 16 dB. C) Thirteen Special Use Land Management Areas experience increases in noise levels of 4 to 17 dB.
Construction	No change to land use, recreation resources, or visual setting.	No adverse effects to land use, recreation resources, or visual settings.	Same as Alternative B.	Same as Alternative B.
Ground Operations	No change to land use, recreation resources, or visual setting.	No adverse effects to land use, recreation resources, or visual settings.	Same as Alternative B.	Same as Alternative B.
Decommissioning	No change	No adverse effects.	Same as Alternative B.	Same as Alternative B.
4.3 BIOLOGICAL RESOURCES				
Airspace and Flight Operations	Approximately 1 to 6 low-altitude overflights per day over estimated aplomado falcon historic range.	Approximately 1 to 10 low-altitude overflights per day over estimated aplomado falcon historic range.	Approximately 1 to 10 low-altitude overflights per day over estimated aplomado falcon historic range.	Increase of 1 to 10 low-altitude overflights over wintering bald eagle areas and Mexican spotted owl and mountain plover habitat.
Construction	No Effect	Disturbance of less than 20 acres of possible wildlife habitat.	Disturbance of less than 20 acres of possible wildlife habitat.	Disturbance of less than 20 acres of possible wildlife habitat.
Ground Operations	No Effect	No Effect	No Effect	No Effect
Decommissioning	No Effect	No Effect	No Effect	No Effect
4.4 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE				
Airspace and Flight Operations	No Change	No measureable impacts to socioeconomics. No disproportionate impacts to minority and low-income populations.	Same as Alternative B.	No measureable impacts to socioeconomics. No disproportionate impacts to minority and low-income populations.
Construction	No Change	Taylor County: Increase in expenditures and revenue of $11.5 million, earnings of $3.4 million, and short-term, indirect jobs of 140. Reeves County: Increase in expenditures and revenue of $9 million, earnings of $1.9 million and short term, indirect jobs of 80.	Same as Alternative B.	Taylor County: Same as Alternative B. Tri-County Region: Increase in expenditures and revenue of $9.7 million, earnings of $2.7 million and short term, indirect jobs of 133.

Table 2.6-1
Comparison of Alternatives by Resource and Potential Impact

	No-Action Alternative	*Proposed Action*		
Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
4.4 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE (continued)				
Decommissioning	No Change	Boone County: Loss in expenditures and revenue of $1.1 million, earnings of $1.1 million, and direct (31) and indirect (14) jobs of 45. Otero County: Loss in expenditures and revenue of $1 million, earnings of $1.2 million, and direct (30) and indirect (15) jobs of 45. Lost earnings would represent approximately 1 percent of current county personnel income for each county.	Same as Alternative B.	Same as Alternative B.
4.5 CULTURAL RESOURCES				
Airspace and Flight Operations	No change to archaeological, architectural, or traditional cultural properties. 22 National Register-listed properties, including 3 National Historic Landmarks currently overflown.	A) No likely effects to archaeological, architectural, or traditional resources. B) 15 National Register-listed properties exposed to changes of 1 to 12 dB in noise levels; average daily sorties increase by between 1 and 6 in MTR and 9 in MOA but area already overflown and overflights due to alternative rare. C) No known traditional cultural properties.	A) No likely effects to archaeological, architectural, or traditional resources. B) 6 National Register-listed properties exposed to changes of 1 to 5 dB in noise levels; average daily sorties increase by between 1 and 6 in MTR and 9 in MOA but area already overflown and overflights due to alternative rare. C) No known traditional cultural properties.	A) No likely effects to archaeological, architectural, or traditional resources. B) 15 National Register-listed properties including 2 National Historic Landmarks exposed to changes of 0 to 18 dB in noise levels; average daily sorties increase by 1 to 10 in MTR and MOA but are already overflown and overflights due to alternative rare. C) No known traditional cultural properties.
Construction	No Effect	No adverse effects to archaeological, architectural, or traditional resources. Existing site to be avoided.	No adverse effects to archaeological, architectural, or traditional resources. Existing 2 archaeological sites would be avoided.	No adverse effects to archaeological, architectural, or traditional resources. Existing 5 archaeological sites to be avoided or mitigated.
Ground Operations	No Effect	No adverse effects to archaeological, architectural, or traditional resources.	Same as Alternative B.	Same as Alternative B.
Decommissioning	No Effect	Transfer of property could affect resources if present, but effects could be avoided or mitigated to insignificant levels.	Same as Alternative B.	Same as Alternative B.
4.6 SOILS AND WATER RESOURCES				
Construction	No Effect	Potential for soil erosion exists on 7 sites but effects would be avoided or mitigated to insignificant levels. Soil losses of no more than 5 tons per 15-acre site with fugitive dust at 0.4 tons for emitters and 2.0 tons for ESSs. Best Management Practices would reduce effects to negligible levels. No effect due to water use or availability.	Potential for soil erosion exists on 7 sites but effects would be avoided or mitigated to insignificant levels. Soil losses of no more than 5 tons per 15-acre site with fugitive dust at 0.4 tons for emitters and 2.0 tons for ESSs. Best Management Practices would reduce effects to negligible levels. No effect due to water use or availability.	Potential for soil erosion exists on 16 sites but effects would be avoided or mitigated to insignificant levels. Soil losses of no more than 5 tons per 15-acre site with fugitive dust at 0.4 tons for emitters and 2.0 tons for ESSs. Best Management Practices would reduce effects to negligible levels. No effect due to water use or availability.
Ground Operations	Soil and water erosion negligible.	Soil and water erosion negligible.	Soil and water erosion negligible.	Soil and water erosion negligible.
Decommissioning	No Effect	No Effect	No Effect	No Effect

2.6.2 Measures to Address Environmental Effects and Community/Agency Concerns

MITIGATION MEASURES TO ADDRESS DEFINED EFFECTS

The mitigation measures presented below reflect a specific action that could be taken to reduce the potential for particular effects to resources. Details associated with each measure include a summary of the potential effect, the action to be taken and resulting environmental outcomes, responsible agencies, and implementation time frame. None of the mitigation measures presented will result in any significant degradation of realistic bomber training.

Resource Category	***Aircraft and Airspace Operations, Land Use, Cultural Resources, Biological Resources***
Potential Effect Addressed	Number of flights on proposed IR-153.
Action	Limit annual sortie-operations to 1,560 (about 6 per day), instead of the proposed 2,660 (about 10 per day).
Alternatives	D
EIS Section	2.3.1 and 2.4.4
Outcome	- Fewer sortie-operations would be flown than projected for Alternative D. - Potential impact of low-altitude flight activities would be reduced compared to projections for Alternative D.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

Resource Category	***Biological Resources***
Potential Effect Addressed	After discussion with the FWS, the Air Force determined that aircraft flights on portions of modified IR-178 may affect, but are not likely to adversely affect, aplomado falcons, and is currently seeking FWS concurrence with that determination.
Action	- Evaluate the areas under modified IR-178 that are not currently being surveyed. - Expand the ongoing aplomado falcon survey into areas the evaluation determines may be aplomado falcon habitat.
Alternatives	B, C
EIS Section	4.3.3 and 4.3.4
Outcome	Reduce potential impact to aplomado habitat.
Agency Responsible	Air Force
Time Frame	Initiated with consultation process.

Resource Category	Biological Resources
Potential Effect Addressed	After discussion with the FWS, the Air Force determined that aircraft flights on portions of proposed IR-153 may affect, but are not likely to adversely affect, threatened and endangered bird species, and is currently seeking FWS concurrence with that determination.
Action	Adopt avoidance distances developed through consultation on German Air Force operations at Holloman AFB, New Mexico and force structure and foreign military sales actions at Cannon AFB, New Mexico.
Alternatives	D
EIS Section	4.3.5
Outcome	Reduce potential impact to threatened and endangered species.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

Resource Category	Biological and Cultural Resources
Potential Effect Addressed	Construction or modification of driveways, power lines, and telephone lines to Electronic Scoring Site or emitter sites may impact significant biological resources or eligible cultural resources.
Action	- Consultation with SHPO. - Consultation with FWS. - Cultural and biological resources surveys of rights-of-way. - Realignment, where feasible, of rights-of-way to avoid resources. - Development and implementation of site-specific mitigation measures, if required.
Alternatives	B, C, D
EIS Section	Sections 4.3 and 4.5
Outcome	Avoid or reduce impacts to biological and cultural resources.
Agency Responsible	Air Force
Time Frame	Completed with site selection and consultation, prior to construction on affected sites.

Resource Category	*Cultural Resources*
Potential Effect Addressed	- Potentially eligible prehistoric archaeological sites could be disturbed by construction of an Electronic Scoring Site or emitter sites. - Potential effect on cultural resources through decommissioning of La Junta Electronic Scoring Site and disposition of lands out of federal control.
Action	- Complete Section 106 compliance measures and employ a combination of avoidance, monitoring, testing, and data recovery (if needed). - Survey of La Junta site and completion of Section 106 process.
Alternatives	B, C, D
EIS Section	Section 4.5
Outcome	- Avoid cultural resources wherever feasible. - Protect eligible cultural resources through Section 106 process.
Agency Responsible	Air Force
Time Frame	Completed with site selection and consultation, prior to construction on affected sites and transfer of land out of federal ownership.

MANAGEMENT ACTIONS

In addition to mitigation measures designed to address impacts revealed through the analysis in this EIS, the Air Force has identified two types of management actions to address concerns:

- *Actions incorporated into the proposal:* These actions used project design, configuration, and/or component location to reduce or eliminate potential impacts to a resource or suite of resources. Such actions include the use of existing information or data collected as part of the public involvement process to avoid siting alternative components in areas or settings known to contain resources that could be significantly affected. Such avoidance is not absolute; rather it is balanced with training and operational considerations needed to perform realistic bomber training. Because of operational and fiscal requirements, not all possible actions can be incorporated into the alternative components.

- *Actions to address community/agency concerns:* These actions were developed to address concerns brought forth by the public and agencies. These concerns were gathered at public hearings and received during the public comment period.

The following lists these actions associated with the three action alternatives proposed for RBTI. Details associated with each management action include a summary of the concern, the type of action to be taken, resulting environmental outcomes, responsible agencies, and implementation time frame. Like the mitigation measures, these management actions would not significantly reduce the effectiveness of realistic bomber training.

ACTIONS INCORPORATED INTO THE PROPOSAL

Resource Category	*Airspace and Aircraft Operations*
Concern Addressed	Creation of new military airspace.
Action	Use the maximum feasible existing airspace to define alternatives as suggested by FAA.
Alternatives	B, C, D
EIS Section	2.1.2
Outcome	Alternative B used 85% existing airspace, Alternative C, 80% existing airspace; Alternative D, 90% existing airspace. This was done by linking segments of existing MTRs to form a complete MTR for each alternative and by modifying existing MOAs. By doing this, the Air Force limited creation of new airspace.
Agency Responsible	Air Force and FAA
Time Frame	Proposal implementation.

Resource Category	*Aircraft and Airspace Operations*
Concern Addressed	Structure of the proposed MTRs would result in increased aircraft noise and overflights.
Action	Raise the floor altitude on several segments of the proposed MTR.
Alternatives	B, C
EIS Section	2.4 and Appendix C
Outcome	Reduce individual overflight noise and related effects.
Agency Responsible	Air Force and FAA
Time Frame	Proposal implementation.

Resource Category	*Land Use, Cultural Resources, Biological Resources, Soils and Water*
Concern Addressed	Flexibility needed in the number and siting of emitter sites and Electronic Scoring Sites to address potential environmental impacts.
Action	- Consider more sites than would be required for the emitters and Electronic Scoring Sites to provide more flexibility. - During the Environmental Impact Analysis Process, potential sites containing known historical sites or located close to homes, large structures, and obvious bodies of water were eliminated.
Alternatives	B, C, D
EIS Section	2.4
Outcome	Candidate sites chosen based on operational functionality and least amount of associated impact.
Agency Responsible	Air Force
Time Frame	Incorporated into the proposal.

Resource Category	*Land Use, Biological Resources, Cultural Resources, Soils and Water*
Concern Addressed	Potential environmental consequences due to site and infrastructure construction associated with emitter sites and Electronic Scoring Sites.
Action	- Identify locations as close as possible to existing roads, as well as to power and telephone lines so that less area would be affected by construction. - Sought previously disturbed locations. - Conducted surveys on candidate sites to locate sensitive cultural or biological resources in order to avoid or minimize disturbance.
Alternatives	B, C, D
EIS Section	2.4
Outcome	- Use existing infrastructure to reduce impact to affected area. - Use previously disturbed areas to reduce overall environmental impact. - Avoid cultural and biological resources where feasible.
Agency Responsible	Air Force
Time Frame	Incorporated into the proposal.

Resource Category	*Safety*
Concern Addressed	Prevent radio frequency exposure to the public from emitters.
Action	An 800- by 800-foot fenced site provides 150 feet of extra safe-separation distance and prevents exposure to radio frequency energy.
Alternatives	B, C, D
EIS Section	2.4
Outcome	Increase public safety and minimize risk.
Agency Responsible	Air Force
Time Frame	Incorporated into the proposal.

Resource Category	*Soils and Water Resources, Biological Resources*
Concern Addressed	Construction and maintenance associated with emitter sites and Electronic Scoring Sites could increase erosion and affect soil and water resources.
Action	- Select candidate sites avoiding drainages, wetlands, and sloped areas where possible erosion could occur. - Employ best management practices. - Minimize potential for erosion.
Alternatives	B, C, D
EIS Section	2.4
Outcome	- Reduce erosion. - Preserve wetlands and drainages.
Agency Responsible	Air Force
Time Frame	Incorporated into the proposal.

Resource Category	Airspace and Aircraft Operations
Concern Addressed	Floor of MOA could conflict with local and commercial aviation as well as instrument approach procedures at several airports.
Action	Establish the floor of the MOA above the Instrument Approach Procedures minimum altitudes for all airports under or adjacent to the proposed MOAs.
Alternatives	B, C
EIS Section	2.4
Outcome	Provide safe separation between civilian and military flight activities.
Agency Responsible	Air Force
Time Frame	Incorporated into the proposal.

ACTIONS TO ADDRESS COMMUNITY/AGENCY CONCERNS

Resource Category	Aircraft and Airspace Operations, Land Use, Cultural Resources, Biological Resources
Concern Addressed	Increased number of flights on proposed IR-178.
Action	Limit the annual sortie-operations to 1,560 (about 6 per day), instead of the proposed 2,660 (about 10 per day).
Alternatives	B, C
EIS Section	2.3.1, 2.4.2, and 2.4.3
Outcome	- Fewer sortie-operations would be flown than projected for Alternatives B and C. - Impact of low altitude activities would be reduced compared to projections for Alternatives B and C.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

Resource Category	Aircraft and Airspace Operations
Concern Addressed	Floor of some MTR segments (200 feet AGL) is lower than the proposed minimum flight altitude of 300 feet AGL.
Action	Raise the floor of MTR segments to a minimum of 300 feet AGL.
Alternatives	B, C, D
EIS Section	Appendix C
Outcome	Match MTR segment altitude with minimum flight altitude.
Agency Responsible	Air Force and FAA
Time Frame	Proposal implementation.

Resource Category	***Aircraft and Airspace Operations, Land Use, Cultural Resources, Biological Resources***
Concern Addressed	Interaction between military use of MOA and underlying local airport traffic.
Action	- Establish an 800 number to Dyess AFB. - Establish a Military Radar Unit (MRU) and real-time communications.
Alternatives	B, C, D
EIS Section	2.4.2, 2.4.3, and 2.4.4
Outcome	- Increase communication opportunities with civil aviators. - Raise awareness and avoid potential conflicts between military and general aviation aircraft flying in local airspace. - Allow easier local airport access.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

Resource Category	***Aircraft and Airspace Operations***
Concern Addressed	Conflicts with local aviation (crop dusting, weather modification, and predator control).
Action	Raise the floor altitude of the proposed MTR re-entry route to 6,000 feet MSL for Alternatives B and C, 8,000 feet MSL for Alternative D.
Alternatives	B, C, D
EIS Section	2.4.2, 2.4.3, 2.4.4, and Appendix C.
Outcome	Reduce potential for conflict between military and civil aviation activities.
Agency Responsible	Air Force and FAA
Time Frame	Proposal implementation.

Resource Category	***Airspace and Aircraft Operations***
Concern Addressed	Potential for increased noise complaints and public perception that noise complaints are not handled effectively.
Action	Publicize the existing 800 number.
Alternatives	B, C, D
EIS Section	Volume II
Outcome	Improved communication between public and military public affairs offices.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

Resource Category	***Aircraft and Airspace Operations, Land Use, Cultural Resources, Biological Resources***
Concern Addressed	Interaction between military use of proposed MTRs and MOA/ATCAAs and civil aviation activities.
Action	- Establish an 800 number to Dyess AFB. - Establish an MRU and real-time communications.
Alternatives	B, C, D
EIS Section	2.4.2, 2.4.3, and 2.4.4
Outcome	- Increase communication opportunities between civil aviators. - Raise awareness and avoid potential interaction between military and general aviation aircraft flying in local airspace.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

Resource Category	***Airspace and Aircraft Operations***
Concern Addressed	Overflights and associated noise would adversely affect the use of Philmont Scout Ranch.
Action	- Establish working meetings with Philmont Scout Ranch officials to gain insight on the schedule and ways to reduce perceived effects. - Implement reasonable operational and seasonal constraints.
Alternatives	D
EIS Section	Volume II
Consequence	- Reduce noise over Philmont Scout Ranch. - Enhance ability to address seasonal concerns regarding aircraft noise consistent with operational requirements.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

Resource Category	*Aircraft and Airspace Operations*
Concern Addressed	Operational location of en route Electronic Scoring Site (ESS) near Dyess AFB.
Action	Place ESS at evaluated candidate emitter site, at a local municipal airport, or at another suitable location under proposed MOA.
Alternatives	B, C, D
EIS Section	2.4.1
Outcome	- Eliminate potential effects on identified cultural resources. - Increase operational flexibility. - Provide economic benefit to county(ies) underlying the MOA.
Agency Responsible	Air Force
Time Frame	Proposal implementation.

2.6.3 Expected Operational Outcomes

Table 2.6-3 presents the expected operational outcomes and benefits of implementing each of the three action alternatives.

Table 2.6-3
Expected Operational Outcomes of Implementing Alternatives B, C, or D

Alternative B: IR-178/Lancer MOA	*Alternative C: IR-178/Texon MOA*	*Alternative D: IR-153/Mt. Dora MOA*
67 percent reduction in B-52 low-value transit time to realistic Electronic Scoring System	67 percent reduction in B-52 low-value transit time to realistic Electronic Scoring System	75 percent reduction in B-52 low-value transit time to realistic Electronic Scoring System
71 percent reduction in B-1 low-value transit time to realistic Electronic Scoring System	71 percent reduction in B-1 low-value transit time to realistic Electronic Scoring System	45 percent reduction in B-1 low-value transit time to realistic Electronic Scoring System
20 to 26 percent increase in proportion of combat training time	26 to 29 percent increase in proportion of combat training time	18 to 26 percent increase in proportion of combat training time
Anticipated increase in ability to train replacement B-1 and B-52 aircrews	Anticipated increase in ability to train replacement B-1 and B-52 aircrews	Anticipated increase in ability to train replacement B-1 and B-52 aircrews

2.6.4 Cooperating Agency

The FAA is a cooperating agency for the RBTI EIS due to its responsibilities for the establishment and management of the nation's airspace. In accordance with 40 CFR 1501.6, a cooperating agency participates in the NEPA process, provides technical expertise for the analysis, and may adopt the lead agency's EIS to fulfill its own NEPA requirements.

2.6.5 Other Regulatory and Permit Requirements

In accordance with the Endangered Species Act and with the National Historic Preservation Act, the Air Force has initiated consultation with the FWS and the Texas, New Mexico, Colorado, and Arkansas SHPOs. Government-to-government consultation with various Native American tribes and reservations is ongoing in accordance with the Presidential Memorandum of 29 April, 1994, Executive Order

13084 (Consultation and Coordination with Indian Tribal Government), and the DoD American Indian and Alaskan Native Policy (1998).

Approximately eight candidate emitter sites in Texas and nine candidate sites in New Mexico are located on prime farmland. One purpose of the Farmland Protection Policy Act is to discourage federal agencies from building on prime farmlands. In accordance with the law, the Air Force would inform the National Resource Conservation Service and complete forms on all sites to be retired permanently from production.

Four candidate emitter sites are located on Conservation Reserve Program lands. Possible outcomes of using these lands are discussed in Section 4.2, Land Management and Use.

If RBTI is implemented, appropriate construction permit requirements may include grading permits. The need for a grading permit would be determined on a county-by-county basis once the emitter and scoring locations are chosen.

CHAPTER 3

DESCRIPTION OF REGIONAL ENVIRONMENT

CHAPTER 3
DESCRIPTION OF REGIONAL ENVIRONMENT

This section presents the environmental context for the proposed RBTI. It describes the land, people, economy, and quality of life of northern New Mexico and western Texas and reviews military airspace use to illustrate the long history of military presence in this region. Military aircraft have coexisted with local farmers, ranchers, tourists, oil workers, and others since the early 1900s.

Proposed alternatives for RBTI cover a region of over 150,000 square miles. Given this size, it is not surprising that the people, economy, and environment are diverse. This vast area includes treeless plains and forested mountains, busy cities and isolated ranches, and cotton farms and oil fields.

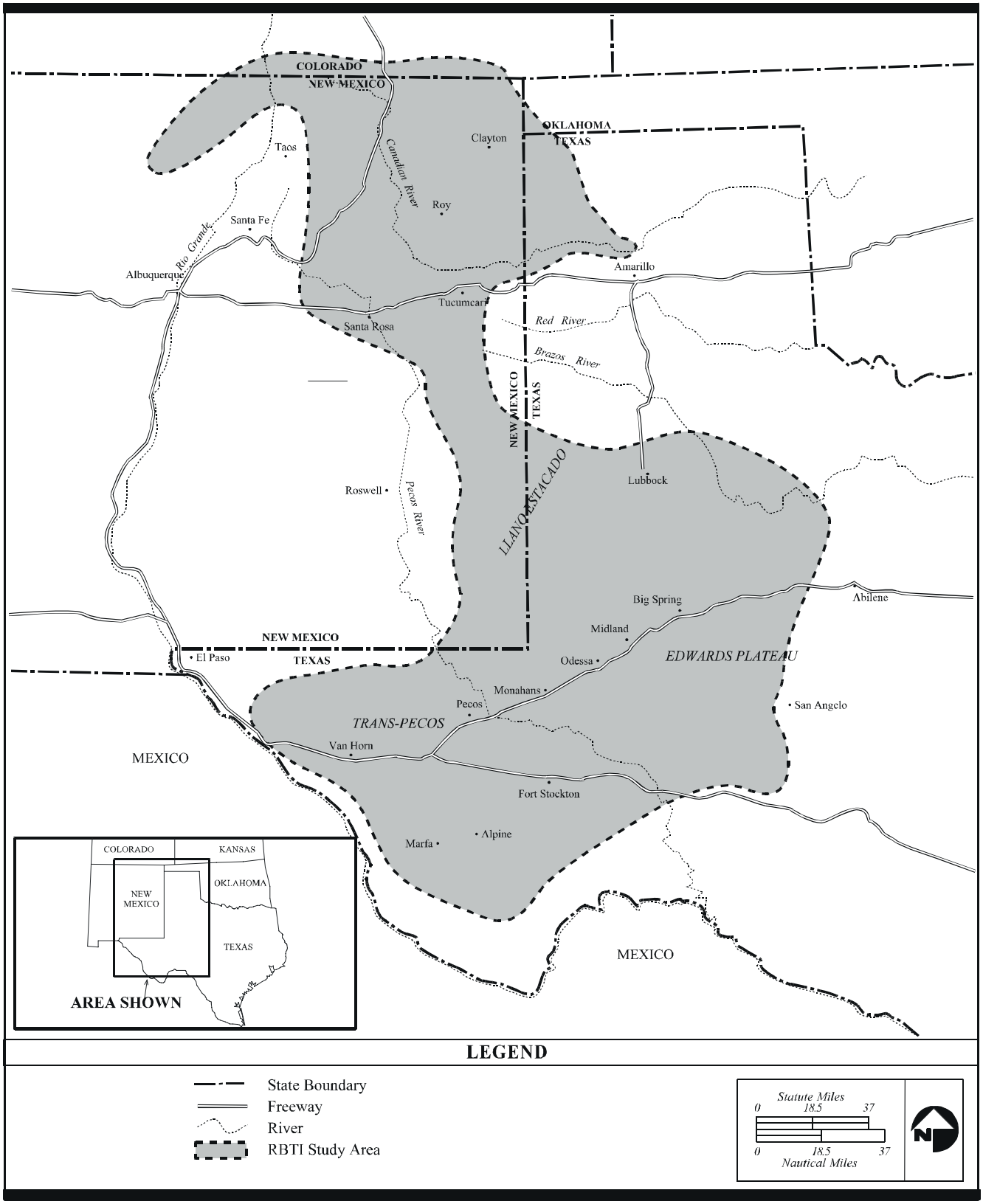
3.1 PHYSIOGRAPHY AND ENVIRONMENT

The RBTI study area extends from the Big Bend Country near Alpine to the northern edge of New Mexico near Tierra Amarilla (Figure 3.1-1). Much of the land proposed for RBTI lies within the High Plains of eastern New Mexico and northern and western Texas. This region is dry and windy. Near Amarillo, rainfall averages about 20 inches per year. At San Angelo, Texas, in the southeast part of the study area, rainfall averages 24 inches. In the High Plains, rainfall is most common in the summer, but is unpredictable. Droughts are frequent (Stephens and Holmes 1988).

The High Plains are level and nearly treeless. The land slopes gradually from about 2,700 feet above sea level in Texas to over 4,000 feet in New Mexico. There are a few rolling hills, deep canyons, and isolated extinct volcanoes. Palo Duro Canyon south of Amarillo is 1,200 feet deep from rim to bottom. Capulin Volcano in northeastern New Mexico is nearly 1,200 feet higher than the surrounding plains.

There are few rivers and streams in the plains and little other surface water except for playas. Playas are shallow basins that catch runoff during wet weather and have no outlets (Anderson and Wooster 1987). Playa lakes can be as large as 40 acres (Texas A&M 1996). Major rivers in the plains of eastern New Mexico and northwestern Texas include the Brazos, Colorado, Red, and Canadian (refer to Figure 3.1-1). The Pecos River in New Mexico flows south along the west edge of the High Plains.

The portion of the High Plains along the New Mexico/Texas border south of the Canadian River is called the Llano Estacado (or Staked Plain). This flat area has few distinguishing natural features. Vegetation was originally short-grass prairie and included blue grama, buffalograss, and other prairie grasses. Up to the late 1800s, the Llano Estacado was free of brush, but sagebrush, mesquite, and yucca invaded (Texas A&M 1996) after grazing; irrigated farming and fire suppression have also altered much of the native short-grass prairie habitat (USAF 1998b). Today, about 60 percent of the land within the Texas High Plains is devoted to cropland using deep well irrigation (Texas Parks and Wildlife Department 1996).



General Region

Figure 3.1-1

Irrigation of the Llano Estacado is possible because much of northwestern Texas and eastern New Mexico is underlain by the Ogallala Aquifer, one of the largest aquifer systems in the world. Ranchers and farmers began pumping from the aquifer in the 1930s and 1940s. From 1950 through the 1970s, there was a rapid decline in the water tables. This decline has stabilized to some degree, but during droughts, increased pumping can lead to further drops in the water table (High Plains Underground Water Conservation District 1998).

South and east of the Llano Estacado, at the southern edge of the plains in Texas, is the Edwards Plateau. This region is in the vicinity of Big Spring and San Angelo. The Edwards Plateau is a stoney plain that has been deeply cut by streams and erosion. The soil is thin and lies on limestone bedrock. The original vegetation was grassland with cedar, live oak, post oak, mesquite, and juniper along slopes and streams. While there is some arable land along streams, the Edwards Plateau is 95 percent rangeland for cattle, sheep, and goats (Texas A&M 1996). Irrigation water can be pumped from the Edwards Aquifer.

The RBTI study area also extends into the Basin and Range Province in extreme western Texas, a region known as the Trans-Pecos or Big Bend Country. This area differs from the Llano Estacado and Edwards Plateau in having broad desert flats separated by scattered mountain ranges. The project area is close to the Davis Mountains, some of the highest terrain in Texas. Rainfall in the desert averages as little as 10 to 12 inches per year. The two major rivers in southern New Mexico and western Texas are the Rio Grande and Pecos (Texas A&M 1996).

The Chihuahuan Desert extends from northern Mexico into southern New Mexico and the Trans-Pecos. At lower elevations, the native vegetation is desert grassland and scrub. Plants include creosotebush, tarbush, whitethorn acacia, ocotillo, prickly pear, cholla, and other desert plants. At higher elevations are juniper, pinyon pine, and Mexican pinyon. On the highest mountains are ponderosa pines. Overall, the region is 95 percent rangeland, with a few irrigated farms along the Rio Grande and Pecos Rivers (Texas A&M 1996).

The northwest part of the study area, in the vicinity of Taos, New Mexico, has great diversity. The Sangre de Cristo Mountains include the highest point in the state, Wheeler Peak, which reaches over 13,000 feet above sea level. The San Juan Mountains west of Taos have glaciated mountains, extinct volcanoes, deep canyons, and rushing streams. The Rio Grande Valley is 25 miles wide and relatively level. The Rio Grande River gorge is itself only 2 miles across but up to 800 feet deep.

North central New Mexico receives little precipitation; rainfall averages only 14 inches per year. Despite its dryness, the dramatic changes in elevation mean that vegetation is much more varied than on the High Plains to the east. There are savannahs with mixed woodlands, coniferous forests, grasslands, and desert scrub (USAF 1998b).

3.2 THE PEOPLE

3.2.1 Prehistory and History

Native Americans have lived in northern New Mexico and western Texas for at least 15,000 years. Archaeologists call the earliest Native Americans Paleo-Indians. They were hunter-gatherers who hunted mammoth, a now-extinct species of bison, and other large game animals. Several of the most famous Paleo-Indian sites in North America, such as Clovis, Folsom, Blackwater Draw, and Lubbock Lake, are found in the region.

The Archaic period hunter-gatherers that followed the Paleo-Indian period still exploited wild game, but the animals they hunted were similar to those we see today. They also put more emphasis on gathering plants for food. This was a long period of changing climate and, at times, the already harsh conditions on the Llano Estacado became even drier (Cordell 1997).

It is likely that corn was first planted in the Southwest by 1000 B.C. By 100 B.C. corn was cultivated throughout much of the region, and squash and beans were grown as well. However, archaeological sites with evidence of early agriculture are uncommon in eastern New Mexico and even less so in Texas.

The later Native American cultures in New Mexico and Texas were very different. In much of New Mexico, including the Rio Grande Valley, Anasazi groups to the north and Mogollon groups to the south lived in adobe villages and practiced agriculture. Archaeological sites containing pueblos and evidence of agriculture can be found as far east as the Pecos River. In the grasslands of the High Plains, however, the scarcity of surface water limited how much prehistoric Native Americans could depend on farming. Instead, they continued to rely on hunting and gathering and still led a nomadic lifestyle. The grassy plains supported large herds of buffalo, which attracted Native American hunters. During the 19th century these same herds drew buffalo hunters until the herds were wiped out.

Even though the environment of the Texas High Plains could not support large groups of people living in pueblos, the hunters and gatherers who lived there still left impressive evidence of their presence. Paint Rock Pictographs, one of the largest concentrations of rock art in the country (Jensen 1998), is located east of San Angelo on a limestone bluff overlooking the Concho River. Alibates Flint Quarries National Monument on the Canadian River north of Amarillo was used as a source of stone for making tools for at least 12,000 years (National Parks Foundation 1997).

After Europeans arrived in the Southwest, some native groups were able to remain in their traditional villages. For example, Taos Pueblo has been in one location since about 1350 A.D. (Bodine 1979), and other ancient pueblos can be found to the west and along the Rio Grande to the south. However, many Native Americans moved great distances to new lands, and some tribes eventually disappeared due to war, mistreatment, and disease.

After the 1600s, native groups that lived in the High Plains included the Kiowa, Apache, and Comanche (Stephens and Holmes 1988). By the late 1600s, the Comanche, who lived close to the Arkansas River, were riding horses they obtained from the Spanish. With the horse, they quickly spread southward across the Plains, pushing out the Apache who already lived there. By the 1730s, the Apache had moved into the lower Texas Plains, taking over the traditional lands of another tribe, the Jumano. Comanche territory eventually extended from the Arkansas River south to the Balcones Escarpment at the edge of the Edwards Plateau and west to the Pecos River. Their territory included all of the Llano Estacado.

Today, the Comanche and Kiowa live in Oklahoma; the Jicarilla Apache live on a reservation northwest of Santa Fe; the Mescalero Apache have a reservation west of Roswell; and the Jumano Tribe no longer exists (Griffen 1983).

The first person of European ancestry to enter what was to become New Mexico was a Franciscan friar, Fray Marcos. In 1539, he entered New Mexico from the west and visited the Zuni Pueblo. In 1540, Francisco Vasquez de Coronado, in his long search for gold, traveled west into New Mexico, visited the Acoma, Zuni, and Rio Grande Pueblos, and then crossed the Texas High Plains by way of the Canadian River (Simmons 1977). Fray Augustin Rodriguez came up the Rio Grande Valley in 1581

with the goal of converting the Pueblo Indians to Christianity. He traveled as far north as Taos Pueblo and as far east as the Pecos River. Missionary and military activity in this remote area increased and in 1610 the Spanish founded the town of Santa Fe to serve as the colonial capital. By the 1670s the non-native population in New Mexico numbered about 3,500, although many were people of mixed ancestry (Simmons 1977).

The Spanish established missions in New Mexico and in Texas near what were to become El Paso, Fort Stockton, San Angelo, and San Antonio. The Spanish generally ignored the Texas Panhandle while they developed their New Mexico territory and other places in Texas (Stephens and Holmes 1988).

Spanish occupation was not without problems. Colonial officials often mistreated the Pueblo Indians and suppressed the native religious beliefs. Eventually, this harsh treatment led to the Pueblo Revolt of 1680. The Spanish were driven out of New Mexico, fleeing to El Paso and points south. The Pueblo's success was short-lived. By 1693, the Spanish had retaken Santa Fe and by the end of the century had reconquered the rest of New Mexico (Simmons 1977).

Shortly after the Spanish regained control, the Comanche began to harass the Apache, Spanish settlers, and local pueblos. Isolated settlements were inviting targets for Comanche raids, and conflicts between Spanish forces and the Comanche were frequent. By 1786, however, there was a negotiated peace between the Comanche and the Spanish (Simmons 1977).

During the late 1700s and early 1800s, New Mexicans began dealing with a new group moving into the territory: Anglo-Americans. In 1807, the explorer Zebulon Pike became the first U.S. citizen to visit New Mexico. He was not welcomed. Instead, he was taken into custody, questioned, and then returned to Louisiana (Simmons 1977).

Mexico gained its independence from Spain in 1821. This had little immediate affect on New Mexico because of its distance from Mexico City. However, independence opened the territory to increased trade with Americans to the east. Texas declared independence from Mexico in 1837. The U.S. annexed Texas in 1845 and war with Mexico started the following year. The Army of the West, led by General Kearny, reached Santa Fe in 1846 and gained control of New Mexico. In 1848, the Treaty of Guadeloupe-Hidalgo ended the war and Mexico ceded territory that included New Mexico to the U.S. (Simmons 1977). The New Mexico Territory was formally established in 1850 and did not become a state until 1912 (Simmons 1977).

Transportation and communication between Texas, New Mexico, and the rest of the nation improved rapidly. In 1821, William Becknell began extensive travels between Missouri and Santa Fe, eventually leading to the development of the Santa Fe Trail (Simmons 1977). The Butterfield Overland Mail Route was established in 1858 and ran from St. Louis to Fort Smith, west to El Paso, up the Rio Grande to Mesilla, and on to San Francisco. Less than a generation later, the railroad came into Texas and New Mexico, stimulating still more development.

After the Civil War, settlers from New Mexico spread eastward, crossing the Canadian River and setting up small communities in the Llano Estacado and Pecos Valley. U.S. military forts were established in the region to protect settlers and control Native Americans. In 1866, ranchers Charles Goodnight and Oliver Loving took the first longhorn cattle from Texas up the Pecos Valley into New Mexico,

established the Goodnight-Loving Trail. In the 1870s, the Mescalero Apache were forced to relocate to a reservation in the Sacramento Mountains. The decline of the buffalo in the 1870s and pressure from settlers created conflicts with the Comanche. The Battle of Adobe Walls and the Red River War from 1874 to 1875, fought in the upper Llano Estacado, eventually led to the forced removal of the Comanche to Oklahoma.

In 1876, after the Comanche were forced to leave, Goodnight established a ranch in Palo Duro Canyon south of what was to become Amarillo. Soon thousands of families followed him into the Panhandle (Texas Monthly 1998). Another influential rancher, John Chisum, set up headquarters near Roswell. In the 1870s, he owned the largest cattle operation in the U.S.

Land speculation fueled much of the development of the Llano Estacado. When Texas joined the Union, it chose not to turn over its public lands to the federal government. Instead, the state government gave railroads vast land grants, which they then dispersed to speculators. By 1880, there were numerous small ranches in the area; many were later consolidated into large ranches.

Population centers in western and northwestern Texas developed quickly after they were first settled. In west Texas, in the area called the Permian Basin, oil and gas were discovered in 1923, only 22 years after the major oil discovery at Spindletop a few miles from Beaumont (Stephens and Holmes 1988). Odessa, Midland, and other communities appeared and turned into boom towns.

Amarillo was first settled in 1887. Initially, railroad, cattle, and merchandising stimulated the growth. At the turn of the century, rangeland was being fenced and replaced with wheat fields. Amarillo soon became the center for a major wheat belt. Later still, it became the site of the world's largest natural gas development (Amarillo College 1998).

Lubbock was established in 1890 and incorporated in 1909. Between the development of cotton farming in Texas and the introduction of the railroad in 1913, Lubbock experienced tremendous growth. Farther south, Pecos, from the 1880s to the early 1900s, was one of the roughest cattle frontier towns in the West.

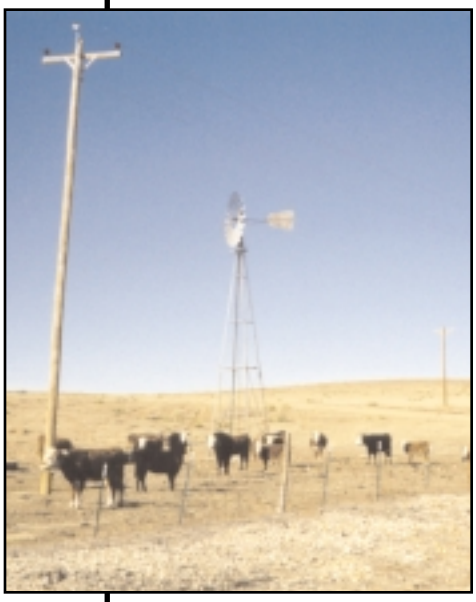
In northeastern New Mexico, Taos, near the ancient Taos Pueblo, was a center for the southwestern fur trade as early as the 1820s. Later, the town's economy was based on farming. However, as early as 1898, colonies of artists and writers had sprung up in the area.

3.2.2 Modern Population and Economy

The modern populations and economies of northeastern New Mexico and western Texas display great diversity. Amarillo is about 80 percent white, 12 percent Hispanic, and 5 percent African-American. Pecos, on the other hand, is 80 percent Hispanic. In northern New Mexico, counties range from 47 to 85 percent Hispanic, 1 to 7 percent American Indian, and up to 34 percent white.

The largest city found in the RBTI study area is Lubbock, Texas, with a population over 190,000. Other nearby population centers include Amarillo, Odessa and Midland, Texas, as well as Roswell and Clovis, New Mexico. At the other extreme are the small communities in the Big Bend Country of the Trans-Pecos and the northwestern corner of New Mexico. Brewster County, Texas, for example, has a population density of less than one person per square mile. Loving County, north of Pecos, is the least populated county in the continental U.S., and Harding County, New Mexico, north of Tucumcari, has only 913 residents.

These population differences, as well as the local economies, reflect the nature of natural and economic resources--most notably rangeland, irrigation water, oil, and recreational opportunities for residents and tourists. Santa Fe, Taos, and other communities have made northern New Mexico the nation's third largest art market after New York and Los Angeles. Pueblos, national forests, wilderness areas, and ski resorts also bring tourists and money. Many residents also commute to Santa Fe or Los Alamos to work for the state and federal governments (New Mexico EDD 1998). In contrast, Tucumcari, in northeastern New Mexico, has an economy focused on providing services to railroads and truck traffic along Interstate 40. Union County, in northeastern New Mexico (north of the town of Tucumcari), consists almost entirely of broad rolling or sloping grassland. This county has supported ranching since it was first settled. However, the Dust Bowl, the Depression, and the mechanization of the cattle industry caused a major drop in the county's population from its peak in 1920. Irrigated farming has become more important in the county since the 1950s. In 1992, most of the farms in the county grew corn, grain sorghum, wheat, alfalfa hay, and other hay (Union County 1995).



In eastern New Mexico around Clovis, cotton was once one of the most important crops, but now more wheat, corn, and grain sorghum are produced here than anywhere else in the state (Cannon AFB 1998). Peanuts are also a major crop, and feedlots are very important to the local economy because much of eastern New Mexico remains unirrigated rangeland (New Mexico EDD 1998).

The High Plains between Amarillo and Lubbock have an agricultural economy based primarily on wheat and sorghum farming, but with significant ranching and petroleum development (Ramos 1997). While much of the rangeland has been plowed into farms, cattle ranching is still important. Many large commercial feedlots have been established. In fact, nearly 75 percent of all of Texas' cattle feedyards are located in the Amarillo area (Amarillo College 1998). Natural gas fields are also found in the Panhandle, and helium is a major resource near Amarillo.

The southern High Plains in Texas are also an important sorghum-growing region. This area also supports cotton production, enough to make Texas the second largest cotton-producing state in the U.S. (Anderson and Wooster 1987). The largest oil and gas deposits in Texas are found in this area (the Permian Basin). Midland and Odessa appeared on the map almost entirely because of oil. On the other hand, Big Spring has developed a local economy based on both oil and cotton. Leasing of lands for hunting has become an important supplement, if not a replacement, for some agriculture.

On the Edwards Plateau, cattle, sheep, and goat raising are important sources of income (Ramos 1997). San Angelo, just north of the Texas Hill Country, does not have an economy based on oil. Instead, it is centered on the production of wool and mohair.

Along the Pecos River in southeast New Mexico and west Texas, both irrigated farming and oil fields are important. Today, this region's economy is focused on agriculture. Major crops harvested from the irrigated fields along the river include cantaloupes, watermelons, cotton, onions, alfalfa, and bell peppers. In recent years, the southeast corner of New Mexico has been called the breadbasket of the state and has witnessed a dairy boom (New Mexico EDD 1998). Its products include cows, cheese, wheat, and grain sorghum. Agriculture is not the sole source of income, however. Lea County, New Mexico (on the western edge of the Permian Basin), is one of the leading oil producers in the nation.

In Texas' Big Bend Country south of the Pecos River, tourism, ranching, and farming are the main sources of income (Cummings 1998). Here, rainfall is less frequent and less predictable than elsewhere in Texas. Ranches tend to be larger than to the north. Marfa has an economy based primarily on cattle, goat, and sheep ranching. Alpine, on the other hand, has a reputation as a retirement community (Cummings 1998).

The military also provides important sources of income to local communities, including Cannon AFB at Clovis, New Mexico; Dyess AFB near Abilene, Texas; and Goodfellow AFB in San Angelo, Texas. Dyess AFB has over 5,000 employees, including 300 civilians, and is the largest single employer in the surrounding 19 counties (Dyess AFB 1998). Cannon AFB also happens to be the largest employer in eastern New Mexico (Cannon AFB 1998). Goodfellow AFB employs 4,000 military personnel and civilians and attracts an additional 2,800 military retirees into the area.

3.3 TRADITIONAL LIFESTYLES AND QUALITY OF LIFE

Evaluating--or even describing--quality of life boils down to understanding whether people have what they need to be happy. Beyond this, it is not always clear what social scientists mean by "quality of life." Measuring quality of life can be very subjective. One approach has been to ask people to think about a change or development that has made life better or worse. For example, increased urban development may improve the quality of life for some people by providing access to larger stores, increased medical care, and better paying jobs. On the other hand, this same development could reduce quality of life for others if housing prices increase, traffic gets worse, and the crime rate goes up. Each individual has a different perspective on how his or her quality of life has been affected by these changes within a community. Some of the many components that play a role in defining the quality of life in a community are listed below:

- population density;
- ethnic, racial, economic, and social character;
- traffic;
- air and noise quality;
- natural beauty;
- character of the landscape;
- housing costs and property values;
- quality of architecture;
- employment and job opportunities;
- business and commercial facilities and services;
- education;
- recreation;
- public services; and
- crime level.

Also, many people would consider the ability to maintain their traditional lifestyle to be an important element in determining quality of life. They might perceive involuntary changes to their traditional lifestyle as unpleasant or even detrimental to their well-being.

There are many different lifestyles throughout the U.S. that can be considered traditional. These multiple lifestyles are sometimes a result of different occupations and migrations into an area. The evidence for these lifestyles can even be seen on the landscape--archaeological sites, changes in vegetation, modified landforms, buildings, roads, machinery, fences, and other features. For example, the lifestyle of Native Americans was modified by the needs of ranchers who moved into an area in

the 19th century. In the early 20th century, improved irrigation and oil exploration led to changes in traditional ranching activities. Still later, increased urban development changed the quality of life of long-time residents who enjoyed life in an oil town.

Today, the economies in eastern New Mexico and western Texas are based on cattle and sheep ranching; growing wheat, cotton, grain sorghum, and other crops; producing oil, gas, and other mineral resources; recreation and tourism; the military; and many other sources of income. The histories of how each of the economies evolved in the area differ, but most began during the two generations between the 1860s and 1920s. Each is tied to a traditional lifestyle, and it would be difficult to decide which one is "more traditional" than another.

Native Americans. Native Americans have the oldest traditional culture in the region. Pueblos and other Native American groups have a long tradition of maintaining customs and beliefs, often using what little political power they could generate to prevent encroachment from modern American culture. Threats to their traditions may come from noise interrupting their ceremonies, from television and movies introducing unacceptable behavior, or from tourists intruding on their privacy.

Traditional sites for the Pueblos include villages hundreds of years old. There are also sacred sites in other locations that are important not only for religious reasons but also for hunting and gathering traditional foods. The Mescalero Apache consider several mountaintops in southern New Mexico and the Trans-Pecos to be sacred. Important traditional sites may have once existed in the High Plains, but the displacement of the Apache in the 18th century and of the Comanche in the 19th century from these areas may have led to a loss of traditional knowledge about specific locations.

Ranching and Farming. In western Texas and eastern New Mexico, the first Anglo-American ranches were established in the 1870s. Since that time, ranchers in this region have witnessed many changes brought about by immigration, new technology, and an evolving economy. Some ranchers consider that a critical element of their quality of life is the maintenance of their traditional way of ranching and of being able to do their jobs with minimal disturbance from intrusive noises from aircraft or industrial activities. This is not just a reflection of the low population. The scarcity of trees, the flat land, and the wind also contribute to a sense of isolation. At the same time, a threat to their quality of life may also be seen as resulting from government acquisition of private land, environmental regulations designed to protect rangeland, and increased demand by the public for recreational opportunities.

Oil and Gas. The first boom in oil exploration and production in western Texas came in the 1920s. While ranching and farming may appeal to those seeking solitude, the boom towns of Midland and Odessa drew people seeking something other than solitude--jobs, wealth, and excitement. A threat to their quality of life may come from government and environmental regulations or economic depression. Aircraft flying overhead would bother workers at a drill site far less than a drop in the price of oil. Yet these same people may resent an airplane disturbing their weekend camping trip.

Recreation and Tourism. Many people are drawn to cities to seek recreation and tourism. Yet in eastern New Mexico and parts of western Texas, those who seek isolation and natural beauty are rewarded with remote canyons, high mountains, and lonely deserts. Noise from any non-natural source as well as lights

1909 The U.S. becomes the first country to own a military airplane, a Wright Model A biplane. Fort Sam Houston in San Antonio is selected as a permanent station for Army aeronautical work.

1910 The first military flight over Texas takes place at Fort Sam Houston using the only airplane owned by the Signal Corps.

1911 The first tactical operation of Army aviation occurs along the Texas-Mexican border to observe skirmishes between Mexican government forces and revolutionaries. Fight training occurs around San Antonio, Leon Springs, and nearby areas.

1912-13 The Provisional First Aero Squadron is stationed at Texas City, near Houston.

1914 During a flight over Matamoras to observe activities of Pancho Villa, Army pilots become the first airmen to come under fire.

1915 The First Aero Squadron is permanently based at Fort Sam Houston.

1916 In response to Pancho Villa's invasion, the First Aero Squadron flies to Columbus, New Mexico, to join General Pershing's Mexican Punitive Expedition.

1917 Kelly Field No. 1 and Kelly Field No. 2 are established in San Antonio. Other airfields are established in Houston, Fort Worth, Dallas, Waco, and Wichita Falls.

1918 Brooks Field is established in San Antonio.

1922-26 Kelly Field No. 2 becomes the nation's Advanced Flying School, giving instruction in advanced flying, cross-country flying, bombing and aerial gunnery, telegraphy, maintenance, and administration.

1922-31 Brooks Field becomes the Primary Flying School for the Army.

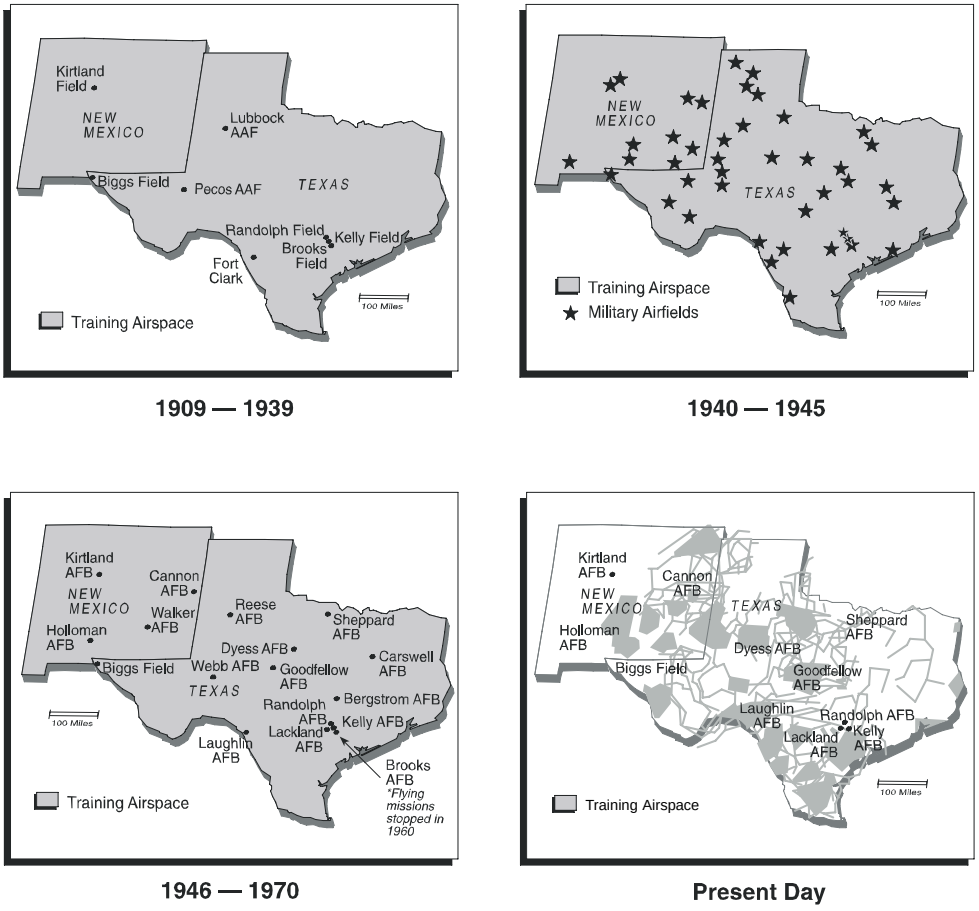
1923 Army pilots perform the first nonstop continental flight from New York to San Diego in a Fokker F-IV (Army designation T-2). The route passes over Tucumcari.

from nearby towns, power lines, roads, and other signs of modern life may be seen as unpleasant intrusions.

Military. There has long been a military presence in western Texas and eastern New Mexico, from the earliest Spanish exploration 450 years ago to the present. U.S. Army troops were posted in El Paso as early as 1846 during the Mexican War, and Fort Bliss was first constructed at its present site in 1891. By 1914, Fort Bliss had become the largest military installation in the U.S., as a result of fears about the Mexican Revolution (U.S. Army 1998). Camp Stockton was established in 1840 in the present location in the city of Fort Stockton and Fort Concho was established in 1867 at San Angelo and lasted until 1887.

3.4 MILITARY AIRSPACE USE

Military flights have taken place over Texas and New Mexico for almost 90 years. During this long time, the pilots, their crews, and their aircraft have successfully coexisted with the people and the environment within the RBTI study area.



Current and Historic Army Air Fields and Air Force Bases

Figure 3.4-1

The Army Air Corps and its predecessors had an early presence in Texas and New Mexico. The history of military flight in or near the RBTI study area is briefly highlighted in the adjacent column. Much of this information came from Mueller (1989), Freeman (1996), Haymore (1997), Holloman AFB (1998), Kirtland AFB (1998), Dyess AFB (1998), the U.S. Army Corps of Engineers (1998), and Air Force base and wing historians, including the Air Force Historic Research Agency, Maxwell AFB (Green, personal communication 1998). Current and former military installations with some role in aircrew training are shown in Figure 3.4-1.

In 1910, the only airplane owned by the U.S. Army Signal Corps was flown to Fort Sam Houston in San Antonio. Military flights have taken place over Texas and New Mexico ever since. The number of aircraft and the frequency of overflights have gone up and down as the training needs of the Army Air Corps and, later, the Air Force changed. Nevertheless, throughout this 90-year period, the pilots, their crews, and their aircraft have successfully coexisted with the people and the environment of the RBTI study area.

Many of the installations shown in Figure 3.4-1 had training missions. Training activities took place in the San Antonio areas as early as World War I. However, the nature of pilot and crew training has changed over the years as aircraft, weapons, defenses, and strategic thinking have evolved. For example, in the early 1900s the War Department believed that the primary role of aircraft in combat was to pursue enemy aircraft, then later decided that some aircraft should have bombing as their primary mission. This new mission required both specialized pilot training and the development of bombing ranges (Freeman 1996). World War II saw the establishment of new bases in New Mexico and Texas for training aircrews in B-17s, B-24s, and B-29s. Later, in the 1950s and 1960s, the threat from radar technology grew and there was an increased need for low-altitude training so pilots could learn how to avoid enemy detection.

Despite the long history of flight training in the RBTI study area, the designation of Special Use Airspace to separate military and non-military aircraft was as slow to develop in Texas and New Mexico as it was elsewhere. Safety concerns were recognized very early, and the Bureau of Air Commerce was established in 1926 to regulate air safety, establish and maintain airways, and make air traffic rules. Still, in the 1930s no single agency controlled air traffic en-route from one airport to another. Aircraft came into terminal areas randomly, often arriving at the same time to compete for their share of the congested airspace (Komons 1986). Between 1935 and 1936, commercial air carriers established air traffic control units in several cities (Komons 1986). Under the Civil Aeronautics Act of 1938, the Civil Aeronautics Authority was formed and various "airspace reservations" and "danger areas" were set up to provide for national security and to denote hazards to aircraft (Secretary of Defense, Secretary of Transportation 1988).

World War II led to a quantum leap in the Civil Aeronautics Authority's air traffic control responsibilities, in large part because better control was needed by the War Department. The situation improved after the war, as radar became the "eyes" of the air traffic control system. Despite the improvements, the skies were becoming more crowded. There was an increasing number of near midair collisions during the early 1950s (Garonzik 1986).

When the FAA was created in 1958, it was to give full consideration to the requirements of national defense as well as commercial and general aviation (Secretary of Defense, Secretary of Transportation 1988). Under a revision of Federal Aviation Regulations in 1961, the concept of Special Use Airspace was formally initiated (Secretary of Defense, Secretary of Transportation 1988). However, despite the increased efforts to gain some control over airspace use,

1925-26	Fort Bliss leases land to develop Biggs Field. A 1000-acre bombing range is developed northwest of Kelly Field.
1931	Construction is started at Randolph Field in San Antonio.
1939	Kirtland Field is established in Albuquerque for training crews for B-17 "Flying Fortresses," B-18s, AT-11s, B-24s, and B-29s.
1940	Land near Fort Bliss is leased for anti-aircraft training.
1941	Clovis Army Air Field (later renamed Cannon AFB) opens initially for a glider detachment, and later for training B-17, B-24, and B-29 heavy bomber crews. Tye AAF (later named Abilene AFB and Dyess AFB) is established for flight training. Biggs Field is used for training B-17, B-24, and B-29 bomber crews.
1942	Roswell AAF (later renamed Walker AFB) opens. Sheppard AAF opens. Alamogordo AAF, later to become Holloman AFB established for training P-47, B-17, B-24, and B-29 pilots and crews. It includes land that would later become White Sands Missile Range. Reese AAF is established near Lubbock. Laughlin AAF opens near Del Rio.
1943	Flight training ceases at Kelly Field and is moved to Randolph Field. Brooks Field becomes center for training B-25 bomber crews.
1944	Carswell AAF is established near Forth Worth.
1945	Bergstrom AAF is established in Austin.
1947	The U.S. Air Force is established.
1948	The mission of Holloman AFB is changed to emphasize testing unmanned aircraft and guided missiles.
1951	P-51 "Mustang" fighters are based at Clovis AFB.
1952	Melrose Bombing Range is developed 35 miles west of Clovis, New Mexico.

1953-54	F-86 "Sabres" and F-84s arrive at Clovis AFB. This base becomes the main center for training F-86 pilots.
1956	B-47s and KC-97s are assigned to Dyess AFB. The first F-100 "Super Sabres" arrive at Clovis AFB.
1958	Federal Aviation Act of 1958 establishes the FAA.
1958-70	F-100s are the primary base aircraft at Cannon AFB.
1963	B-52s replace B-47s at Dyess AFB.
1967	Walker AFB is closed.
1969	Cannon AFB begins transfer from F-100s to F-111s.
1975	First MOAs established.
Late 1970s	First MTRs established.
1985	The first B-1s are assigned to Dyess AFB.
1991	F-117A "Nighthawks" move to Holloman AFB.
1993	Bergstrom and Carswell AFBs closed.
1995	F-16 "Fighting Falcons" arrive at Cannon AFB.
1996	12 German AF Tornados added at Holloman AFB.
1997	Air Force retires all F-111s. Cannon AFB is assigned an F-16 squadron.
1998	Joint Royal Singapore AF/U.S. Air Force Squadron established at Cannon AFB.
1999	30 German Air Force Tornados added at Holloman AFB.
2001	Kelly AFB scheduled to close.

military flight training activity prior to the mid-1970s was relatively unconstrained (GAO 1988). Certain types of military flight training, including air combat maneuvering, were conducted across the country in free airspace. Civil aviation was unaware of either the location or the type of activities being conducted. There were increasing concerns about the potential for collisions between military and non-military aircraft. In the summer of 1975, the FAA established a new category of Special Use Airspace called the Military Operations Area, or MOA (Secretary of Defense, Secretary of Transportation 1988). MOAs were implemented to inform pilots flying under Visual Flight Rules (VFRs) and operating below 18,000 feet of military activity in the area. MOAs also allowed aircraft flying under Instrument Flight Rules (IFRs) to be segregated from military operations (Prasse 1990).

In the late 1970s, the MTR program was designed jointly by the FAA and DoD to provide the military with airspace designated for military low-altitude, high speed navigation, and tactics. MTRs replaced the previous Training Route system (Prasse 1990, FAA 1991).

After the MTR program was formally established in the 1970s, the Air Force created a number of routes in west Texas and eastern New Mexico for training. Over time, some of these routes were changed to increase the efficiency of flight plans and to meet new mission requirements. New segments of airspace were designated to link separate routes, other routes were completely or partially deleted, and air traffic on still other routes was reduced. The general trend since the 1970s has been to restrict military flights, both in terms of location and altitudes, while balancing training requirements and impacts to the environment.

At the same time, reductions in military spending led to redistribution of necessary personnel and material and to closure of military installations across the county. As a result of the Base Closure and Realignment Act of 1988 and the Commission on Base Realignment and Closure, four Air Force bases in Texas have been closed since 1991: Bergstrom AFB, Carswell AFB, Kelly AFB, and Reese AFB. The remaining installations must meet reduced funding and flying hour allocations while meeting mission readiness requirements.

CHAPTER 4

AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Potential environmental impacts cannot be determined without first understanding the existing conditions in the affected environment. For this reason, the impact analysis process involves two steps. First, this EIS helps the reader develop an understanding of the existing environmental setting, or the "affected environment." Second, it uses details of the RBTI alternatives (see Chapter 2) to assess their impacts on the existing environment, or the "environmental consequences." As required by NEPA, this EIS addresses impacts associated with Alternative A: No-Action, as well as the environmental effects of implementing the action alternatives.

This chapter contains a discussion of:

- Airspace and Aircraft Operations
- Land Management and Use
- Biological Resources
- Socioeconomics and Environmental Justice
- Cultural Resources
- Soils and Water

The impact analysis process requires collecting scientifically valid and up-to-date information. Data collection involves:

- Reviewing previous studies, such as technical publications, agency databases, management plans, and other NEPA documents.
- Talking to agencies and others with information on specific resources, such as the U.S. Fish and Wildlife Service, Bureau of Land Management, Texas and New Mexico State Historic Preservation Officers, tribal resource specialists, park superintendents, and community planners.
- Reviewing public input during the scoping process.
- Conducting field studies. For this EIS, field studies at candidate emitter and Electronic Scoring Site locations were conducted for biological resources, cultural resources, and hazardous waste.

The resources analyzed in this EIS are interdependent. For example, a change in soils at a candidate emitter site might affect local vegetation, which in turn could affect wildlife that depend on the plants for food. An increase in aircraft sortie-operations might affect noise conditions in the affected area. Changes in noise could affect how the land is used or managed. These types of interrelationships are why the EIS is prepared by an interdisciplinary team.

Assessment of environmental consequences is also based on an understanding that different resources are not equally sensitive to all elements of an action. For example, cultural resources--especially archaeological sites--are most likely affected by activities that disturb the ground (such as construction at emitter sites) and are usually not affected by changes in noise (which could occur under the affected airspace). On the other hand, certain animal species may be more sensitive to aircraft noise than to short-term construction activities.

The environmental impact analysis process is designed to focus analysis on those environmental resources that could potentially be affected by the RBTI proposal. Potential effects may result from different aspects of an alternative--flying activities, construction of the emitters and Electronic Scoring Sites or decommissioning of existing Electronic Scoring Sites. For this EIS, resources have been either grouped

or analyzed individually according to individual or collective resource categories. Six categories, listed below, are analyzed for each action alternative, as well as for the No-Action Alternative.

- Airspace and Aircraft Operations (Section 4.1)--This section includes discussions of airspace management and use, air safety, aircraft emissions, and air quality, as well as general aircraft noise and associated human health considerations. Additional discussion of noise impacts as applied to specific resources can be found in the associated sections as follows:

  Noise impacts on land use: Land Management and Use (Section 4.2)

  Noise impacts on wildlife and livestock: Biological Resources (Section 4.3)

  Noise impacts on archaeological sites, historic buildings, and traditional cultural properties: Cultural Resources (Section 4.5)

- Land Management and Use (Section 4.2)--Land management and use includes issues such as effects of overflights, emitter construction, and ground operations on residential use, recreation, special management areas, prime farmland, and rangeland.

- Biological Resources (Section 4.3)--Biological resources includes discussion of potential impacts from overflights and construction on wetlands, vegetation, rare plants, and wildlife. The discussion focuses on threatened, endangered, and other sensitive species.

- Socioeconomics and Environmental Justice (Section 4.4)--Socioeconomics focus on employment and income, including the effects of decommissioning on the local economy. The analysis of environmental justice considers whether minority or low-income groups experience a disproportionate share of any impacts.

- Cultural Resources (Section 4.5)--This section addresses potential impacts to archaeological sites, historic buildings and structures, and traditional cultural properties from overflights and construction.

- Soils and Water (Section 4.6)--This discussion considers the effects of RBTI and the No-Action Alternative on water availability, soil erosion, fugitive dust, and paleontological remains that may potentially occur in the areas affected by construction and operation.

4.1 AIRSPACE AND AIRCRAFT OPERATIONS

Training activities involving aircraft operations by B-52 and B-1 bombers form the focus of the RBTI proposal. These activities occur in airspace, a finite resource controlled and administered by the FAA. For RBTI, the extent and nature of the airspace and its use defines the location of the affected environment for each alternative. Within the airspace, aircraft performing training activities generate noise and emit exhaust, so they can affect the noise environment and air quality. These activities must also be performed safely and with regard for all other users of the airspace. Because these training activities have the potential to affect air safety and airspace management, the Air Force has analyzed them in this EIS.

4.1.1 Methods and Approach

AIRSPACE MANAGEMENT

Under Title 49, U.S. Code and Public Law 103-272, the United States government has exclusive sovereignty over the nation's airspace. This sovereignty extends from the surface to above 60,000 feet MSL. The FAA has the responsibility to plan, manage, and control the structure and use of all airspace over the United States, including that associated with RBTI. Like the highway system and traffic laws, FAA rules govern the national airspace system, and regulations establish how and where aircraft may fly. Collectively, the FAA uses these rules and regulations to make airspace use as safe, effective, and compatible as possible for all types of aircraft, from private propeller-driven planes to large, high-speed commercial and military jets.

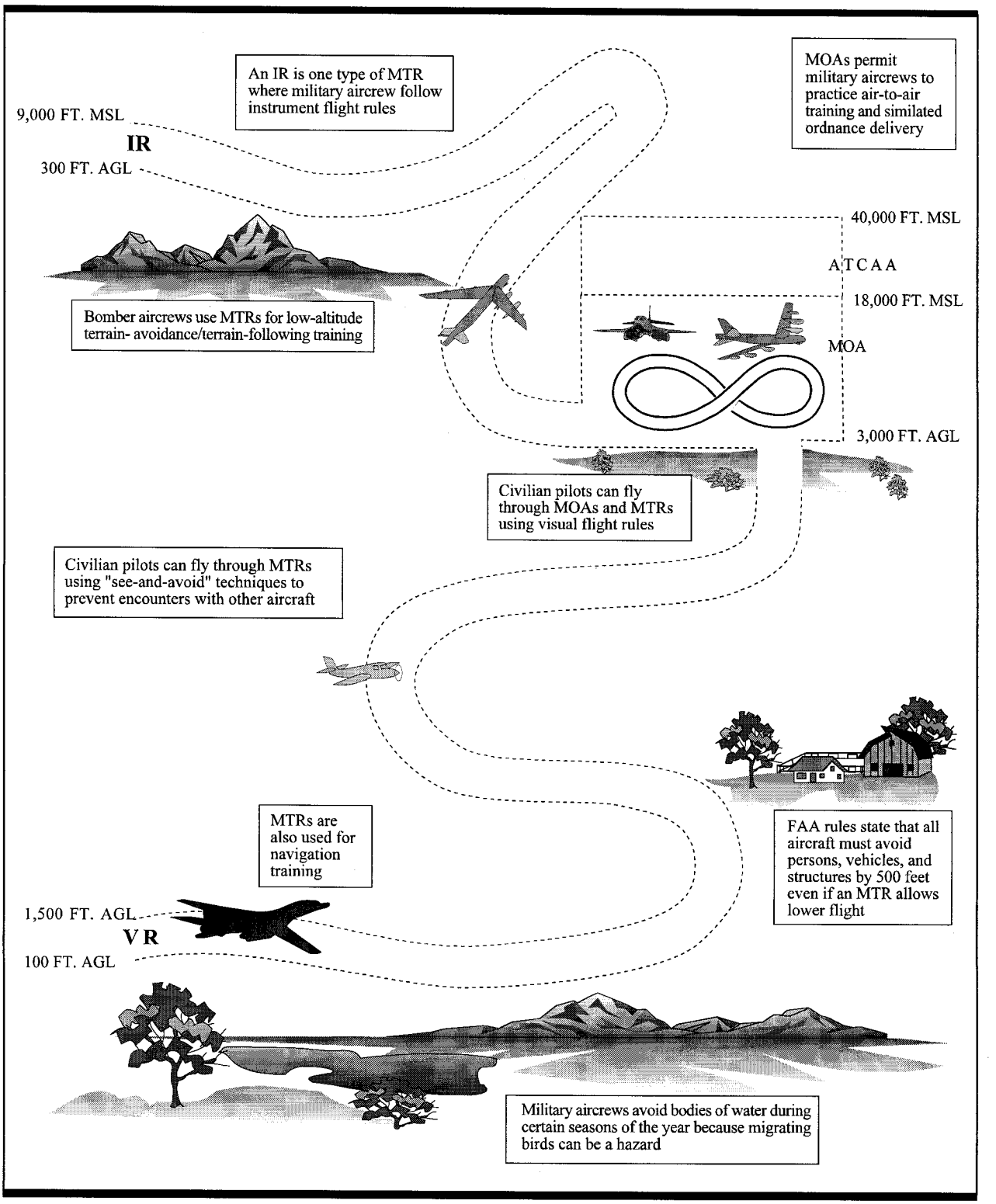
FAA rules and regulations govern all civilian and military airspace use.

Civil, commercial, and military air traffic all use the airspace within the study area for RBTI. FAA rules, airspace management, and procedures provide for safe operations by each and all types of aviation users. As presented in Section 3.4, the military was one of, if not the first, users of the skies over Texas and New Mexico. Training with aircraft ranging from biplanes to B-29s to F-16s has occurred over these areas for 90 years. Given the vast expanses of land and the importance of ranching and farming, there is a long tradition of civil aviation as well. Today, civil aviation activities in the study area include weather modification (cloud seeding), pest (e.g., boll weevils) eradication, crop spraying, range distribution and water assessments for livestock, emergency medical flights, pipeline surveillance, predator control, wildlife management, drug interdiction, and pleasure flights. In northern New Mexico hot air ballooning is quite popular. Neither the FAA nor state aviation agencies maintain comprehensive records on visual flight rules traffic for civil aviation. Commercial aviation also uses the area. Dozens of jet routes and federal airways transit the study area, and thousands of commercial flights use them every year.

Two types of flight rules (visual flight rules [VFR] and instrument flight rules [IFR]) apply to airspace, providing a general means of managing its use. Both military and civil aviation abide by these rules to ensure safe operations. For example, private pilots flying between airports to survey oil fields or livestock within familiar territory normally operate under VFR. VFR pilots fly using visual cues along their desired route of flight, as long as appropriate visibility conditions exist, day or night. IFR pilots undergo much more training and operate under greater restrictions, but they may fly during periods of reduced visibility. Only those pilots qualified for IFR may use them in flying; commercial pilots generally have IFR ratings.

FAA rules and regulations serve to separate VFR and IFR flights from each other and from other aircraft using the same rules. These rules always recommend that VFR pilots carefully examine aeronautical charts and communicate with the nearest FAA facility to obtain information on what other aircraft are flying in the area. The rules also separate VFR air traffic by designating altitudes for flying based on the direction of flight. IFR air traffic is under more stringent flight controls and requires consistent communication with the FAA.

Aircraft use different kinds of airspace according to the specific rules and procedures defined by the FAA for each type of airspace. For RBTI, airspace used by the military consists of MTRs and MOAs/ATCAAs (Figure 4.1-1). MTRs are essentially aerial "highways" that vary in length, width, and altitude; some permit flight to 100 feet AGL or extend up to 16,000 feet MSL or higher. Under RBTI, no bombers would fly below 300 feet AGL. Aircrews use MTRs for many different types of training, including terrain masking and low-altitude navigation. Two types



How MOAs/ATCAAs and MTRs Typically Work **Figure 4.1-1**

of high-speed MTRs exist: Instrument Routes (IR) and Visual Routes (VR). The FAA requires publication of the hours of operation for any MTR so that all pilots, both military and civilian, are aware of when other aircraft could be in the airspace. Each military organization responsible for an MTR develops a daily schedule for use. Although the FAA designates MTRs for military use, other pilots may occupy the airspace. When flying VFR, the FAA urges pilots to contact the nearest flight service station for detailed information on use of the MTR at that time, and VFR pilots must use see and avoid techniques to prevent conflicts with military aircraft using the MTR. Pilots flying IFR must follow essentially the same procedures, but need to communicate with air traffic controllers consistently during their flight.

An IR, or instrument route, is used by military aircraft for low-altitude, high-speed navigation training under both instrument and visual flight conditions. A VR, or visual route, is used for the same purpose but only under visual flight conditions.

The FAA has designated MOAs as special use airspace. MOAs provide military aircrews the opportunity to perform many different training activities within a large horizontal and vertical expanse of airspace. The ceiling of all MOAs can extend to no more than 18,000 feet MSL, while the floor can be established at any altitude. Any military or civilian pilot flying VFR can enter and fly through a MOA using see and avoid techniques. Users of MOAs under VFR employ see and avoid techniques. When flying IFR, nonparticipating (those not using the MOA for training) military or civilian aircraft must obtain an air traffic control clearance to enter a MOA, if it is active.

An ATCAA commonly overlies a MOA and extends above 18,000 feet MSL. Once established, an ATCAA is activated for the time it is required in accordance with the controlling letter of agreement between the FAA and the Air Force.

Federal airways and jet routes form another type of airspace within the national airspace system controlled by the FAA. Federal airways are normally used by air traffic below 18,000 feet MSL while flying between airports. Airway traffic seldom conflicts with MTR or MOA sortie-operations for two reasons:

Commercial aircraft typically fly well above the levels military aircraft would fly in MTRs and MOAs.

- Aircraft on airways, because of fuel efficiency and flight safety related to aircraft malfunctions, commonly operate at altitudes well above most MTR ceilings and the lower altitudes used by military aircraft; and

- The FAA normally ensures that airways do not conflict with MOAs through planning.

Jet routes exist at altitudes from 18,000 to 60,000 feet MSL. Commercial aircraft fly within that structure, well above the altitudes used by military aircraft in MTRs and MOAs. Jet routes and ATCAAs can occur at the same altitudes, but FAA air traffic control prevents conflicts of use.

To avoid conflicts, MTRs and MOAs are designed to avoid busy airports entirely or establish specific avoidance procedures around small private and municipal airfields. Such avoidance procedures are maintained for each MTR and MOA, and military aircrews build them into daily flight plans.

In addition to the lower limits of charted airspace, all aircrews adhere to FAA avoidance rules. Aircraft must avoid congested areas of a city, town, settlement, or any open-air assembly of persons by 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. Outside of congested areas, aircraft must avoid any person, vessel, vehicle, or structure by 500 feet. Bases may establish additional avoidance restrictions under MTRs and MOAs.

AIRCRAFT OPERATIONS AND THE NOISE ENVIRONMENT

Factors Influencing Annoyance

Physical Variables

- Type of neighborhood
- Time of day
- Season
- Predictability of noise
- Control over the noise source
- Length of time an individual is exposed to a noise

Emotional Variables

- Feelings about the necessity or preventability of the noise
- Judgment of the importance and value of the activity that is producing the noise
- Activity at the time an individual hears the noise (conversation, sleep, recreation)
- Attitude about the environment
- General sensitivity to noise
- Belief about the effect of noise on health
- Feeling of fear associated with the noise

Noise represents the most identifiable concern associated with aircraft operations. Although communities and even isolated areas receive more consistent noise from other sources (e.g., cars, trains, construction equipment, stereos, wind), the noise generated by aircraft overflights often receives the greatest attention. General patterns concerning the perception and effect of aircraft noise have been identified, but attitudes of individual people toward noise is subjective and depends on their situation when exposed to noise. Annoyance is the primary consequence of aircraft noise. The subjective impression of noise and the disturbance of activities are believed to contribute significantly to the general annoyance response. A number of nonnoise related factors have been identified that may influence the annoyance response of an individual. These factors include both physical and emotional variables.

Personal opinions on noise vary widely. For example, one person might consider loud rock music as pleasing but opera music as offensive. A second person may perceive just the opposite. Likewise, opinions on noise associated with military overflights vary from positive to negative.

Aircraft Noise Assessment Methods. An assessment of aircraft noise requires a general understanding of how sound is measured and how it affects people and the natural environment. Appendix G provides a detailed discussion of noise and its effects on people and the environment. The primary information needed to understand the noise analysis is summarized below.

To quantify sound levels, the Air Force uses three noise-measuring techniques, or metrics: first, a measure of the highest sound level occurring during an individual aircraft flyover (single event); a second to combine the maximum level of that single event with its duration; and a third to describe the noise environment based on the cumulative flight activity. This EIS describes single noise events with L_{max} and the Sound Exposure Level (SEL). The cumulative energy average noise metric uses the Day-Night Average Sound Level (DNL). Each metric uses A-weighted sound levels (in decibels [dBA]), which approximate how humans perceive sounds by de-emphasizing the high and low frequency portions of the noise. All noise levels discussed in this EIS reflect dBA but may simply be stated as dB.

A-weighted sound levels best approximate human hearing. Appendix G presents more information on this topic.

L_{max} comprises the highest sound level measured during a single aircraft overflight. This would be an instantaneous sound level, occurring for a fraction of a second. For an observer, the noise level starts at the ambient or background noise level, rises to the maximum level as the aircraft flies closest to the observer, and returns to the background level as the aircraft recedes into the distance. Table 4.1-1 lists the L_{max} sound levels for bomber aircraft, and Figure 4.1-2 shows examples of the rise and fall of noise levels during the short duration of an overflight. Maximum sound level is important in judging the interference caused by an aircraft noise event with conversation, sleep, or other common activities.

Table 4.1-1
Representative A-Weighted Instantaneous Maximum (L_{max}) Levels at Various Altitudes

Aircraft Type	*Airspeed (nm/hour)*	*Altitude (Feet AGL)*						
		300	*500*	*1,000*	*2,000*	*3,000*	*5,000*	*10,000*
B-1	**420**	**117**	**112**	**106**	**98**	**93**	**86**	**75**
B-1	**550**	**117**	**112**	**106**	**98**	**93**	**86**	**75**
B-52	**360**	**110**	**105**	**96**	**86**	**83**	**70**	**58**
F-16	500	106	101	94	86	83	74	63
Tornado	420	104	99	92	84	78	72	62
F-14	550	115	110	103	94	88	80	67
F-18	500	120	116	108	99	93	85	71
B-2	200	114	110	102	94	88	82	71

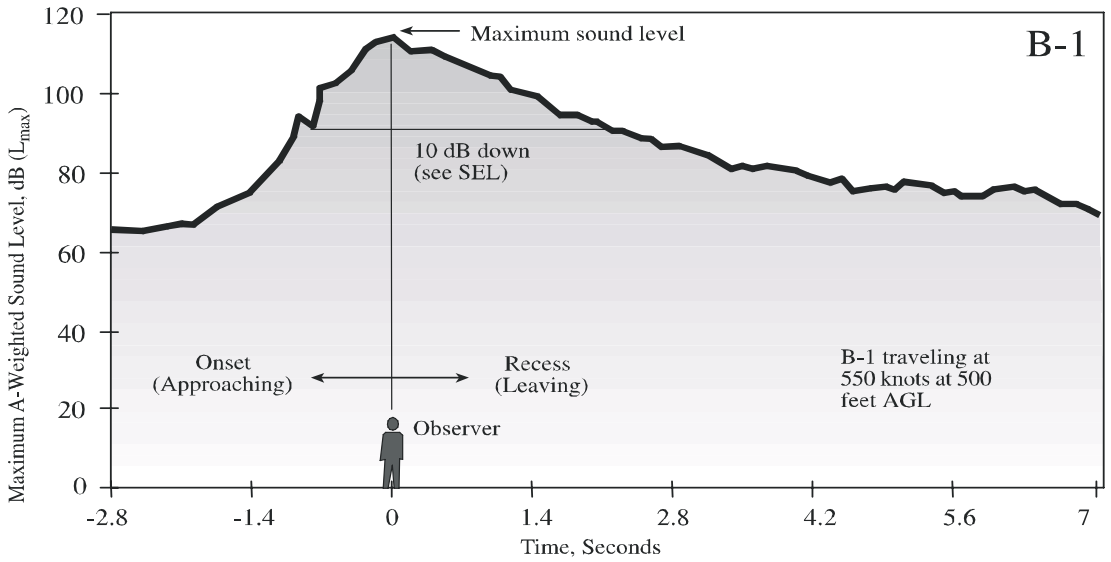
Note: Based on steedy, level flight and using Omega 108 data from actual overflight noise meaasurements.

The SEL metric is a single-number representation of a noise energy dose. This measure takes into account the effect of both the duration and intensity of a noise event. During an aircraft flyover, it would include both the maximum noise level and the 10 dB lower levels produced during onset and recess periods of the flyover (this is also known as 10 dB down; refer to Figure 4.1-2). Because an individual overflight takes seconds and the maximum sound level (L_{max}) occurs instantaneously, SEL forms the best metric to compare noise levels from overflights. SELs decrease as altitude increases and vary according to the type of aircraft, its altitude or distance from the observer, and its speed (Figure 4.1-3). As evidenced by the L_{max} and SEL data, L_{max} noise level during an overflight is typically 0 to 15 dB lower than the SEL with flights above an altitude of 500 feet AGL.

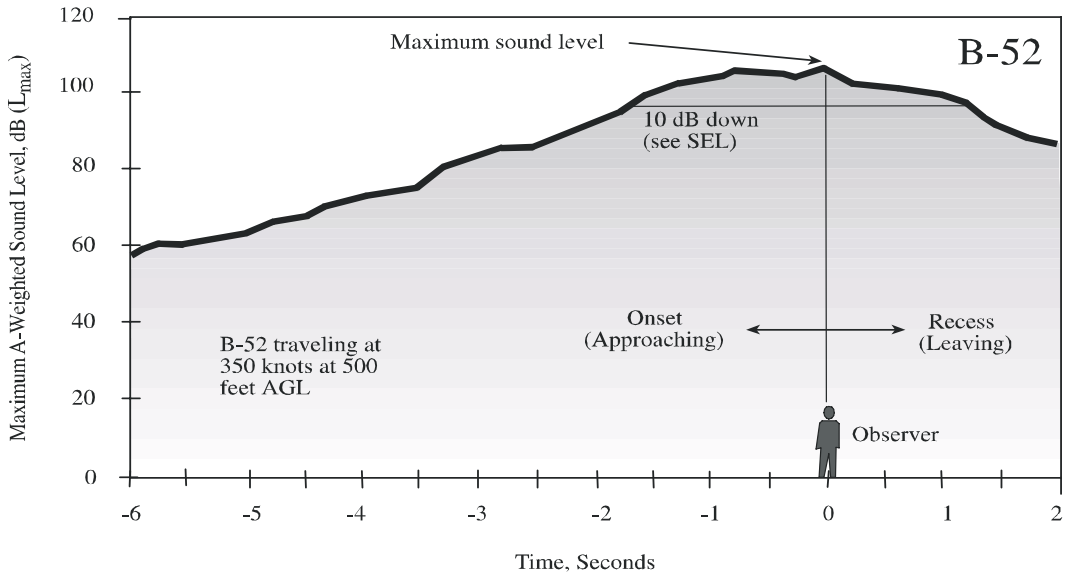
SEL values differ numerically from those expressed for the cumulative noise metric, DNL. The only reason this difference occurs is that the noise metric for SEL is expressed with respect to a one-second period and DNL uses a 24-hour period. Many different combinations of SEL values created by the noise of individual overflights can result in the same DNL value. For example, a single direct daytime overflight of a B-1 at 500 feet AGL would generate an SEL of 113 dB and a DNL of about 63 dB. An F-16 at the same altitude would generate an SEL value of 103 dB and a DNL of about 54 dB. Because of the logarithmic nature of decibel notation, the 11 dB difference in SEL value indicates that a DNL value of 63 dB could result from either a single B-1 overflight at 500 feet or eight F-16 overflights at 500 feet in a 24-hour period. The process of normalizing to a 24-hour period with DNL neither adds to nor diminishes the aircraft noise energy. It is accounted for by the DNL modeling method. Nothing is concealed or underestimated by the process of using the DNL scale.

The cumulative metric, DNL (also known as L_{dn} or by extension, L_{dnmr}), is a 24-hour average A-weighted sound level measure. DNL sums the individual noise events and averages the resulting level over a specified length of time. It is a composite metric accounting for the maximum noise levels, the duration of the events (sortie-operations), and the number of events. DNL is also adjusted to include penalties for nighttime operations--all operations occurring after 10:00 PM and before 7:00 AM are assessed a 10-dB penalty for the added intrusiveness and potential annoyance associated with nighttime flights. DNL is further adjusted up to 11 dB to account for the startle or "surprise" effect of the sudden onset of aircraft noise. This metric accounts for all of the factors shown to influence people's reaction to noise, such as how loud the sounds are, how long each sound lasts, how often they occur, and when in the day they occur. In total, DNL cumulatively incorporates all noise generated by all the different types of aircraft using the airspace, reflects both the number and duration of the flights, and recognizes the difference between noise occurring during the day and at night. An example of calculating a hypothetical DNL is presented in Figure 4.1-4.

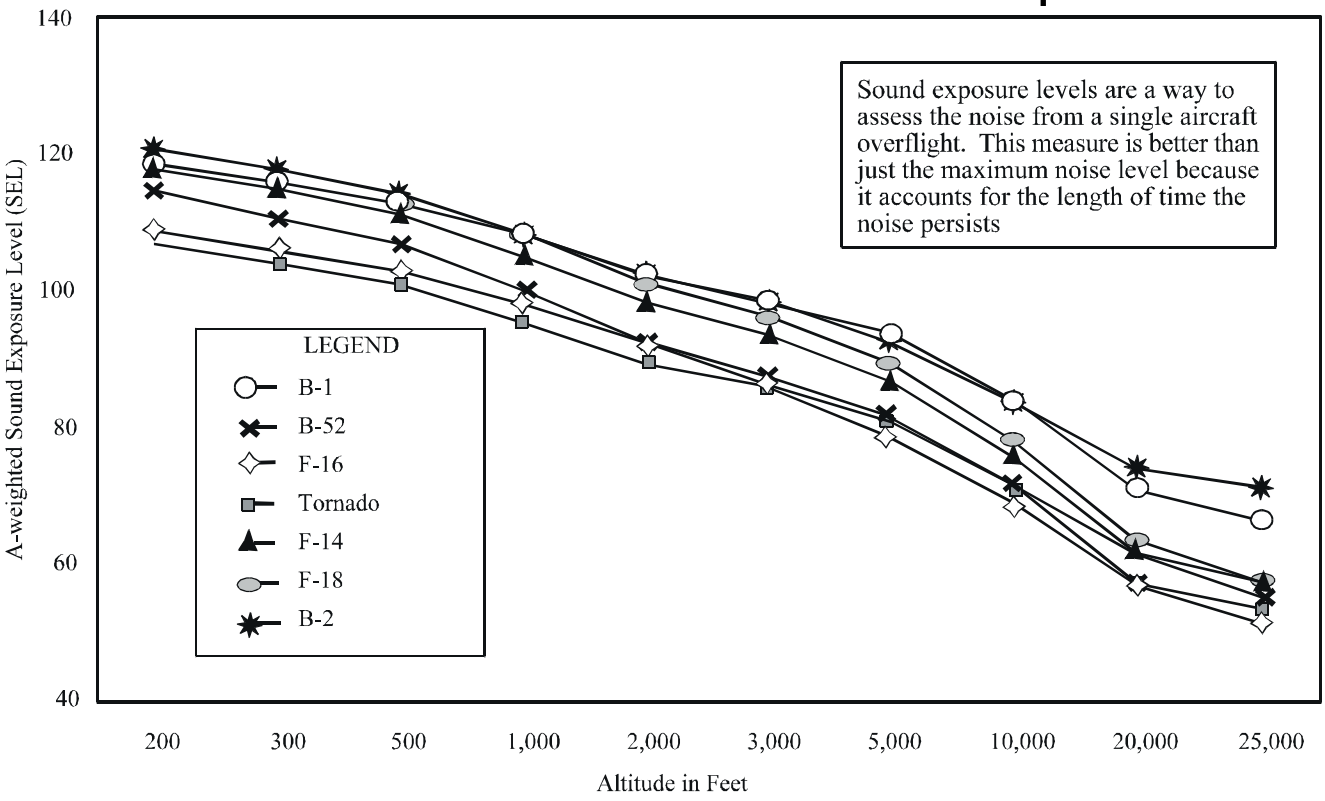
L_{dnmr} is the monthly average of the Onset-Rate Adjusted Day-Night Average Sound Level (DNL). Noise levels are calculated the same way for both DNL and L_{dnmr}. The annual sortie-operations for an MTR or MOA are divided by 12 to define the monthly average sortie-operations. For this EIS, all noise levels were calculated using L_{dnmr}. However, to enhance readability, these noise levels will be referred to as DNL throughout the document.



The onset phase occurs as the aircraft comes toward the observer and continues until the aircraft reaches the closest point to the observer. Sound levels increase rapidly during the onset phase, reaching a maximum at the instantaneous moment that the aircraft passes the observer. After that, the sound decreases to background levels as the aircraft moves away (recess phase). Actual perception of sound levels depends upon many factors, including wind speed and direction, intervening hills or mountains, air temperature, speed and altitude of flight, and the position of the observer relative to the aircraft's path.



Noise Levels from an Overflight Last Several Seconds **Figure 4.1-2**



Representative A-Weighted Sound Exposure Levels at Various Altitudes

Representative A-Weighted Sound Exposure Levels[1] at Various Altitudes[2]

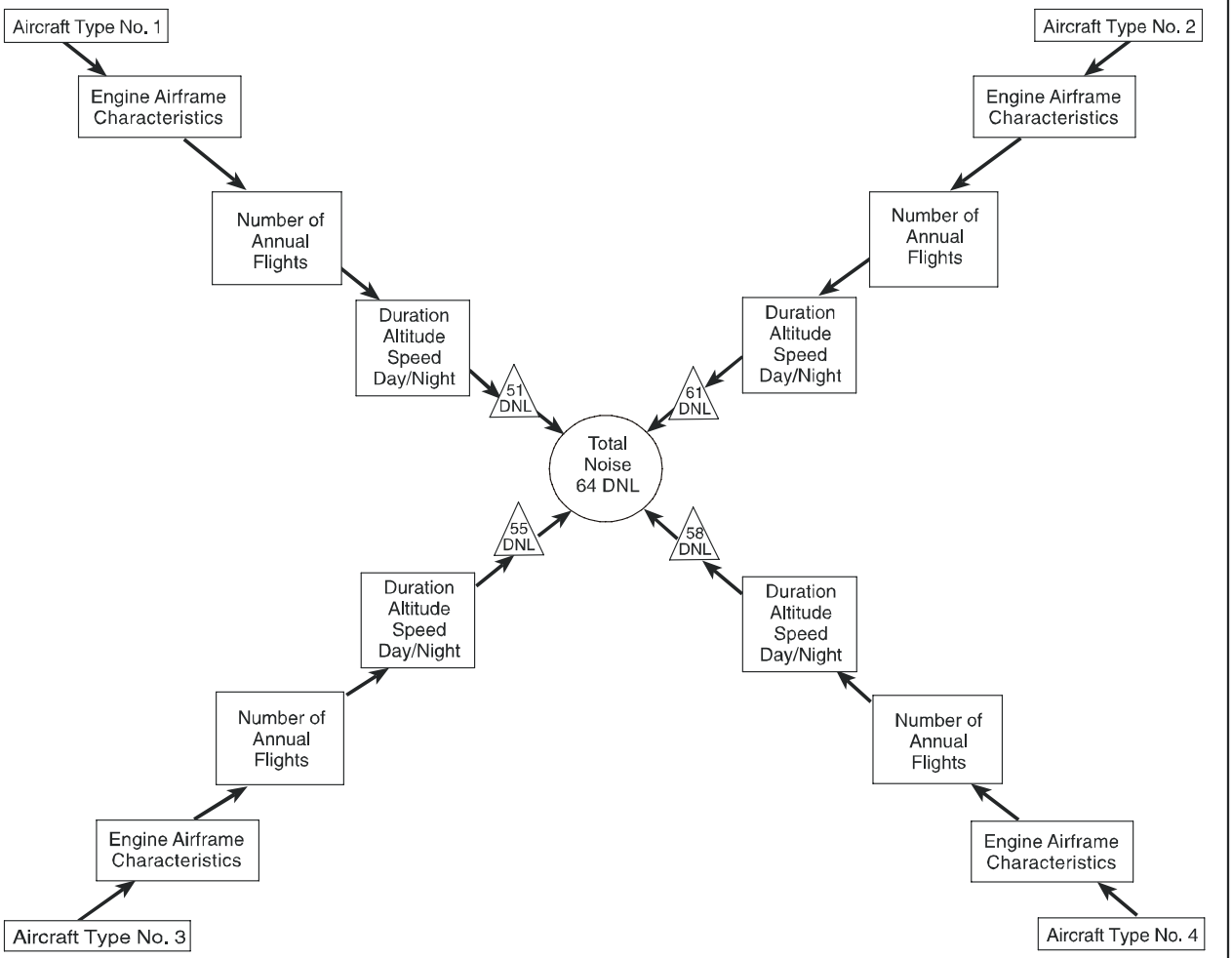
Aircraft Type	*Airspeed (nm/hour)*	*Altitude (Feet AGL)*								
		300	*500*	*1,000*	*2,000*	*3,000*	*5,000*	*10,000*	*20,000*	*25,000*
B-1	420	116	113	108	102	98	93	83	71	65
B-1	550	116	112	107	101	97	92	82	70	64
B-52	360	111	107	100	92	86	78	68	56	52
F-16	500	106	103	98	92	87	81	70	56	50
Tornado	420	104	101	95	89	85	80	71	60	56
F-14	550	115	111	105	98	93	86	75	60	54
F-18	500	118	114	108	101	96	89	77	62	56
B-2	220	118	114	108	102	98	92	83	73	70

[1] The values shown represent average sound levels. These levels may vary by 1/ 2 dB depending on the application of power and speed. SELs are based on steady, level flight and use Omega 108 data from actual overflight noise measurements.

[2] It should be noted that in accordance with U.S. Air Force regulations [AFI 11-206 (USAF 1994) and Federal Aviation Regulation Part 91-119 (FAA, 1992)], aircraft must avoid congested areas and settlements by 1,000 feet, within a horizontal radius of 2,000 feet of the aircraft, and isolated people, vessels, vehicles, or structures by 500 feet.

Sound Exposure Levels

Figure 4.1-3



DNL accounts for the cumulative noise exposure of all aircraft over a 24-hour period. Each aircraft's contribution to the noise exposure is included. DNL emphasizes louder noise events and adds penalties for certain types of operations. A 10 dB penalty is included in the nighttime events to account for the added intrusiveness and a penalty of up to 11 dB is added to account for the startle effect from the rapid onset of some military aircraft. All events are then summed according to logarithm rules. In the above example, the DNL is 64, as opposed to the arithmetic average of 56. For additional information, see Appendix G

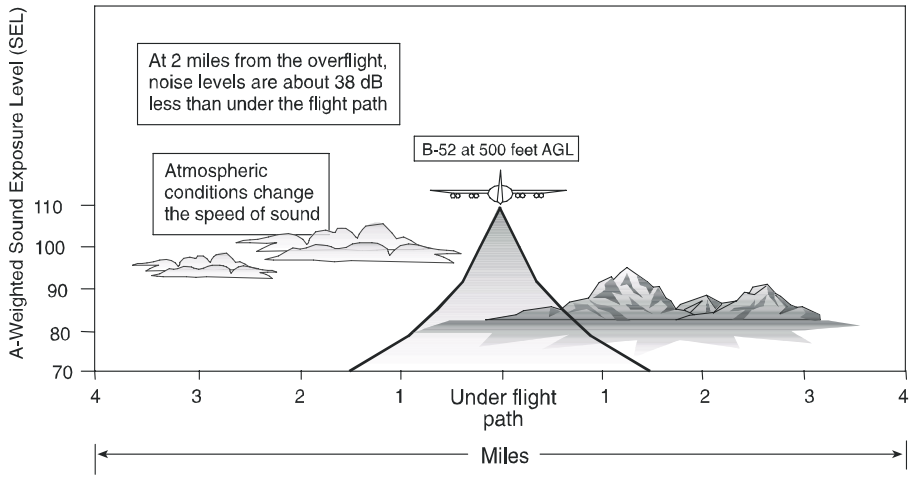
How Cumulative Noise is Modeled **Figure 4.1-4**

DNL has emerged as the most widely accepted metric for aircraft noise (USEPA 1972, FICON 1992). It correlates well with community response and is consistent with controlled laboratory studies of people's perception of noise. It was the primary metric used in the U.S. Environmental Protection Agency's (USEPA) "levels document" (USEPA 1972) and was further endorsed by the Federal Interagency Committee on Noise (FICON) (FICON 1992). DNL has been proven applicable to infrequent events (Fields and Powell 1985) and to rural populations exposed to sporadic military aircraft noise (Stusnick *et al.* 1992, 1993).

Predicting noise levels (in DNL) for this EIS involved the use of the Air Force's MR_NMAP (Lucas and Calamia 1996) noise model for activities in MTRs and MOAs. MR_NMAP calculates the noise levels based on aircraft operations data obtained from aircrews and airspace managers, as well as on patterns measured from radar data for the full inventory of aircraft flown by the U.S. military. These data include airspeed, duration of flight, altitudes of flight, distribution of aircraft in the airspace, and frequency of flight activities. Verification of these data comes from training requirements and from thousands of hours of radar data tracking aircraft operations at Nellis Air Force Range, China Lake Naval Air Warfare Center, and White Sands Missile Range.

MR_NMAP is the computer program used to model baseline and projected noise in affected MTRs and MOAs.

Noise generated by a particular aircraft type used in these models represents actual noise measurements regularly updated by the DoD for all aircraft. These measurements are made by flying aircraft under controlled conditions over a microphone array. The measurements are then incorporated into the noise model as the noise file database. Using this data set, the formulae driving the noise models account for spherical spreading, atmospheric absorption, and lateral attenuation. Spherical spreading is, in essence, the reduction in noise due to the spreading of sound energy away from its source. Sound energy decreases by approximately 6 dB every time the distance between the source and receiver is doubled (Figure 4.1-5). Daily and hourly variations in atmospheric conditions (e.g., humidity, clouds) can alter the amount of sound energy at a given location. The noise models use annual average temperature and humidity conditions to account for the influence of atmospheric conditions. Lateral attenuation, or the loss of sound energy due to reflection of sound by the ground, depends upon the altitude of the aircraft and the distance to the receiver.



Noise Levels Diminish With Distance

Figure 4.1-5

Studies by Lucas (1995) and Page *et al.* (1994) have validated the reliability of aircraft noise models down to 55 DNL. Predicted noise from models varies +/- 2 dB relative to noise levels measured under controlled conditions. Below 55 DNL, greater variation may occur. When there is a large number of aircraft, the time average sound levels below 55 DNL will occur at relatively long distances from the aircraft, thus allowing atmospheric effects a greater opportunity to cause noise level variability at a receiver's position. When there are a few sortie-operations, the time average sound levels are generated by only a few individual aircraft noise events that may not be a statistically representative sample of a given model of aircraft.

Assessing Aircraft Noise Effects. Aircraft noise effects can be described according to two categories: annoyance and human health considerations. Annoyance, which is based on a perception, represents the primary effect associated with aircraft noise. Far less potential exists for effects on human health.

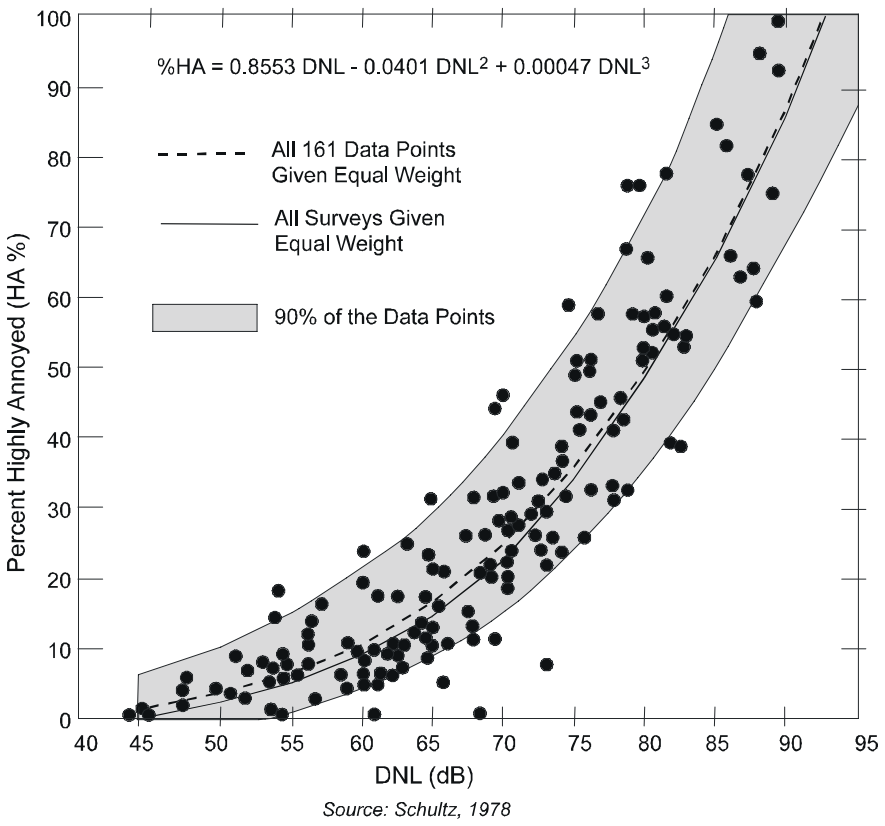
Studies of community annoyance to numerous types of environmental noise show that DNL correlates well with effects. Schultz (1978) showed a consistent relationship between noise levels and annoyance (Figure 4.1-6a). A more recent study reaffirmed this relationship (Fidell *et al.* 1991). Figure 4.1-6b shows an updated form of the curve fit (Finegold *et al.* 1994) in comparison with the original Schultz curve. The updated fit, which does not differ substantially from the original, is the current preferred form (see Appendix G, Noise).

In general, there is a high correlation between the percentages of groups of people highly annoyed and the level of average noise exposure measured in DNL. The correlation is lower for the annoyance of individuals. This is not surprising considering the varying personal factors that influence the manner in which individuals react to noise. The inherent variability between individuals makes it impossible to predict accurately how any individual will react to a given noise event. Nevertheless, findings substantiate that community annoyance to aircraft noise is represented quite reliably using DNL.

In addition to annoyance, the effect of noise on human health was raised during the public involvement process for this EIS. Other factors that can be used to evaluate a noise environment are noise-induced hearing loss, speech interference, and sleep disturbance. Effects on the speech and sleep also contribute to annoyance.

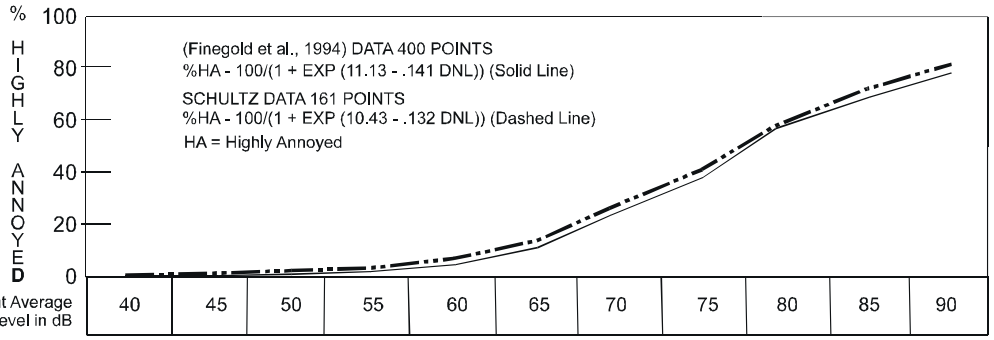
A considerable amount of data on hearing loss has been collected and analyzed. It has been well established that continuous exposure to high noise levels (like in a factory) will damage human hearing (USEPA 1978). Hearing loss is generally interpreted as the shifting to a higher sound level of the ear's sensitivity to perceive or hear sound (sound must be louder to be heard). This change can be either temporary or permanent. Federal workplace standards for protection from hearing loss allow an A-weighted time-average level of 90 dB over an 8-hour work period, or 85 dB averaged over a 16-hour period. As shown later in this section, noise levels associated with RBTI would be more than 20 dB below these standards.

Studies on community hearing loss from exposure to aircraft flyovers near airports showed that there is no danger, under normal circumstances, of hearing loss due to aircraft noise (Newman and Bettie 1985). Airport traffic is much more continuous, frequent, and commonly lower in altitude than flights in MTRs or MOAs. In MTRs and MOAs, military aircraft fly at varied altitudes, rarely fly over the same point on the ground repeatedly during a short period, and occur sporadically over a day. These factors make it unlikely that an increase in hearing loss would occur (Thompson 1997). The conclusion of no risk to hearing loss as a result of low-altitude flight noise is also supported by a recent laboratory study that measured



Source: Schultz, 1978

Community Surveys of Noise Annoyance **Figure 4.1-6a**



Calculated % HA Points

	40	45	50	55	60	65	70	75	80	85	90
FINEGOLD	0.41	0.831	1.66	3.31	6.48	12.29	22.1	36.47	53.74	70.16	82.64
SCHULTZ	0.576	1.11	2.12	4.03	7.52	13.59	23.32	37.05	53.25	68.78	81

Comparison of original (Schultz, 1978) and current (Finegold et al., 1994) curve fits.

Relationship Between Annoyance and Day-Night Average Sound Level **Figure 4.1-6b**

changes in human hearing from noise representative of low-flying aircraft on MTRs (Nixon *et al.* 1993). In this study, participants were first subjected to four overflight noise exposures at A-weighted levels of 115 dB to 130 dB. One-half of the subjects showed no change in hearing levels, one-fourth had a temporary 5-dB increase in sensitivity (the people could hear a 5-dB wider range of sound than before exposure) and a temporary 5-dB decrease in sensitivity (the people could hear a 5-dB narrower range of sound than before exposure) applied to one-fourth. In the next phase, participants were subjected to a single overflight at a maximum level of 130 dB for eight successive exposures separated by 90 seconds or until a temporary shift in hearing was observed. The temporary hearing threshold shifts resulted in the participants hearing a wider range of sound, but within 10 dB of their original range. For RBTI, no overflights would generate noise levels of 130 dB.

Another nonauditory effect of noise is disruption of conversations. Speech interference associated with aircraft noise is a primary cause of annoyance to individuals on the ground. Aircraft noise can also disrupt routine activities, such as radio listening or television watching and telephone use. Due to the sporadic nature of flights along MTRs and MOAs, the disruption generally lasts only a few seconds, and almost always less than 10 seconds. It is difficult to predict speech intelligibility during an individual event, such as a flyover, because people automatically raise their voices as background noise increases. A study (Pearsons *et al.* 1977) suggests that people can communicate acceptably in background A-weighted noise levels of 80 dB. The study further indicates that people begin to raise their voices when noise levels exceed 45 dB and some speech interference occurs when background noise levels exceed 65 dB. Typical home insulation reduces the noise levels experienced by 20 dB or more and decreases speech interference. However, it is recognized that some aircraft flyovers can interrupt speech communication momentarily.

Noise-related awakenings form another issue associated with aircraft noise. Sleep is not a continuous, uniform condition but a complex series of states through which the brain progresses in a cyclical pattern. Arousal from sleep is a function of a number of factors including age, gender, sleep stage, noise level, frequency of noise occurrences, noise quality, and presleep activity. Quality sleep is recognized as a factor in good health. Although considerable progress has been made in understanding and quantifying noise-induced annoyance in communities, quantitative understanding of noise-induced sleep disturbance is less advanced. A recent study of the effects of nighttime noise exposure on the in-home sleep of residents near one military airbase, near one civil airport, and in several households with negligible nighttime aircraft noise exposure, revealed SEL as the best noise metric predicting noise-related awakenings. It also determined that out of 930 subject nights, the average spontaneous (not noise-related) awakenings per night was 2.07 compared to the average number of noise-related awakenings per night of 0.24 (Fidell *et al.* 1994). Additionally, a 1995 analysis of sleep disturbance studies conducted both in the laboratory environment and in the field (in the sleeping quarters of homes) showed that when measuring awakening to noise, a 10 dB increase in SEL was associated with only an 8 percent increase in the probability of awakening in the laboratory studies, but only a 1 percent increase in the field (Pearsons *et al.* 1995). Pearsons *et al.* (1995) reports that even SEL values as high as 85 dB produced no awakenings or arousals in at least one study. This observation suggests a strong influence of habituation on susceptibility to noise-induced sleep disturbance. A 1984 study (Kryter 1984) indicates that an indoor SEL of 65 dB or lower should awaken less than 5 percent of exposed individuals.

To date, no exact quantitative dose-response relationship exists for noise-related sleep interference; yet, based on studies conducted to date and the USEPA guideline of a 45 DNL to protect sleep interference, useful ways to assess sleep interference have emerged. If homes are conservatively estimated to have a 20-dB noise

insulation, an average of 65 DNL would produce an indoor level of 45 DNL and would form a reasonable guideline for evaluating sleep interference. This also corresponds well to the general guideline for assessing speech interference. Annoyance that may result from sleep disturbance is accounted for in the calculation of DNL, which includes a 10-dB penalty for each sortie occurring after 10:00 PM or before 7:00 AM. No RBTI alternative generates a noise level of 65 DNL, so all noise levels would fall below the USEPA guideline of 45 DNL. This factor, along with low amounts of night operations and the use of a varied altitude, would reasonably be assumed to limit the number of noise-related awakenings.

The potential for noise to affect physiological health, such as the cardiovascular system, has been speculated; however, no unequivocal evidence exists to support such claims (Harris 1997). Conclusions drawn from a review of health effect studies involving military low-altitude flight noise with its unusually high maximum levels and rapid rise in sound level have shown no increase in cardiovascular disease (Schwartze and Thompson 1993). Additionally, claims about flyover noise producing increased mortality rates and increases in cardiovascular death, adverse effects on the learning ability of middle- and low-aptitude students, aggravation of post-traumatic stress syndrome, increased stress, increase in admissions to mental hospitals, and adverse affects on pregnant women and the unborn fetus are similarly unsupported (Harris 1997).

AIRCRAFT EMISSIONS AND AIR QUALITY

Because military aircraft are mobile and cover very long distances over many different areas, they commonly contribute little to the total emissions in a region. This is especially true since they fly at altitudes where emissions would tend to be dispersed and not result in effects on human health or visibility. Despite these factors, federal actions such as RBTI must be assessed for their potential effects on air quality.

Under the Clean Air Act (CAA), the USEPA has established nationwide air quality standards, known as the National Ambient Air Quality Standards (NAAQS). Table 4.1-2 outlines the standards for "criteria" pollutants, as defined by the USEPA. These standards represent the maximum levels of background pollution that are considered safe, with an adequate margin of safety, to protect human health and welfare. These standards are presented in terms of concentration (e.g., parts per million) averaged over periods of time ranging from 1 hour to annually according to the degree of potential health effects. States, as well as local agencies, may set their own standards as long as they are at least as stringent as the NAAQS. While Texas adopted the NAAQS as its standard, New Mexico established its own standard in 1995. Pollutants considered in this EIS analysis include volatile organic compounds, which are indicators of ozone; nitrogen oxides, which are precursors to ozone and include nitrogen dioxide and other compounds; carbon monoxide; and particulate matter. Airborne emissions of lead and sulfides of hydrogen are not addressed because the affected areas contain no significant sources of emissions of these criteria pollutants, and RBTI activities would not materially contribute to increased levels in the region.

Military aircraft exhaust consists of the criteria pollutants listed in the NAAQS and water vapor. The water vapor mixes with other water vapor in the atmosphere. With the exception of some heavier particulate matter, none of these criteria pollutants enter soils or water. The particulate matter would not be hazardous or toxic.

Table 4.1-2
National and State Ambient Air Quality Standards

Air Pollutant	*Averaging time*	*Federal NAAQS and Texas AAQS*		*New Mexico AAQS*	
		Primary	*Secondary*	*Primary*	*Secondary*
Carbon Monoxide (CO)	8-hour 1-hour	9 ppm 35 ppm	-- --	8.7 ppm 13.1 ppm	-- --
Nitrogen Dioxide (NO_2)	AAM 24-hour	0.053 ppm --	0.052 ppm --	0.05 ppm 0.10 ppm	0.053 ppm --
Sulfur Dioxide (SO_2)	AAM 24-hour 3-hour	0.03 ppm 0.14 ppm --	-- -- 0.5 ppm	0.02 ppm 0.10 ppm --	-- -- 0.5 ppm
Particulate Matter (PM_{10})	AAM 24-hour	50 $\mu g/m^3$ 150 $\mu g/m^3$	50 $\mu g/m^3$ 150 $\mu g/m^3$	-- --	50 $\mu g/m^3$ 150 $\mu g/m^3$
Total Suspended Particulates (TSP)	AGM 30-day 7-day 24-hour	-- -- -- --	-- -- -- --	60 µg/m3 90 µg/m3 110 µg/m3 150 µg/m3	-- -- -- --
Ozone (O_3)	1-hour	0.12 ppm	0.12 ppm	0.12 ppm	0.12 ppm
Lead (Pb)	Calendar Quarter	1.5 $\mu g/m^3$	1.5 $\mu g/m^3$	1.5 $\mu g/m^3$	1.5 $\mu g/m^3$

Notes: AAM = Annual Arithmetic Mean; AGM = Annual Geometric Mean; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

All areas affected by RBTI are in attainment with federal air quality standards.

Individual states are required to establish a State Implementation Plan designed to eliminate or reduce emissions exceeding the NAAQS and to ensure state air quality conditions consistently comply with the NAAQS. The CAA prohibits federal agencies from supporting any activities that do not conform to a State Implementation Plan approved by the USEPA. Regulations under the CAA, known as the General Conformity Rule, state that activities must not: (a) cause or contribute to any new violation of any standard; (b) increase the frequency or severity of an existing violation; or (c) delay timely attainment of any standards, interim emission reductions, or milestones as stated in the State Implementation Plan. This General Conformity Rule applies only to those areas in nonattainment with NAAQS. All of the affected areas under RBTI are in attainment with the NAAQS and state standards.

The CAA also establishes a national goal of preventing degradation or impairment in federally designated Class I attainment areas. As part of the Prevention of Significant Deterioration (PSD) program, mandatory Class I status was assigned by Congress to all international parks, national wilderness areas (not wilderness study areas or wild and scenic rivers), memorial (e.g., battlefield) parks larger than 5,000 acres, and national parks larger than 6,000 acres. In Class I areas, visibility impairment is defined as a reduction in regional visual range and atmospheric discoloration (such as from an industrial smokestack). This program also sets standards for a project's effect on PSD Class I areas (Table 4.1-3). Stationary sources, such as industrial areas, are typically the issue with impairment of visibility in PSD I areas. Mobile sources, including aircraft, are generally exempt from review under this regulation.

Determining the effects of existing and proposed aircraft operations on air quality and visibility involved two basic steps. First, aircraft emissions were calculated for the affected MTRs and MOAs in each alternative (in tons per year) to determine increases or decreases relative to the baseline conditions and to qualitatively assess the potential for exceedences of the NAAQS. Sortie-operations by all aircraft using or proposing to use the affected airspace were included. Second, more detailed analyses then assessed the potential change in ambient pollutant concentrations resulting from the alternatives. These analyses employed the Multiple-Aircraft Instantaneous Line Source (MAILS) dispersion model (Leibsch 1992). For each alternative, the analysis looked at the airspace unit where the highest concentrations of emissions would be expected to occur. In each alternative, the airspace used in the MAILS model consisted of segments of the proposed MTR (see Appendix F). By evaluating these conditions, projections of the emissions were made relative to the NAAQS and PSD Class I standards. If these conditions did not cause emissions to exceed the standards, then the less intensive remainder of flight operations elsewhere would not either.

Table 4.1-3
Maximum Allowable Incremental Increases Under PSD Regulations

Pollutant	*Averaging time*	*PSD Increments ($\mu g/m^3$)* *Class I*
Nitrogen Dioxide (NO_2)	Annual	2.5
Particulate Matter (PM_{10})	Annual	4
	24-hour	8
Sulfur Dioxide (SO_2)	Annual	2
	24-hour	5
	3-hour	25

Note: All particulates reported as PM_{10}

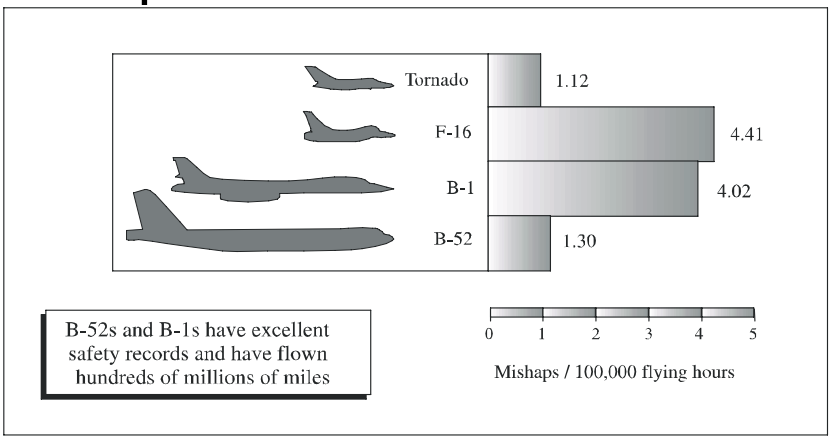
AIRCRAFT SAFETY

Flight safety is of paramount concern to the Air Force. Safe flying procedures, adherence to flight rules, and knowledge of emergency procedures form consistent and repeated aspects of training for all aircrews, including those at Barksdale and Dyess AFBs. Since the inception of the Air Force in 1947, aircraft accidents have steadily declined each year.

Starting in the early 1980s, the Air Force has averaged fewer than two major accidents (Class A mishaps) per 100,000 flying hours for all aircraft worldwide. The Air Force defines a Class A mishap as an accident that results in a loss of life, permanent total disability, total cost of more than $1 million, or destruction of the aircraft beyond repair. Class A mishaps include those accidents where aircraft crash, as well as on-the-ground incidents.

In 44 years of service, B-52s have flown 2.7 billion miles with 97 Class A mishaps. In 15 years, B-1s have flown 160 million miles with 11 Class A mishaps.

Class A mishap rates are calculated by aircraft type. For the major aircraft types using the primary and secondary airspace (B-1, B-52, F-16, and Tornado), Class A mishap rates are quite low (Figure 4.1-7). Based on the flying hours for the different major aircraft types under each alternative, these mishap rates are used to compute a projection of the estimated years between Class A mishaps in each affected MTR and MOA. These data are only statistically predictive and actual mishaps result from many factors, not merely the amount of flight time by an aircraft.



Class A Aircraft Mishap Rates **Figure 4.1-7**

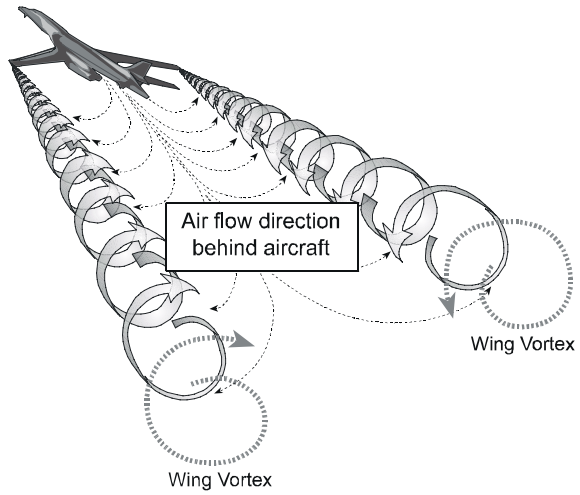
In addition to the direct effects from aircraft crashes (i.e., damage to aircraft and points of impact), there may also be secondary effects, such as fire and environmental contamination. The extent of these secondary effects is situationally dependent and difficult to quantify. For example, there would be a higher risk of fire for aircraft crashes in highly vegetated areas during a hot, dry summer than would be the case if the mishap occurred in a rocky, barren area during the winter.

Flight safety considerations also include bird-aircraft strikes. Bird-aircraft strikes can represent a hazard to aircraft and, in extreme cases, can result in accidents. Over 95 percent of bird-aircraft strikes occur below 3,000 feet AGL, although in extremely rare circumstances aircraft may encounter birds at 30,000 feet MSL or higher. Approximately 50 percent of bird strikes happen at airfields, with 25 percent occurring during low-altitude flight. Migration corridors and other areas where birds congregate (e.g., water bodies) represent the locations with the greatest hazard when birds are present.

Because of these potential effects, the Air Force devotes considerable attention to avoiding the possibility of bird-aircraft strikes. It has conducted a worldwide program for decades to study bird migrations, bird flight patterns, and past strikes to develop predictions of where and when bird-aircraft strikes might occur. This program, which consistently updates the data, also defines avoidance procedures through a Bird Avoidance Model. Each time an aircrew plans a training sortie, they use the Bird Avoidance Model to define altitudes and locations to avoid. Use of this model has minimized bird-aircraft strikes. Each base or flying unit also develops and maintains a bird-aircraft strike avoidance plan that dictates the location and timing of avoidance measures within the airspace used by the base or unit.

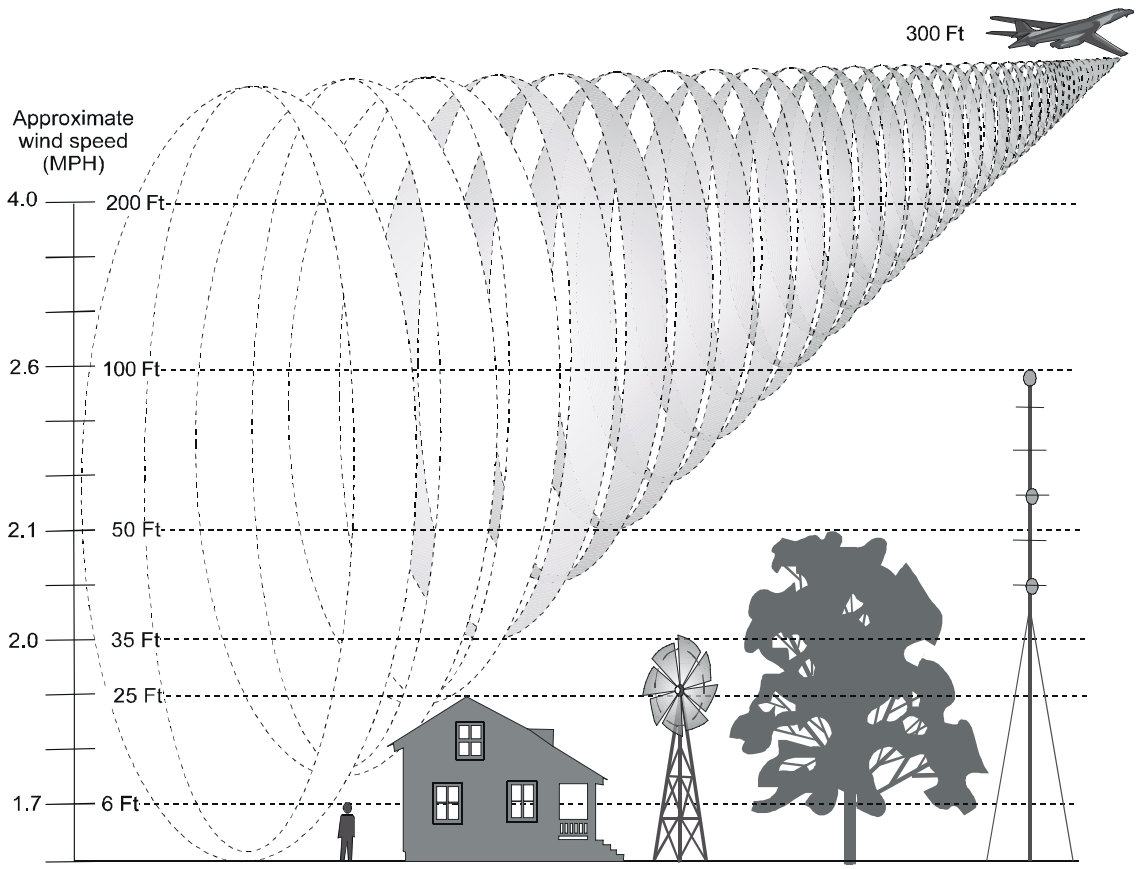
Historical bird strikes reported within an MTR or MOA also provide an indicator as to the potential for flying bird-aircraft strikes. The Air Force maintains an extensive database on all bird-aircraft strikes, where they occurred, and the aircraft involved.

Aircraft vortices represent a safety issue raised during scoping. As aircraft move through the air, they create vortices from their wing tips. These vortices, collectively called wake turbulence (Figure 4.1-8), trail immediately behind the aircraft for thousands of feet while diminishing in strength farther from the aircraft. The strength of wing tip vortices depends upon the amount of lifting force an aircraft is required to generate in order to fly. The heavier the aircraft, the more lifting force required, and, therefore the stronger the vortices. At cruising altitudes, wake turbulence directly behind the aircraft can cause handling difficulties for following aircraft, especially when a small aircraft trails a larger aircraft. FAA regulations dictate safe following distances and procedures to avoid wake turbulence, both in flight and during landing or takeoff.



Anatomy of a Vortex **Figure 4.1-8**

Aircraft flying closer to the ground also create wake turbulence, which trails behind the aircraft generally moving downward and lessening in intensity (Figure 4.1-9). By the time it reaches the ground, or the tops of structures, the turbulence causes no more than a light breeze. The actual windspeed of the wake turbulence for a B-52 flying at 300 feet AGL would be less than 4 miles per hour. B-1s, which are lighter, produce similar low windspeeds at ground level. Wake turbulence from aircraft at higher altitudes would be even less at ground level. Average daily wind speeds in the areas of Texas and New Mexico that could be affected by B-52 and B-1 overflights exceed that generated by wake turbulence. For these reasons, wake turbulence would not be expected to affect the safety of people, vehicles, or structures.



Beaufort (wind force) Scale		
Wind Force	**Wind Speed**	**Effects**
Calm	0 MPH	Smoke rises, leaves still
Light Air	1-3 MPH	Leaves move, smoke drifts
Light breeze	4-7 MPH	Leaves rustle, wind felt on face

Effect of Vortex Winds Upon Various Objects **Figure 4.1-9**

4.1.2 Alternative A: No-Action

AFFECTED ENVIRONMENT

Airspace Management. Under Alternative A: No-Action, aircrews from Barksdale and Dyess AFBs would continue to use the same MTRs and MOAs they use today at baseline levels. These include primary airspace such as IR-178 and secondary airspace. Section 2.2 details the affected airspace and the sortie-operations in that airspace. It also outlines the nature, altitudes, and pattern of operations in the airspace affected under the No-Action Alternative.

Military and civil airspace use currently occurs throughout west Texas and New Mexico. Such use has occurred for many decades.

For airspace management purposes and to inform all pilots (civil, military, and commercial), the FAA charts all MTRs and publishes the altitudes, widths, and hours of availability for each MTR. The military units manage and schedule the use of the MTRs. Use of each MTR is scheduled daily by the base responsible for its management so that conflicts among the users do not occur. Flying units from the managing base, as well as any other units wishing to fly the MTR, must schedule appropriate blocks of time for use. In this way, the one to two aircraft scheduling a specific time block are assured that no other aircraft will be in the same segment of the MTR at the same time. Coordination of scheduling among managing bases for MTRs that overlap or intersect other MTRs follows similar procedures. Through this coordination, the Air Force avoids the possibility of aircraft flying on two separate MTRs in the same place (i.e., intersection), at the same time.

Numerous federal airways, jet routes, and civil aviation airports occur within the study area, including the affected area for Alternative A. Ranchers, crop dusters, and other local VFR pilots may operate at lower altitudes equivalent to those of MTRs. FAA charts, publications, and procedures provide the means for VFR pilots to plan for and safely transit an MTR. The rarity of sortie-operations (average of fewer than 1 to 6 daily) in the primary and secondary MTRs suggests that the potential for conflicts between local VFR traffic and MTR sortie-operations is negligible.

Neither the FAA nor the states maintain records of the amount of VFR flight activity by civil aviation in the affected areas. It is known, however, that ranchers, cloud seeding pilots, and other local VFR pilots frequently fly in these areas. Air traffic control procedures, charting of MTRs and MOAs for pilot awareness, pilot compliance with FAA flight procedures, and required see-and-avoid techniques collectively make MTR and MOA use compatible with civil aviation activities.

Airfields ranging from responsible municipal airports to small airstrips on ranches are located within the affected area for Alternative A. By design, MTRs and MOAs have little effect on such airports and airfields since they avoid busier airports altogether or employ specific avoidance procedures for smaller airfields. For the affected area in western Texas and northeastern New Mexico, approximately 30 small airports and airstrips lie under or near primary MTR and MOA airspace. Traffic at these airfields ranges from under 10 to almost 8,000 operations per year. For the affected area associated with the Harrison and La Junta Electronic Scoring Sites, available data show three small airfields.

Aircraft Noise. Sortie-operations in the primary and secondary MTRs and MOAs generate noise. Baseline noise levels for all primary and secondary MTRs and MOAs in the study area range from less than 45 to 59 DNL (Table 4.1-4). These noise levels not only reflect the noise generated by the aircraft using the airspace, but also account for the additive noise from operations in overlapping or intersecting MTRs and MOAs (refer to Figure 2.3-1). In this way, these data present combined noise levels.

Table 4.1-4
Average Daily Sortie-Operations and Noise Levels
Alternative A: No-Action

Airspace Units	*Class*	*Total Sortie-Operations*	*Average Daily Sortie-Operations*	*Baseline Noise Level (DNL)*
MTRs				
VR-100/125	S	1,265	5	49
VR-108	S	143	1	<45
VR-114	S	1,014	4	<45
VR-143	S	620	2	49
VR-186	S	1,175	5	50
VR-196/197	S	512	2	<45
VR-1107/1195	S	1,050	4	<45
VR-1116	S	30	<1	<45
VR-1175/1176	S	50	<1	46
IR-107	S	104	<1	<45
IR-109	S	310	1	<45
IR-110	S	0	0	NA
IR-111	S	130	1	<45
IR-113	S	300	1	<45
IR-123	S	50	<1	<45
IR-124	S	140	1	<45
IR-128/180	**P**	**200**	**1**	**46**
IR-150	**P**	**280**	**1**	**55**
IR-154	S	70	<1	<45
IR-169	S	465	2	<45
IR-174	**P**	**186**	**1**	**51**
IR-177/501	**P**	**425**	**2**	**56**
IR-178	**P**	**1,560**	**6**	**61**[1]
IR-192/194	S	658	3	49
IR-592	**P**	**510**	**2**	**50**
MOAs				
Reese 4	**P**	**3**	<1	**<45**
Reese 5	**P**	**3**	<1	**<45**
Roby	**P**	**100**	<1	**<45**
Texon	S	100	<1	<45
Mt. Dora	**P**	**379**	**1**	**<45**

Class P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

Class S = Secondary airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

[1] Noise level represents the highest DNL for any segment of the route; all other segments are lower.

Currently, Barksdale and Dyess AFBs use six primary MTRs, with IR-178 receiving the most use.

Baseline noise levels on existing IR-178 range from less than 45 to 61 DNL.

As the primary MTR used by the Barksdale and Dyess AFBs in the affected area, IR-178 was analyzed by segment (Table 4.1-5 and Figure 4.1-10). Due to variations in the number of sortie-operations, floor altitude, and mix of aircraft for different segments, noise levels on IR-178 range from less than 45 to 61 DNL, with 41 of 71 segments subject to combined noise levels less than 55 DNL. Combined baseline noise levels reflect a range for the segments (i.e., 47 to 49 DNL in Table 4.1-5) based on the two altitude regimes potentially used by B-52s. Lower noise levels in a

Table 4.1-5
Existing Noise Levels on IR-178
Alternative A: No-Action

IR-178 Segment	*Baseline Noise Level Range (DNL)*	*IR-178 Segment*	*Baseline Noise Level Range (DNL)*
AB	56	AKAL	49-50
BC	58	ALAM	49-50
CD	58-59	AMAN	48-50
DE	58-59	ANAO	48-50
EF	58-59	AOAP	48-51
FG	58-59	APAQ	48-51
GH	58-59	AQAR	49-50
HI	58	ARAS	50
IJ	57	ASAT	47-49
JK	57	AI1XX	46
KL	57	AE1BA	51
LM	55-56	BABB	51
MN	56	BBBC	51
NO	57	BCBD	51
OP	54-55	BDBE	51
PQ	55	BEBF	51
QR	56-57	BFBG	50
RS	56-57	BGBH	61
ST	58	BHBI	61
TU	57	BIBJ	59
UV	54	BJBK	59
VW	54	BKBG1	46
WX	57	AIXW	46
XY	58	XWXX	<45
YZ	58	OCA	49
ZAA	58	CACB	51
AAAB	52	CBCC	50
ABAC	57	CCCD	48
ACAD	57	CDCE	54
ADAE	57	CECF	51
AEAF	47-50	CFCG	51
AFAG	49-50	CGCH	53
AGAH	49-50	CHCI	50
AHAI	49-50	CICJ	<45
AIAJ	49-50	CJCK	<45
AJAK	49-50		

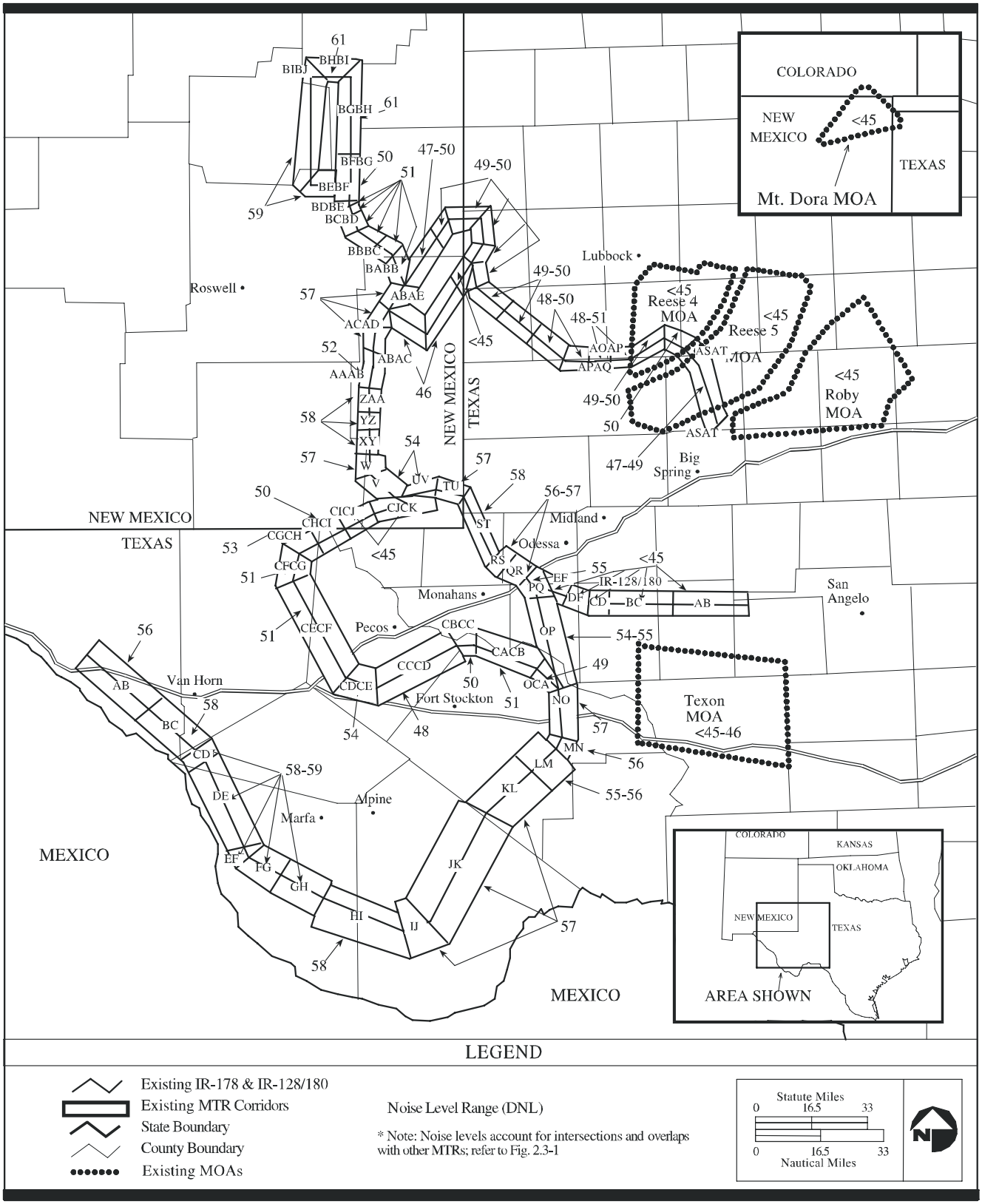
Refer to Figure 2.3-1 for segment locations.

Noise levels reflect the noise generated on IR-178 combined with the noise produced by sortie-operations on MTRs that overlap and intersect with IR-178. These noise levels account for sortie-operations by all aircraft.

Aircrews from Barksdale and Dyess AFBs fly 260 days per year, Monday through Friday, but not on holidays.

range result when the B-52s fly over 1,000 feet AGL 100 percent of the time; higher noise levels correspond to the altitude regime where B-52s fly between 300 and 1,000 feet AGL. A single DNL listed in the table indicates that the noise levels are the same for both regimes.

The highest noise levels (59-61 DNL) on IR-178 apply to segments BGBH-BJBK due to overlapping and intersecting activities on several MTRs associated with Melrose Range, not sortie-operations on IR-178 and IR-128/180. Segments CD-GH



Alternative A: No-Action Noise Level Range **Figure 4.1-10**

have noise levels of 58 to 59 DNL because they support the most sortie-operations on IR-178 proper. Noise levels in segments AAAB-ASAT reflect overlaps of IR-178 with IR-128/180 (with a total of 200 sortie-operations) in this portion of the route.

Based on the annoyance factors correlated to aircraft noise (refer to Figure 4.1-6), approximately less than 1 to 7 percent of people living under IR-178 could be expected to be highly annoyed (Table 4.1-6). For the other primary MTRs, the percent of the population highly annoyed would range from less than 1 percent to about 4 percent. Noise levels at 14 of 20 secondary MTRs correlate to highly annoyed factors of less than 1 percent. Similarly, less than 1 percent of the population under all primary and secondary MOAs could be expected to be highly annoyed.

Individuals are often interested in what they might personally experience from an overflight above or in the vicinity of their location. Ambient noise levels without aircraft operations can range from 34 to 45 DNL in rural areas and 32 to 54 DNL in wilderness areas (USAF 1988, U.S. Forest Service 1992). Individual A-weighted sound levels can vary widely depending upon the location, season, and weather. Levels can range from 20 dB up to 60 dB. Background or ambient noise levels can be influenced not only by man-made sounds, but also by the sound of nature such as inclement weather conditions (e.g., thunderstorms, rain, hailstorms), animals (e.g., near continuous, such as insects; or intermittent, such as coyotes, etc.), water (e.g.,

Table 4.1-6
Percent Population Potentially Highly Annoyed Under
Alternative A: IR-178 and Primary MOAs

IR-178 Segment and MOAS	*Baseline Percentage (average)*	
	Range [1]	
AB	5	5
BC	6	6
CD-GH	6	7
HI	6	6
IJ-KL	5	5
LM	3	4
MN-NO	4	4
OP-PQ	3	3
QR-RS	4	4
ST	5	5
TU	4	4
UV-VW	3	3
WX	4	4
XY-ZAA	5	5
AAAB	2	2
ABAC-ADAE	4	4
AEAF-ASAT	1	2
BABB-BFBG	2	2
BGBH-BJBK	6	7
OCA-CCCO	1	2
CDCE	4	4
CECF-GFCG	2	2
CGCH-CHCI	2	3
CICJ-CJCK	<1	<1
Reese 4, Reese 5, Roby, and Mt. Dora MOAs	1	1

[1] Based on differences associated with two altitude regimes for B-52s.

Ambient noise levels in wilderness areas can range from 20 to 60 DNL and are influenced by the sounds of nature such as thunderstorms, insects chirping, storms, and wind.

Studies of community response to various types of environmental noise show DNL correlates well with annoyance.

movement in streams, falls, or wave action), as well as wind (e.g., its interaction with foliage or irregular terrain) (NPS 1994). When aircraft operations occur in an area, either from existing or proposed operations, it is important to understand that individual aircraft noise events are typically heard for a period of only seconds. The instantaneous noise level is very low at the beginning and end of this period. As the aircraft approaches, the sound level increases to some maximum level depending on how close the aircraft comes to the receiver or individual on the ground (refer to Figure 4.1-2).

If an aircraft passes directly overhead at low altitude, the maximum instantaneous A-weighted level can exceed 100 dB. Noise would be near that maximum for only a few seconds, with most of the event being much less noisy. If an aircraft passes to the side of a person (or any receiver) at some distance, the maximum noise level experience would be lower, but the levels would be near that maximum for a longer period of time. For example, if a person were half a mile to the side, the noise level would be 10 to 15 dB lower than if the overflight were directly overhead. An aircraft 2 to 3 miles away may not be heard at all (refer to Figure 4.1-5). The potential for low-altitude sortie-operations in the primary and secondary MTRs range from an average of less than one per day to six per day (Appendix B). Less than one sortie-operation per day characterizes average activity in the MOAs. These averages reflect total annual sortie-operations divided by 260 flying days. Weather, maintenance, mission requirements, and other factors can cause variations in daily activities.

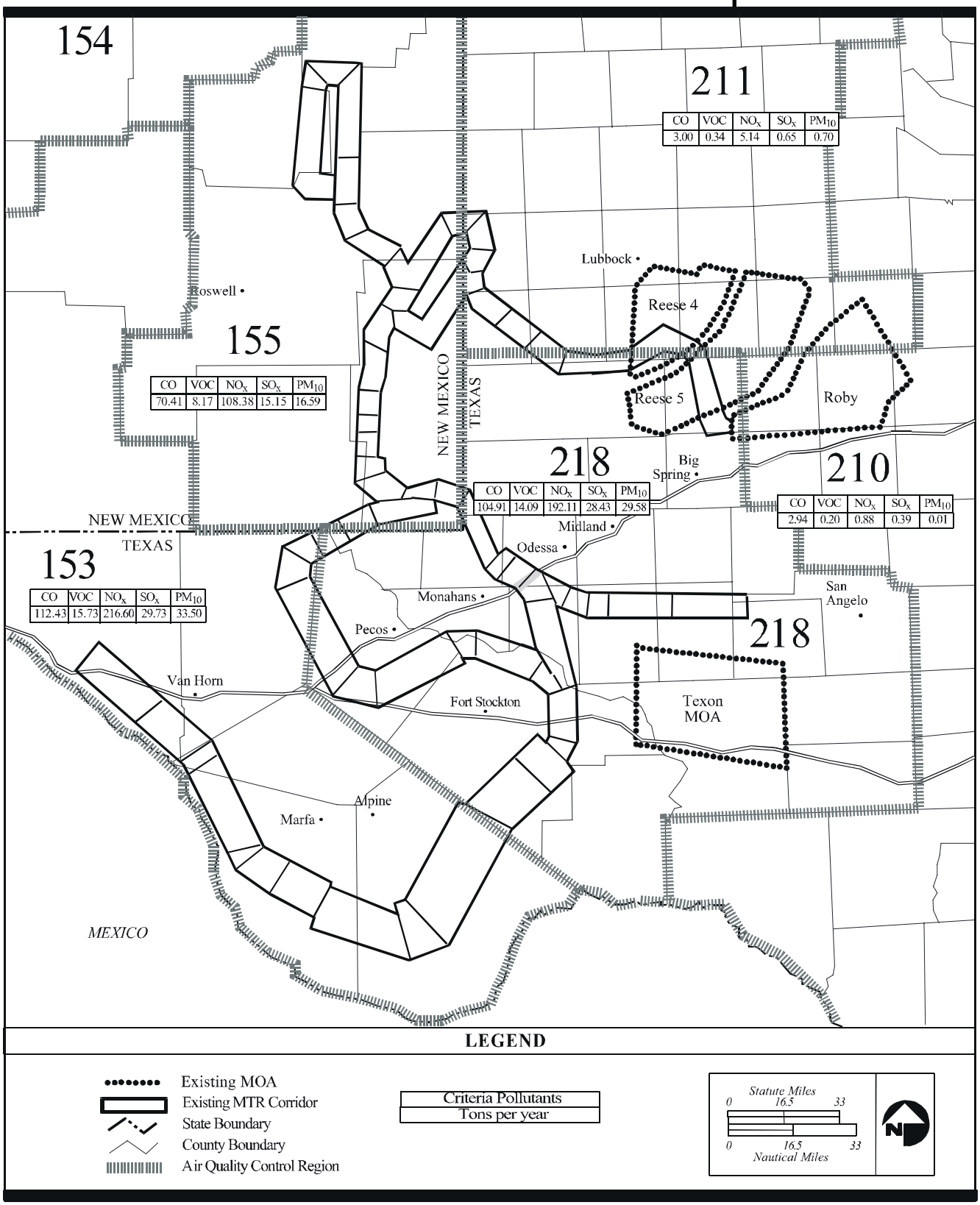
The likelihood of being overflown varies depending upon the type of airspace being flown in. In a MOA (a three-dimensional "box" of airspace), the operations are random and widely dispersed. In other words, no established tracks exist. The random nature of operations and the wide altitude structure within the MOA make it unlikely that any one location would be repeatedly overflown. Also, the higher floor activities of the primary and secondary MOAs eliminate the potential for low-altitude overflights. In MTRs, flights are dispersed within the corridor, both horizontally and vertically. Studies have shown that the horizontal dispersion of flights across an MTR varies according to the route width (Wyle 1996). The wider the corridor, the lower probability that any given spot would be overflown. Of the 71 segments in IR-178, 5 traverse through the Restricted Area for Melrose Range, 3 have widths of 6 nm, 37 are 7 to 9 nm wide, and 36 are 10 to 20 nm wide. The widest segments support the most sortie-operations, thereby reducing the probability of overflight.

Flights and their associated noise are dispersed throughout MTR corridors ranging from 6 to 20 nm wide.

Aircraft Emissions. Federal regulations have defined air quality control regions (AQCRs) designated originally according to population and closely approximating air basins. Effects on air quality from aircraft emissions would typically be confined to the air basin in which the emissions occur, so aircraft emissions for the primary MTRs and MOAs were summed by AQCR rather than by individual airspace unit. Figure 4.1-11 depicts the AQCRs associated with the primary MTRs (IR-178, IR-128/180) and MOAs (Reese 4 and 5, Roby, and Texon) in the affected area in Texas and New Mexico. The Mt. Dora MOA, located well north of the area depicted in the figure, is discussed separately below, as are the areas associated with the Harrison and La Junta ESSs.

Emissions from military aircraft are dispersed and low in quantity.

The affected area for Alternative A includes portions of six AQCRs in Texas and New Mexico: 153, 154, 155, 210, 211, and 218. All of these AQCRs are currently in attainment with the NAAQS and state standards, where applicable. Emissions generated by baseline sortie-operations in these primary MTRs and MOAs (see Appendix F) are dispersed over large areas. Because these emissions are dispersed horizontally and vertically over millions of acres, they do not measurably affect air quality. For example, emission in AQCR 218 are spread over a minimum of more than 700,000 acres.



Alternative A: No-Action Aircraft Emissions

Figure 4.1-11

. . . Alternative A: No-Action

The Mt. Dora MOA is located mostly (97 percent) over AQCR 154, with a minor (about 3 percent) portion extending into AQCR 211. For the criteria pollutants, only nitrogen oxide emissions exceed 1 ton per year (1.7 tons/year). Limited annual sortie-operations (379) and use of altitudes above 3,000 feet account for these low quantities.

Quantities of emissions under Alternative A for the four primary MTRs associated with the Harrison and La Junta ESSs (IR-150, IR-174, IR-177/501, and IR-592) are low (Appendix F) and dispersed along hundreds of miles of MTRs. The areas overlain by these four MTRs are in attainment for the NAAQS.

A MAILS model, run for the most used segments of IR-178 (Appendix F), demonstrates that aircraft emissions in the primary airspace units do not result in ground-level concentrations of pollutants sufficient to affect potential exceedences of the NAAQS or PSD Class I standards. This analysis established that baseline activities on IR-178 generate only fractions of the NAAQS concentrations and PSD Class I increments (Table 4.1-7) and do not impact air quality. With such low concentrations, these emissions do not affect visibility in the one PSD Class I area overlain by any of the airspace units: a corner of Big Bend National Park which underlies the margin of IR-178's corridor near the Texas/Mexico border. No other primary airspace supports as many sortie-operations as IR-178, so it can be inferred that pollutant concentrations in those other routes are less than negligible amounts noted for IR-178.

Aircraft Safety. Many different aircraft fly in the primary airspace, but with the exception of the Mt. Dora MOA, B-52s and B-1s fly the most sortie-operations.

Table 4.1-7
Criteria Pollutant Concentrations for IR-178 Alternative A: No-Action

		Concentration ($\mu g/m^3$)				
Criteria Pollutant	*Averaging Period*	*PSD Class I Increments* [1]	*NAAQS*	*Affected Airspace*	*Percentage of PSD Class I Increment (%)*	*Percentage of the NAAQS (%)*
Nitrogen Dioxide (NO_2)	Annual	2.5	100	0.0614	2.456	0.061
Particulate Matter (PM_{10})[2]	24-hour	10 [3]	150 [3]	0.0407	0.407	0.027
	Annual	5	50	0.009	0.182	0.018
Sulfur Dioxide (SO_2)	3-hour	25 [3]	1,300 [3]	0.1907	0.763	0.015
	24-hour	5 [3]	365 [3]	0.0372	0.744	0.01
	Annual	2	80	0.0085	0.425	0.011
Carbon Monoxide (CO)	1-hour	--	40,000 [3]	3.7747	0.009 [4]	0.009
	8-hour	--	10,000 [3]	0.2547	0.0003 [4]	0.003

[1] The PSD Class I increments for particulates are for TSP.
[2] The NAAQS for particulates is for PM_{10}.
[3] Not to be exceeded more than once per year.
[4] As a percentage of NAAQS.

4.0 Affected Environment and Environmental Consequences: Airspace and Aircraft Operations

Table 4.1-8 presents the statistically estimated time between Class A mishaps for B-52s and B-1s. As these data show, the potential for such mishaps is low in all the primary airspace units. The fewest estimated years between Class A mishaps applies to IR-178, with 39 years for B-52s and 14 years for B-1s. These estimated years

Table 4.1-8
Estimated Class A Mishaps for Primary Airspace for Alternative A: No-Action

Airspace Unit	*Estimated Years Between Class A Mishaps*	
	B-1	*B-52*
IR-128/180	938	1,847
IR-150	177	879
IR 174	194	2,454
IR-177/501	96	345
IR-178	14	39
IR-592	532	103
Reese 4/5 MOAs	NA[1]	NA[2]
Roby MOA	497	NA[2]
Mt. Dora MOA	8,292	22,900

[1] Only three annual sortie-operations in each MOA.

[2] B-52s do not use MOAs.

equate to a probability of 0.03 percent that a B-52 Class A mishap would occur per year; for B-1s, the probability is 0.07 percent.

Although bird-aircraft strike potential is greater in the MTRs than in the MOAs due to the emphasis on flying at lower altitudes, bird-aircraft strikes are relatively infrequent. Databases maintained by the Air Force and Barksdale and Dyess AFBs themselves indicate an average of about 8 to 10 bird-aircraft strikes per year by B-52s and B-1s on all primary MTRs. Over the 11 years of these records, more than 14 million miles have been flown on these routes. Use of the Bird Avoidance Model for planning and executing each training sortie contributes to this low rate of bird-aircraft strikes.

No bird-aircraft strikes have been recorded during the past 11 years in the primary MOAs. This low rate may be the result of two factors. First, aircraft in MOAs predominantly operate at altitudes above which most bird-strikes occur (e.g., 3,000 feet AGL). Second, the lands underlying the MOAs lack areas that attract large concentrations of birds.

ENVIRONMENTAL CONSEQUENCES

Selection of Alternative A: No-Action would not alter airspace management or use, noise levels, air quality, or risks to aircraft from baseline conditions. As a result, no additional effects on these resources would be expected.

4.1.3 Alternative B: IR-178/Lancer MOA

Proposed airspace modifications would not adversely affect airspace management.

Affected Environment

The affected environment for airspace and air operations in Alternative B (refer to Figure 2.4-3) would closely mirror that described for Alternative A: No-Action. It would include the same six primary MTRs, and would involve the four primary or redesignated MOAs (refer to Section 2.4.2). Changes to airspace structure would affect IR-178 and the Reese 4, Reese 5, and Roby MOAs; changes in airspace use would occur on IR-178 and the other five primary MTRs, as well as the Mt. Dora MOA and the abovementioned MOAs. Since no structural or operational changes would apply to the other secondary airspace and airspace management, noise, air quality, and safety conditions would not vary from baseline, these airspace units are not discussed further under Alternative B.

With the exception of the re-entry route and a portion of one exit route to the MOA, the corridor for IR-178 would correspond to existing primary or secondary airspace. About 85 percent of the route would coincide with the existing IR-178 corridor or other overlapping or intersecting MTRs, such as IR 128/180 and VR-1116. Under Alternative A: No-Action, VR-1116 is simply a secondary MTR not associated with bomber training. For Alternative B, the portion of VR-1116 overlapped by the proposed IR-178 becomes part of the affected area. The affected environment also includes the area covered by the proposed Lancer MOA/ATCAA. This area encompasses most of the existing Reese 4, Reese 5, and Roby MOAs.
Baseline conditions for airspace management, noise, aircraft safety, and air quality in the affected area for Alternative B have been presented in the discussion of Alternative A: No-Action. These conditions are compared below to the changes potentially resulting from implementing Alternative B.

Environmental Consequences

Airspace Management. Modification of IR-178 and establishment of the proposed Lancer MOA/ATCAA would have little effect on airspace management. Proposed IR-178 segments VAVB-VBR, the re-entry route, would comprise new low-altitude airspace. However, existing IR-178 airspace surrounds the re-entry route. It would not overlie any airfields nor would it interfere with any federal airways or jet routes. Management of this airspace would follow the same FAA and Air Force procedures that apply to existing IR-178. Scheduling of use would ensure no conflicts between military aircraft in the main IR-178 corridor and aircraft using the re-entry route. Although a change to IR-178, the proposed exit to the Lancer MOA/ATCAA overlaps with portions of existing IR-128/180 and VR-1116. Additional scheduling coordination by the Air Force to avoid conflicts between users of the three MTRs may be needed, but no other changes to current airspace management would occur. Elimination of existing IR-178 segments VW-ASAT would represent a formal airspace change on FAA charts. To the public, no difference in the airspace structure would be noticeable, although annual sortie-operations would decrease. Segments of IR-128/180 would still occupy the same corridor, and military aircraft would still fly in the corridor.

Because the proposed Lancer MOA/ATCAA would overlie an area mostly (90 percent) covered by existing airspace, management of the airspace would not be expected to change noticeably. Elimination of existing Reese 4, Reese 5, and Roby MOA airspace would have a similar lack of effect. From a civil aviation perspective, the boundaries of the charted airspace would fall within the outer limits of the three existing MOAs. The proposed MOA/ATCAA would not overlie additional airfields. Six airfields, with annual use ranging from less than 50 to 2,500 operations, underlie the current MOAs and would underlie the proposed Lancer

MOA/ATCAA. Lowering the floor of the MOA to 3,000 feet AGL would not interfere with operations at these airfields, although additional avoidance procedures may be implemented to accommodate civil aviation activities like cloud seeding and crop dusting.

The area of the proposed MOA/ATCAA includes two jet routes and three federal airways. The FAA would control the airspace when the MOA/ATCAA is activated, ensuring that there are no conflicts with the use of the jet routes and airways. Minor rerouting of flights along these routes and/or scheduling of specific portions of the MOA/ATCAA could alleviate potential conflicts.

Aircraft Noise. Table 4.1-9 presents noise levels resulting from aircraft operations in the primary and secondary MTRs and MOAs under Alternative B. Compared with baseline conditions, noise levels would change only in the six primary MTRs and in the proposed Lancer MOA/ATCAA. No secondary MTRs or other MOAs would experience a change in noise conditions.

Proposed reductions in bomber sortie-operations would result in a decrease in noise levels for IR-128/180 to below 45 DNL. For the MTRs associated with the Harrison and La Junta Electronic Scoring Sites, decreases of 2 to 7 dB would occur.

Noise levels on IR-178 would change under Alternative B. A segment-by-segment analysis of proposed IR-178 revealed variations in noise levels (Figure 4.1-12 and Table 4.1-10) based on variations in the number of sortie-operations, the floor altitude, and mix of aircraft for different segments (refer to Figure 2.4-3 for segment locations). Noise levels on IR-178 would range from 46 to 61 DNL. Baseline conditions in the affected area of proposed IR-178 generate noise levels ranging from less than 45 to 61 DNL. Existing segments VW-ASAT for IR-178 would be eliminated, but decreased aircraft noise would still occur along IR-128/180, which follows the same corridor. Of the 41 segments in proposed IR-178, noise levels would increase in 37 and decrease in 4. The highest noise levels (60-61 DNL) would occur in segments AB-KL at the start of the MTR where the number of sortie-operations would be greatest. The amount of change (2 to 5 dB) in noise would be less than in other segments such as XY-YZ (13 dB) and AE-AF (12 dB). Segments VAVB-VBR, as new airspace not currently exposed to aircraft noise, would be subject to 53 DNL. A 5 to 12 dB decrease in noise levels would occur in segments ZAA-ACAD. In the more than 20 segments where a greater than 3 dB increase in noise would occur, the change would be noticeable. Noise levels in the proposed Lancer MOA/ATCAA would increase from less than 45 to 46 DNL in response to added sortie-operations. Small areas would be newly exposed to aircraft noise, while airspace (and aircraft noise) would be eliminated over a larger area due to the change in MOA shape. With flight activities restricted to above 3,000 feet AGL, cumulative and single overflight noise levels would remain low.

The percentage of people who may be highly annoyed by aircraft noise could increase under most segments of IR-178 and decrease under a few (Table 4.1-11). Percentages of people who could be highly annoyed would vary from 1 to 8 percent. Increases of 1 to 2 percent in potential numbers of people annoyed would characterize most of the segments. Due to added sortie-operations, segments WX-YZ and AEAF-AFAG would have the largest increase (4 percent). These segments account for less than 5 percent of the entire route corridor. Another 5 percent of the route (segments ZAA-ADAE) would show decreases in the percentage of people who could be highly annoyed. Under the proposed Lancer MOA/ATCAA, the percentage of highly annoyed people would remain very close to that for the existing Reese 4, Reese 5, and Roby MOAs (less than 1 percent).

Noise levels on proposed IR-178 would not increase along four segments but would increase by 2 to 13 dB on the others.

Table 4.1-9
Projected Average Daily Sortie-Operations and Noise Levels Alternative B: IR-178/Lancer MOA

Airspace Units	*Class*	Alternative B			*Baseline Noise Level (DNL)*	*Change from Baseline*
		Total Sortie-Operations	*Average Daily Sortie Operations*	*Noise Level (DNL)*		
MTRs						
VR-100/125	S	1,265	5	49	49	0
VR-108	S	143	1	<45	<45	0
VR-114	S	1,014	4	<45	<45	0
VR-143	S	620	2	49	49	0
VR-186	S	1,175	5	50	50	0
VR-196/197	S	512	2	<45	<45	0
VR-1107/1195	S	1,050	4	<45	<45	0
VR-1116	S	30	<1	<45	<45	0
VR-1175/1176	S	50	<1	46	46	0
IR-107	S	104	<1	<45	<45	0
IR-109	S	310	1	<45	<45	0
IR-110	S	0	0	NA	NA	0
IR-111	S	130	1	<45	<45	0
IR-113	S	300	1	<45	<45	0
IR-123	S	50	<1	<45	<45	0
IR-124	S	140	1	<45	<45	0
IR-128/180	**P**	**150**	**1**	**<45**	**46**	-1
IR-150	**P**	**100**	**<1**	**51**	**55**	-4
IR-154	S	70	<1	<45	<45	0
IR-169	S	465	2	<45	<45	0
IR-174	**P**	**121**	**<1**	**48**	**51**	-3
IR-177/501	**P**	**75**	**<1**	**49**	**56**	-7
IR-178	**P**	**2,660**	**10**	**62**[1]	**61**[1]	10
IR-192/194	S	658	3	49	49	0
IR-592	**P**	**340**	**1**	**48**	**50**	-2
MOAs						0
Reese 4	R	0	0	NA[2]	<45	0
Reese 5	R	0	0	NA[2]	<45	0
Roby	R	0	0	NA[2]	<45	0
Proposed Lancer	**P**	**2,350**	**9**	**46**	**<45**[2]	1
Texon	S	100	<1	<45	<45	0
Mt. Dora	S	368	1	<45	<45	0

Class P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

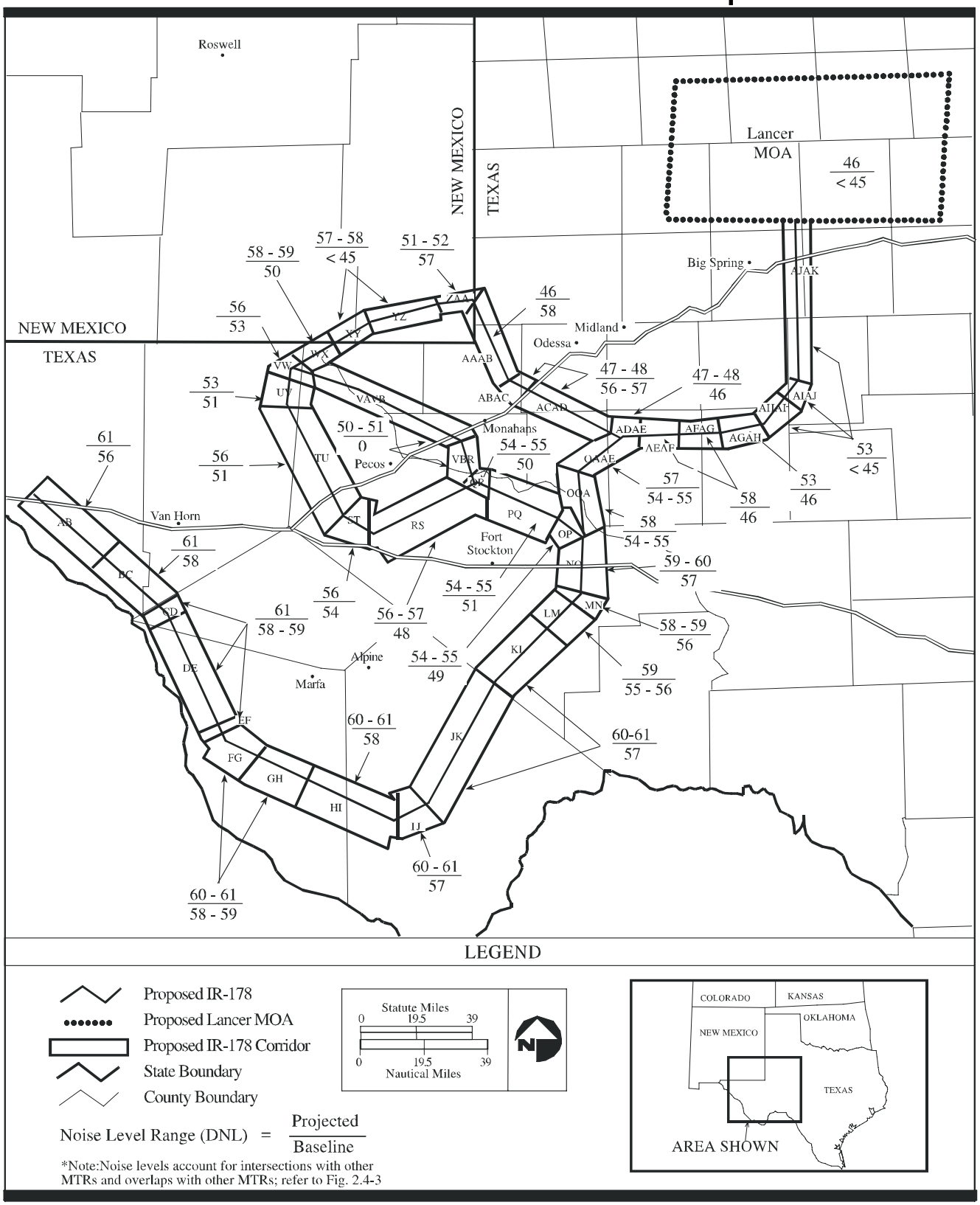
Class S = Secondary airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

Class R = Redesignated airspace to form the Proposed Lancer MOA.

[1] Noise level represents the highest DNL for any segment of the route; all other segments are equal to or lower.

[2] Based on existing noise levels for Reese 4/5 and Roby MOAs.

With the exception of IR-178, noise levels in the six primary MTRs decrease under Alternative B.



Alternative B: IR-178/Lancer MOA Noise Level Range

Figure 4.1-12

4.0 Affected Environment and Environmental Consequences: Airspace and Aircraft Operations

Table 4.1-10
Projected Noise Levels for Alternative B: IR-178

Proposed IR-178 Segment	*Projected Noise Level Range (DNL)*	*Existing IR-178 Segment*	*Baseline Noise Level Range (DNL)*
AB	61	AB	56
BC	61	BC	58
CD	61	CD	58-59
DE	61	DE	58-59
EF	61	EF	58-59
FG	60-61	FG	58-59
GH	60-61	GH	58-59
HI	60-61	HI	58
IJ	60-61	IJ	57
JK	60-61	JK	57
KL	60-61	KL	57
LM	59	LM	55-56
MN	58-59	MN	56
NO	59-60	NO	57
OP	54-55	OCA	49
PQ	54-55	CACB	51
QR	54-55	CBCC	50
RS	56-57	CCCD	48
ST	56	CDCE	54
TU	56	CECF	51
UV	53	CFCG	51
VW	56	CGCH	53
WX	58-59	CHCI	50
XY	57-58	CICJ	<45
YZ	57-58	CJCK	<45
ZAA	51-52	TU	57
AAAB	46	ST	58
ABAC	47-48	RS	56-57
ACAD	47-48	QR	56-57
ADAE	47-48	not applicable*	46
AEAF	58	not applicable*	46
AFAG	58	not applicable*	46
AGAH	53	not applicable*	46
AHAI	53	not applicable*	<45
AIAJ	53	not applicable*	<45
AJAK	53	not applicable*	<45
VVA	50-51	not applicable	
VAVB	50-51	not applicable	
VBR	50-51	not applicable	
OOA	58	OP	54-55
OAAE	57	OP	54-55

Refer to Figures 2.3-1 and 2.4-3 for segment locations.
* Proposed IR-178 segments overlap with existing segments of IR-128/180 or VR-1116.

Noise levels on segments of proposed IR-178 include aircraft noise generated by use of IR-178 itself, combined with noise from sortie-operations on MTRs that overlap or intersect with IR-178. Noise levels account for sortie-operations by all aircraft.

Table 4.1-11
Percent Population Potentially Highly Annoyed Under Alternative B: IR-178 and Proposed Lancer MOA/ATCAA

IR-178 Segment and MOA	*Projected Percentage (Average)*		*Percentage Change from Baseline*	
	Range [1]		*Range* [1]	
AB	8	8	3	3
BC	8	8	2	2
CD-EF	8	8	1	2
FG-GH	8	8	1	2
HI	8	8	2	2
IJ-KL	8	8	3	3
LM-NO	6	6	2	2
OP-QR	3	3	1	1
RS	4	4	1	1
TU	5	5	1	1
UV-VW	3	3	1	1
WX-YZ	5	5	4	4
ZAA	2	2	-2	-2
AAAB-ADAE	1	1	-3	-2
AEAF-AFAG	5	5	4	4
AGAH-AJAK	3	3	2	2
VAVB-VBR[2]	2	2	2	2
OOA	5	5	2	2
OAAE	4	4	1	1
Lancer MOA/ATCAA[3]	1	1	<1	<1

[1] Based on differences associated with two altitude regimes for B-52s.

[2] Currently not overflown by military aircraft; new airspace.

[3] Existing Reese 4, Reese 5, and Roby MOAs. (Refer to discussion in 4.1.3)

Studies of community response to various types of environmental noise show DNL correlates well with annoyance.

For the other five primary MTRs affected under Alternative B, decreased sortie-operations would mean a lower potential for annoyance. The percentage of people who could be highly annoyed would range from less than 1 percent to 2 percent, in comparison with a range of 1 to 4 percent under baseline conditions.

The likelihood of being overflown varies depending upon the type of airspace. In the proposed Lancer MOA/ATCAA, the random nature of operations and the wide span of altitudes in which to fly make it unlikely that any one location would be repeatedly overflown. Sortie-operations in the proposed Lancer MOA/ATCAA would average nine per day as compared with less than one per day under baseline conditions (based on 260 flying days/year). These operations would be dispersed randomly throughout the almost 18,000 cubic nm of the proposed MOA/ATCAA, with most activity occurring above 20,000 feet AGL. At that altitude, the noise for an individual bomber overflight would be low (refer to Figure 4.1-3).

Dispersal of additional overflights on IR-178 would be aided by the fact that the segments of IR-178 with the most projected sortie-operations are also the widest.

Average daily sortie-operations would increase on all but five segments of proposed IR-178 (Appendix B). Increases would range from one to six more bomber sortie-operations per day, on average, compared with baseline. These sortie-operations could generate noise levels (SELs) ranging from 86 dB at 3,000 feet AGL to 116 dB at 300 feet AGL, the same as under baseline conditions. Such events could last from 7 to 10 seconds for a person directly under the flight path.

Proposed IR-178 flights are dispersed both horizontally and vertically within the corridor. They would also be spread throughout the day. Research has shown that the dispersion of flights across an MTR like IR-178 increases with route width (Wyle 1996). Proposed IR-178 segments would vary in width from 6 to 14 miles with 40

(out of a total of 41 segments) being 8 to 14 miles wide, respectively (Appendix C, Table C-2). Dispersal of the additional overflights would be aided by the fact that the segments of proposed IR-178 with the most daily sortie-operations are also the widest segments.

Required avoidance procedures would help reduce noise levels in some areas. FAA Regulation Part 91.119 (FAA 1992) and Air Force Instruction 11-202 (USAF 1998) require aircraft to avoid congested areas by 1,000 feet AGL above the highest obstacle within 2,000 feet of the aircraft. Outside congested areas, aircraft must avoid isolated persons, structures, or vessels by 500 feet. Noise levels in such avoidance areas would likely be lower than those presented above.

Aircraft Emissions. Figure 4.1-13 presents the amounts of emissions projected to occur in the affected AQCRs with implementation of Alternative B. Total annual emissions of criteria pollutants would increase in AQCR 153, 210, 211, and 218, with the greatest amount of change in AQCR 218. Decreases in all criteria pollutant emissions would take place in AQCR 155. Both the increases and decreases would result from the proposed airspace modifications and associated shifts in sortie-operations. All of those AQCRs are in attainment for federal and state air quality standards. Added emissions in AQCR 153, 210, 211, and 218 would be dispersed over hundreds of miles and thousands of feet of altitude. For example, in AQCR 153 alone, emissions would be dispersed within more than 3,800 cubic nm. Such dispersal would likely preclude ground-level concentration of criteria pollutants leading to exceedences of the NAAQS.

Emissions from military aircraft would increase, but would not noticeably degrade air quality.

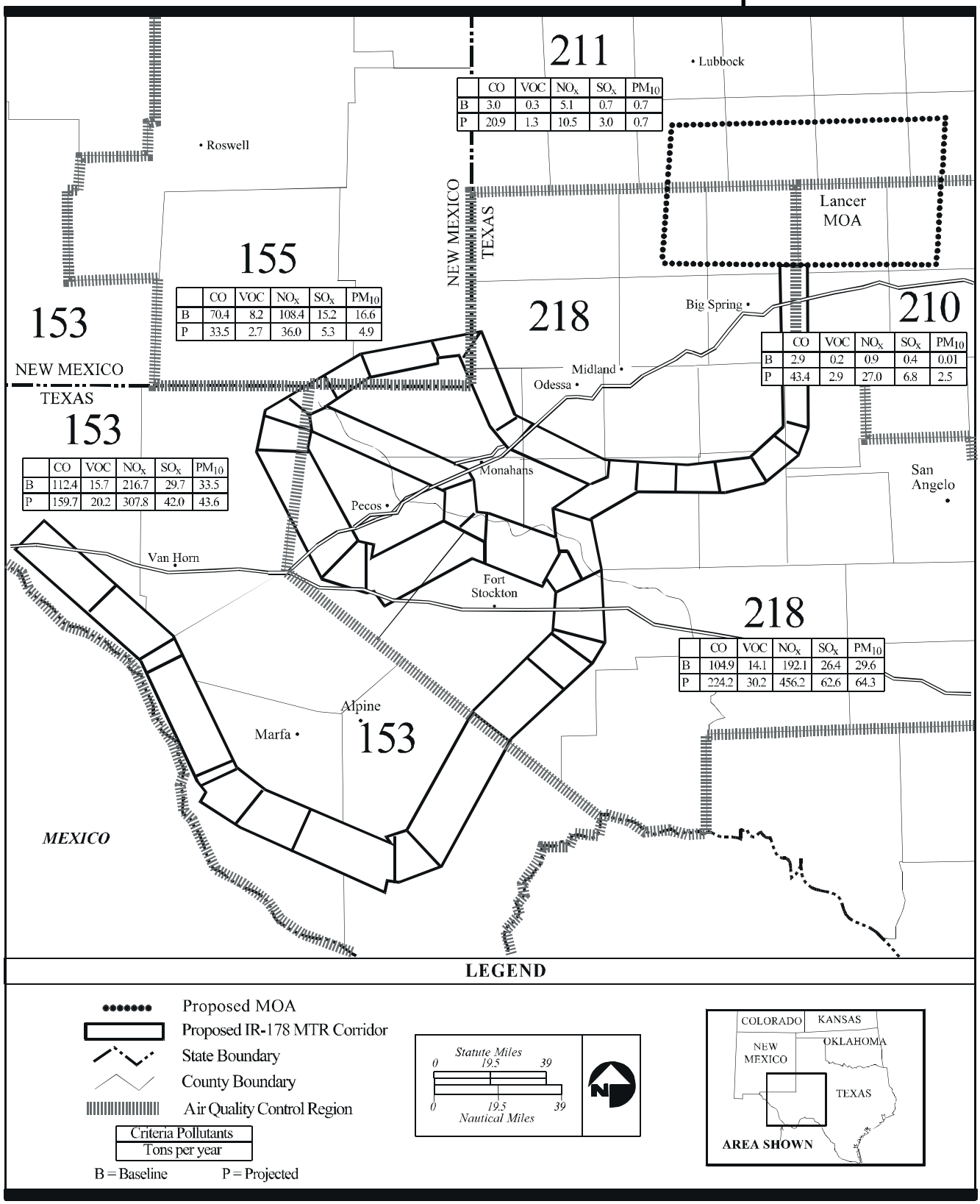
MAILS modeling confirms that Alternative B aircraft operations would not cause potential exceedences of the NAAQS or PSD Class I standards (Table 4.1-12).

Table 4.1-12
Criteria Pollutant Concentrations for Alternative B:
IR-178 and Lancer MOA/ATCAA

		Concentration ($\mu g/m^3$)				
Criteria Pollutant	*Averaging Period*	*PSD Class I Increments*[1]	*NAAQS*	*Affected Airspace*	*Percentage of PSD Class I Increment (%)*	*Percentage of the NAAQS (%)*
Nitrogen Dioxide (NO_2)	Annual	2.5	100	0.059	2.36	0.059
Particulate Matter (PM_{10})[2]	24-hour	10[3]	150[3]	0.032	0.320	0.021
	Annual	5	50	0.008	0.160	0.016
Sulfur Dioxide (SO_2)	3-hour	25[3]	1,300[3]	0.158	0.632	0.012
	24-hour	5[3]	365[3]	0.031	0.618	0.008
	Annual	2	80[3]	0.008	0.400	0.010
Carbon Monoxide (CO)	1-hour	--	40,000[3]	2.26	0.006[4]	0.006
	8-hour	--	10,000[3]	0.0173	0.002[4]	0.002

[1] The PSD Class I increments for particulates are for TSP.
[2] The NAAQS for particulates is for PM_{10}.
[3] Not to be exceeded more than once per year.
[4] As a percentage of the NAAQS.

Projected sortie-operations under Alternative B would generate only fractions of the NAAQS concentrations and PSD Class I increments and would not adversely impact air quality. Since the AQCRs are in attainment and the emissions from Alternative B would not change this situation, no conformity determination is needed. Due to



Alternative B: IR-178/Lancer MOA Aircraft Emissions

Figure 4.1-13

. . . Alternative B: IR-178/Lancer MOA

proposed shifts in the IR-178 corridor away from Big Bend National Park, no PSD Class I areas would be affected under this alternative.

No other segment of a primary or secondary MTR would support as many sortie-operations as IR-178, so concentrations of criteria pollutants would necessarily be less in these airspace units. In addition, quantities of emissions in the six other primary MTRs and the Mt. Dora MOA would decrease in response to reductions in sortie-operations (Appendix F). No changes to emissions associated with secondary MTRs would result from Alternative B.

Since the results of analysis show that emissions from the projected sortie-operations represent a fraction of regulatory standards and all affected areas are in attainment, Alternative B would not lead to nonconformance for any criteria pollutants. Consequently, a conformity analysis is not required.

Aircraft Safety. Under Alternative B, use of primary airspace by B-1s and B-52s would change, and the risks of Class A mishaps would increase and decrease accordingly (Table 4.1-13). In all primary airspace, except for proposed IR-178, the proposed Lancer MOA/ATCAA and IR-592, the estimated years between Class A mishaps would increase. This would further decrease the already miniscule risk of a Class A mishap. A change of only one year between Class A mishaps for B-52s and B-1s would apply to proposed IR-178. The estimated years equate to a probability of 0.03 percent that a B-52 Class A mishap would occur per year and 0.08 percent for B-1s. The probability of a bomber Class A mishap in the Lancer MOA/ATCAA and on IR-592 would be even more insignificant than for IR-178.

Table 4.1-13
Estimated Class A Mishaps for Primary Airspace for Alternative B

Airspace	*Estimated Years Between Mishaps*			
	B-1		*B-52*	
	Baseline	*Alternative B*	*Baseline*	*Alternative B*
IR-128/180	938	NA[2]	1,847	NA[2]
IR-150	177	444	879	3,516
IR 174	194	258	2,454	NA[2]
IR-177/501	96	478	345	2,584
IR-178	14	13	39	38
IR-592	532	532	103	163
Lancer MOA/ATCAA	497 [1]	27	NA[2]	583

[1] Represents B-1 activities from Roby MOA that would be incorporated into Lancer MOA/ATCAA.

[2] No sortie-operations in airspace unit.

Aircraft safety risks would remain low in Alternative B.

Neither the existing nor proposed airspace in Alternative B overlie or intersect any major migration flyways or water bodies where birds congregate. Despite the changes in numbers of sortie-operations, the potential for bird-aircraft strikes in IR-178 and proposed Lancer MOA/ATCAA would remain negligible. Documentation maintained by the Air Force and individual bases indicates that B-52s and B-1s experience 8 to 10 bird-aircraft strikes per year on the six primary MTRs. Continued use of the Bird Avoidance Model to plan and execute training sorties would likely prevent measurable increases in average bird-aircraft strikes. For the other affected MTRs and MOAs, the potential for bird-aircraft strikes would either remain at its current low level or decrease commensurate with projected sortie-operations.

4.1.4 Alternative C: IR-178/Proposed Texon MOA

AFFECTED ENVIRONMENT

The affected environment for airspace and air operations in Alternative C (refer to Figure 2.4-6) would match closely with that of Alternative A: No-Action. It would include the same six primary MTRs (refer to Section 2.4-3). In addition, the Texon MOA would become primary airspace in this alternative. Changes to airspace structure would affect IR-178 and the existing Texon MOA. More than 80 percent of the proposed route matches with existing IR-178 or overlaps with existing IR-128/180. Almost all of the existing Texon MOA would be incorporated into the proposed Texon MOA/ATCAA. Existing secondary MTRs also cover much of the same area as the proposed Texon MOA/ATCAA, so about 75 percent of the area under the proposed MOA/ATCAA is already overlain by existing airspace. Changes in airspace use (i.e., sortie-operations) are projected for IR-178 and IR-128/180 in Texas and New Mexico, as well as for IR-174 and IR-592 (associated with Harrison Electronic Scoring Site) and IR-150 and IR-177/501 (associated with La Junta ESS). Projected use of the proposed Texon MOA/ATCAA would increase, while bomber sortie-operations in the Reese 4, Reese 5, Roby, and Mt. Dora MOAs would decrease to zero. None of the 19 secondary MTRs would be subject to structural or operational changes under Alternative C.

For airspace management, aircraft noise, air quality, and aircraft safety, baseline conditions for the affected environment have been presented in Alternative A: No-Action (refer to Section 4.1.2). These conditions are compared below with changes potentially resulting from implementing Alternative C.

ENVIRONMENTAL CONSEQUENCES

Airspace Management. Modification of IR-178 and expansion of the proposed Texon MOA/ATCAA would affect airspace. Although proposed IR-178 segments VAVB-VBR, the re-entry route, represent new low-altitude airspace, they are surrounded by existing IR-178. This new MTR airspace neither overlies airfields nor intersects any federal airways or jet routes. Management of this airspace would follow FAA and Air Force procedures identical to those used for existing IR-178. To ensure no conflicts between military aircraft in the main IR-178 corridor and aircraft using the re-entry route, the Air Force would employ the strict scheduling process described previously (refer to Section 4.1.1).

The proposed changes to the existing MOA could require changes to airspace management by the FAA.

The short (less than 20 nm) exit route (segment NNA) from IR-178 to the proposed Texon MOA/ATCAA is also new airspace, but it would not noticeably alter civil aviation in the area or require additional airspace management procedures. No airway, jet route, or airfield is affected by this segment. Given its short length and its position right next to IR-178, this new airspace would affect local VFR traffic no more than the current airspace structure.

Elimination of existing IR-178 segments UV-AT would not be noticeable to the public or to local VFR aviation. Segments of IR-128/180 would still occupy the same corridor and military aircraft, albeit fewer would fly on the route.

Expansion of the Texon MOA could result in a change to current airspace management. The proposed MOA/ATCAA is situated in an area currently covered, to a large degree, by existing MOA and MTR airspace. This area, however, includes arrival and departure traffic associated with Abilene, Midland, San Angelo, Houston, and Dallas-Fort Worth airport terminal areas. Normal routes to and from the Houston airport terminal area would cross through the proposed MOA. Approaches and approach procedures at Midland and San Angelo airports could also be affected. Proposed additions to the Texon MOA/ATCAA would also affect two jet routes and

a federal airway. Use of the MOA/ATCAA would require substantial rerouting and possibly restructuring for these jet routes and airways. For local VFR aviation, operating conditions would be similar to today. Local VFR traffic would, however, have to become aware of new airspace in the northeast and west portions of the proposed Texon MOA/ATCAA. See-and-avoid techniques for both military and civil aviation VFR traffic would apply in these areas and the rest of the MOA, so the potential for conflicts should be negligible.

A total of seven airfields would underlie the proposed MOA/ATCAA, as compared to four under the current Texon MOA. Flight operations at these airfields commonly support crop dusting, cloud seeding, ranching, and other short VFR flights. Lowering the floor of the proposed Texon MOA/ATCAA could require development of special operating or avoidance procedures for military aircraft flying over the vicinity of these airfields.

Aircraft Noise. Compared with baseline conditions (Table 4.1-14), noise levels would change only in the six primary MTRs and in the proposed Texon MOA/ATCAA. Proposed reductions in bomber sortie-operations would result in a decrease in noise levels for IR-128/180 to below 45 DNL. For the MTRs associated with the Harrison and La Junta Electronic Scoring Sites, decreases of 2 to 7 dB would occur. No secondary MTRs or other MOAs would not experience a change in noise conditions.

Additional sortie-operations projected for proposed IR-178 would increase noise levels on 30 of 35 segments.

For proposed IR-178, a segment-by-segment analysis shows that noise levels would vary (Figure 4.1-14 and Table 4.1-15) based on variations in the number of sortie-operations, the floor altitude, and mix of aircraft for different segments. Noise levels on IR-178 would range from 46 to 61 DNL. Baseline conditions in the affected area of proposed IR-178 generate noise levels ranging from less than 45 to 61 DNL. Existing segments VW-ASAT for IR-178 would be eliminated, but decreased aircraft noise would still occur along IR-128/180, which follows the same corridor. Of the 35 segments in proposed IR-178, noise levels would increase in 30 and decrease in 5. Segments AB-KL, which would support the most sortie-operations, would have the highest noise levels (60-61 DNL). The amount of increase (2 to 5 dB) in these segments would be less than in others, such as XY-YZ (13 dB) and WX (8 dB). Segments VAVB-VBR, as new airspace not currently exposed to aircraft noise, would be subject to 49 to 50 DNL. A 5 to 11 dB decrease in noise levels would occur in segments ZAA-ACAD. In the 17 segments where a greater than 3 dB increase in noise would occur, the change would be noticeable.

Noise levels in the proposed Texon MOA/ATCAA would increase from less than 45 to 46 DNL, in response to the added sortie-operations. New areas would be exposed to aircraft noise; they would comprise about 25 percent of the area of the proposed MOA/ATCAA. With flight activities restricted to above 3,000 feet AGL, cumulative and single overflight noise would remain low.

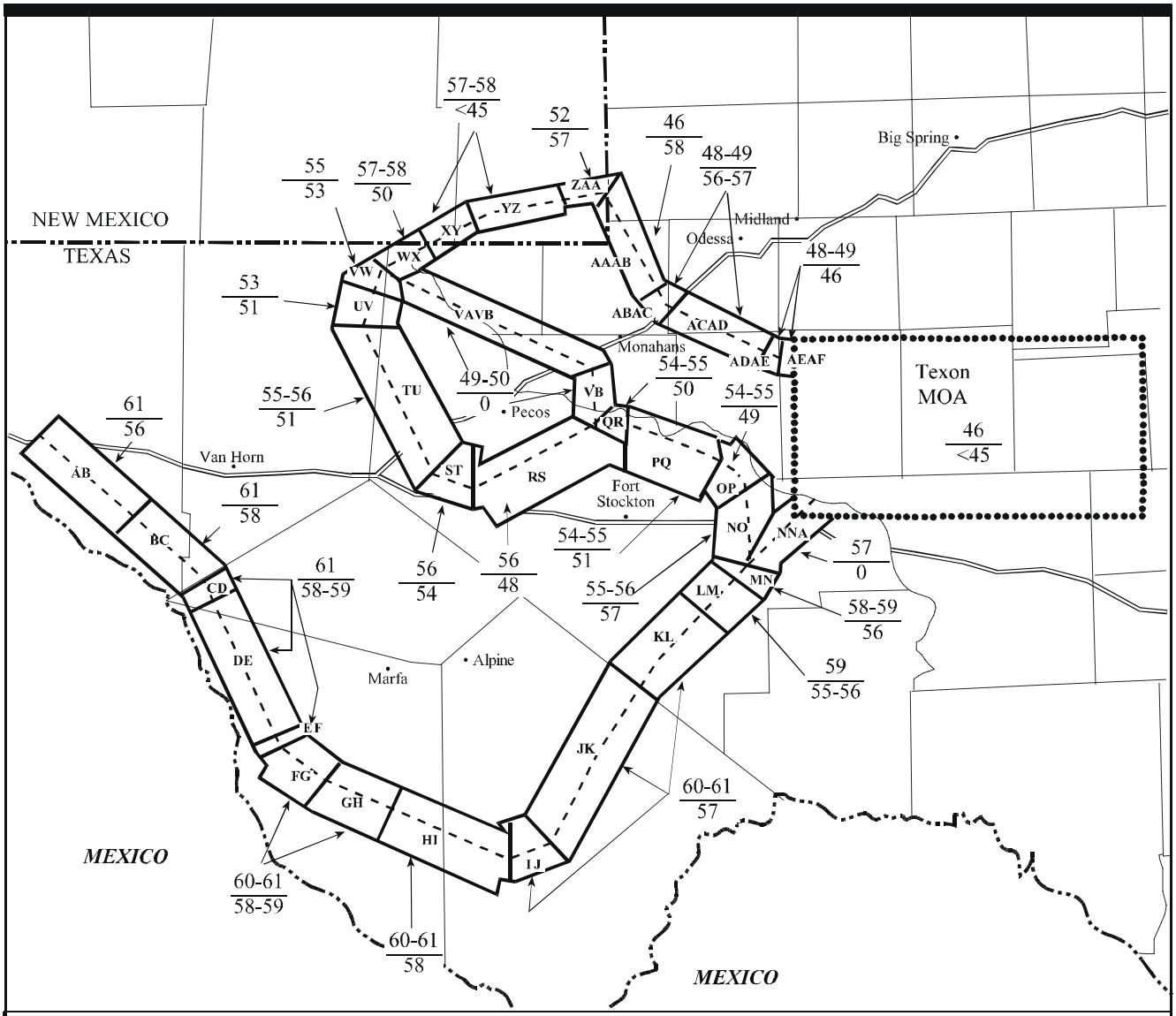
The percentage of people who may be highly annoyed by aircraft noise could increase under most segments of IR-178 and would decrease under a few (Table 4.1-16). Under the proposed Texon MOA/ATCAA, the percent highly annoyed would remain very close to that under the existing Texon MOA (less than 1 percent). Percentages of people that could be highly annoyed would vary from 1 to 8 percent. Increases of 1 to 2 percent in annoyance would characterize most of the segments. As new airspace, segment NNA would have the largest increase (4 percent). This segment accounts for less than 5 percent of the entire route corridor. Another 5 percent of the route would show decreases in the percent of the people who could be highly annoyed.

Table 4.1-14
Projected Average Daily Sortie-Operations and Noise Levels Alternative C: IR-178/Texon MOA

Airspace Units	*Class*	Alternative C			*Baseline Noise Level (DNL)*	*Change from Baseline*
		Total Sortie-Operations	*Average Daily Sortie-Operations*	*Noise Level (DNL)*		
MTRs						
VR-100/125	S	1,265	5	49	49	0
VR-108	S	143	1	<45	<45	0
VR-114	S	1,014	4	<45	<45	0
VR-143	S	620	2	49	49	0
VR-186	S	1,175	5	50	50	0
VR-196/197	S	512	2	<45	<45	0
VR-1107/1195	S	1,050	4	<45	<45	0
VR-1116	S	30	<1	<45	<45	0
VR-1175/1176	S	50	<1	46	46	0
IR-107	S	104	<1	<45	<45	0
IR-109	S	310	1	<45	<45	0
IR-110	S	0	0	NA	NA	0
IR-111	S	130	1	<45	<45	0
IR-113	S	300	1	<45	<45	0
IR-123	S	50	<1	<45	<45	0
IR-124	S	140	1	<45	<45	0
IR-128/180	**P**	**150**	**1**	**<45**	**46**	-1
IR-150	**P**	**105**	**<1**	**51**	**55**	-4
IR-154	S	70	<1	<45	<45	0
IR-169	S	465	2	<45	<45	0
IR-174	**P**	**121**	**<1**	**48**	**51**	-3
IR-177/501	**P**	**75**	**<1**	**49**	**56**	-7
IR-178	**P**	**2,660**	**10**	**62**[1]	**61**[1]	10
IR-192/194	S	658	3	49	49	0
IR-592	**P**	**340**	**1**	**48**	**50**	-2
MOAs						0
Reese 4	S	0	0	NA	<45	0
Reese 5	S	0	0	NA	<45	0
Roby	S	0	0	NA	<45	0
Proposed Texon	**P**	**2,400**	**9**	**46**	**<45**	1
Mt. Dora	S	368	1	<45	<45	0

Class P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
Class S = Secondary airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.
[1] Noise level represents the highest DNL for any segment of the route; all other segments are equal to or lower.

Noise levels for five of the six primary MTRs decrease under Alternative C.



Alternative C: IR-178/Texon MOA Noise Level Range **Figure 4.1-14**

Table 4.1-15
Projected Noise Levels for Alternative C: IR-178

Proposed IR-178 Segment	*Projected Noise Level Range (DNL)*	*Existing IR-178 Segment*	*Baseline Noise Level Range (DNL)*
AB	61	AB	56
BC	61	BC	58
CD	61	CD	58-59
DE	61	DE	58-59
EF	61	EF	58-59
FG	60-61	FG	58-59
GH	60-61	GH	58-59
HI	60-61	HI	58
IJ	60-61	IJ	57
JK	60-61	JK	57
KL	60-61	KL	57
LM	59	LM	55-56
MN	58-59	MN	56
NO	55-56	NO	57
OP	54-55	OCA	49
PQ	54-55	CACB	51
QR	54-55	CBCC	50
RS	56	CCCD	48
ST	56	CDCE	54
TU	55-56	CECF	51
UV	53	CFCG	51
VW	55	CGCH	53
WX	57-58	CHCI	50
XY	57-58	CICJ	<45
YZ	57-58	CJCK	<45
ZAA	52	TU	57
AAAB	46	ST	58
ABAC	48-49	RS	56-57
ACAD	48-49	QR	56-57
ADAE	48-49	not applicable*	46
AEAF	48-49	not applicable*	46
VVA	49-50	not applicable	not applicable
VAVB	49-50	not applicable	not applicable
VBR	49-50	not applicable	not applicable
NNA	57	not applicable	not applicable

Refer to Figures 2.3-1 and 2.4-6 for segment locations.
* Proposed IR-178 segments overlap with existing IR-128/180

Noise levels on segments of IR-178 include aircraft noise generated by use of IR-178 itself, combined with noise from sortie-operations on MTRs that overlap or intersect with IR-178. Noise levels account for sortie-operations by all aircraft.

For the other five primary MTRs affected under Alternative C, decreased sortie-operations would mean a lower potential for annoyance. The percentage of people who could be highly annoyed would range from less than 1 to 2 percent, in comparison with a range of 1 to 4 percent under baseline conditions.

The likelihood of experiencing overflights in the proposed Texon MOA/ATCAA is similar to that described for the proposed Lancer MOA/ATCAA in Alternative B. Randomness of operations and the varied altitude structure preclude the potential for intensive, repetitive flights over the same location. Daily sortie-operations in the proposed Texon MOA/ATCAA would average about nine per day (compared with

Table 4.1-16
Percent Population Potentially Highly Annoyed Under Alternative C: IR-178 and Proposed Texon MOA/ATCAA

IR-178 Segment and MOA	*Projected Percentage (Average)*		*Percentage Change from Baseline*	
	Range [1]		*Range* [1]	
AB	8	8	3	3
BC	8	8	2	2
CD-EF	8	8	1	2
FG-GH	8	8	1	2
HI	8	8	2	2
IJ-KL	8	8	3	3
LM-MN	5	6	1	2
NO-QR	3	3	1	1
RS	4	4	1	1
ST	5	5	1	1
TU-UV	3	3	1	1
VW	4	4	1	2
WX-YZ	5	6	1	2
YZ-ZAA	2	4	-2	0
AAAB-ACAD	1	1	-4	-3
ADAE-AEAF	1	1	0	0
VAVB-VBR[2]	1	2	1	2
NNA[2]	4	4	4	4
Texon MOA/ATCAA	<1	<1	<1	<1

[1] Based on differences associated with two altitude regimes for B-52s.

[2] Currently not overflown by military aircraft; new airspace.

Studies of community response to various types of environmental noise show DNL correlates well with annoyance.

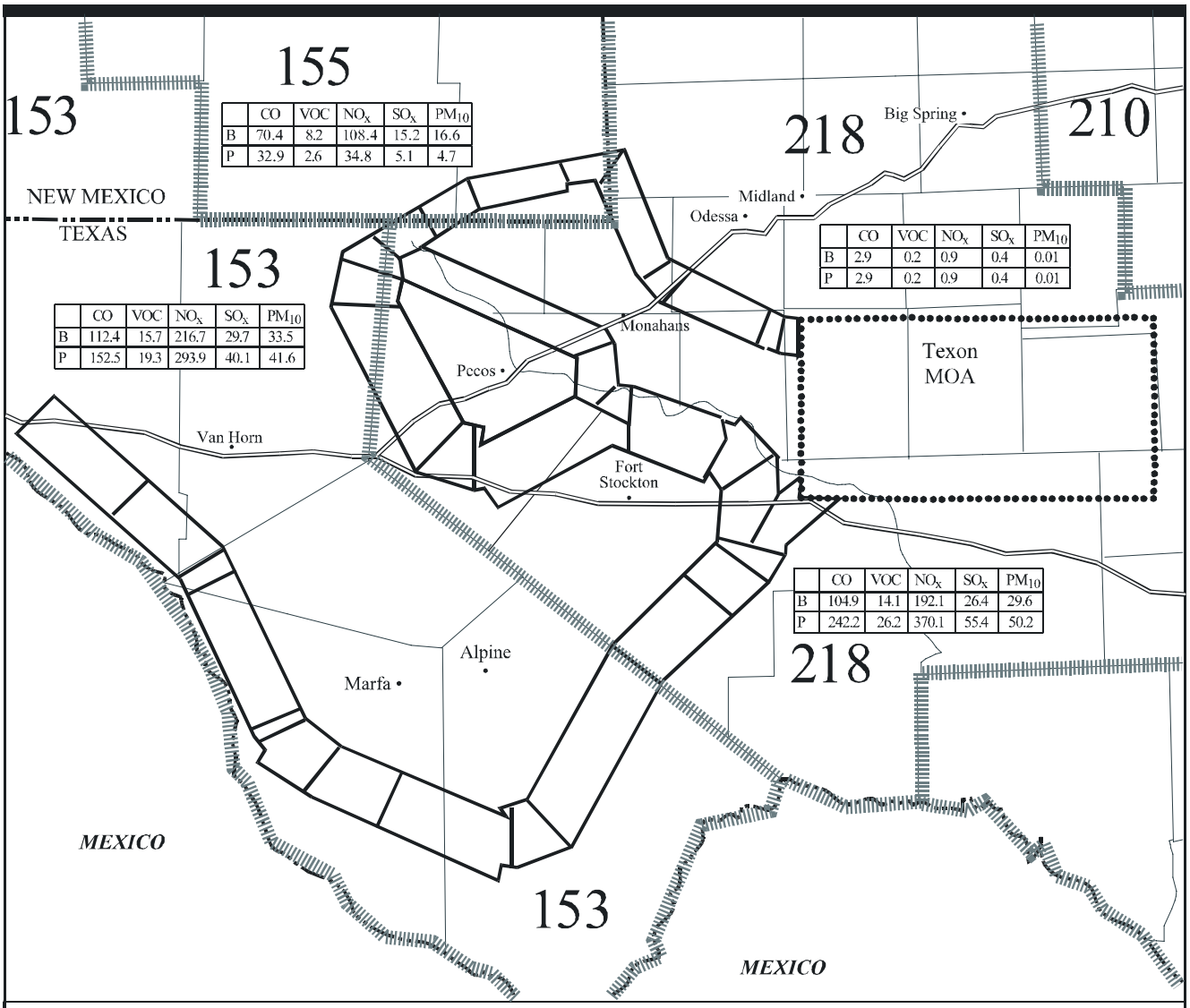
less than one under baseline). These sortie-operations would be dispersed randomly throughout the almost 18,000 cubic nm of the proposed MOA/ATCAA, with most activity occurring above 20,000 feet AGL. At that altitude, the noise from an individual bomber overflight would be low (refer to Figure 4.1-3).

Dispersal of overflights and noise would be enhanced because the segments of proposed IR-178 with the most sortie-operations would also be the widest.

Average daily sortie-operations would increase on all but five segments of proposed IR-178 (Appendix B). Increases would range from one to six more sortie-operations per day, on average. While these sortie-operations could generate noise levels (SELs) ranging from 86 to 116 dB, such events would last from 7 to 10 seconds for a person directly under the flight path. The likelihood of being overflown would vary with the widths of the MTR corridor. In Alternative C, IR-178 contains 35 segments with widths varying from 6 to 14 miles. Dispersal of overflights would be enhanced because the segments of IR-178 with the most sortie-operations would also be the widest (Appendix C, Table C-2).

AIRCRAFT EMISSIONS

Figure 4.1-15 presents the amounts of emissions projected to occur in the affected AQCRs with implementation of Alternative C. Unlike Alternative A: No-Action, AQCR 210 would not be affected in Alternative C. Total annual emissions of criteria pollutants would increase in AQCRs 153 and 218, with the greatest amount of change in the AQCR 218. Decreases in all criteria pollutant emissions would take place in AQCR 155 and 211. All of these AQCRs are in attainment for federal and state standards, and the added emissions in AQCRs 153 and 210 would be dispersed over hundreds of miles and thousands of feet of altitude. In the case of AQCR 153, emissions would be dispersed over more than 3,800 cubic nm. Such dispersal would minimize ground-level concentrations of criteria pollutants.



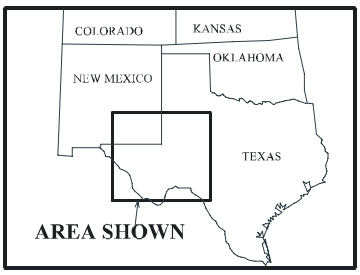
LEGEND

Proposed IR-178 MOA
Proposed IR-178 MTR Corridor
State Boundary
County Boundary
Air Quality Control Region

Statute Miles: 0 19.5 39
Nautical Miles: 0 19.5 39

Criteria Pollutants
Tons per year

B = Baseline P = Projected



Alternative C: IR-178/Texon MOA Aircraft Emissions

Figure 4.1-15

. . . Alternative C: IR-178/Texon MOA

MAILS modeling further demonstrates that Alternative C aircraft operations would not cause potential exceedences of the NAAQS or PSD Class I standards. The same analysis (refer to Table 4.1-13) used for the MAILS model for Alternative B applies to Alternative C. The segments of IR-178 with the greatest number of sortie-operations in the shortest time period and at the lowest altitude would be identical in both alternatives. Projected sortie-operations would generate only fractions of the NAAQS concentrations and PSD Class I increments and would not adversely impact air quality. No conformity determination is needed. Due to proposed shifting of the IR-178 corridor, no PSD Class I areas would be affected under this alternative.

Emissions from military aircraft would be dispersed and low in quantity.

Emissions from projected aircraft operations in the MTRs associated with the Harrison and La Junta Electronic Scoring Sites would decrease relative to current levels. All of the affected AQCRs are in attainment and these decreases in emissions would not alter those conditions. Similarly, emissions in all other primary MTRs would decrease.

The results of analysis show that emissions from the proposed sortie-operations represent a minimal percentage of the regulatory standards and all affected areas are in attainment. Consequently, Alternative C would not lead to nonconformance for any criteria pollutants and a conformity analysis is not required.

Aircraft Safety. Under Alternative C, the risks of Class A mishaps would increase and decrease in relation to changes in the numbers of sortie-operations (Table 4.1-17). In all airspace except the proposed Lancer MOA/ATCAA and IR-592, the estimated years between Class A mishaps would increase and risk would decrease. A slight increase (relative to baseline conditions) in years between Class A mishaps for B-52s and B-1s would apply to IR-178 due to the shorter total length of the MTR. The estimated years equate to 0.02 percent probability of a B-52 Class A mishap per year and a 0.07 percent probability for B-1s. The probability of a bomber Class A mishap in the Texon MOA/ATCAA and on IR-592 would be even more insignificant than for IR-178.

Neither the existing nor proposed airspace in Alternative C overlies or intersects any major migration flyways or water bodies where birds congregate. Although sortie-operations would increase, the potential for bird-aircraft strikes in IR-178 and expanded Texon MOA/ATCAA would remain negligible. Documentation maintained by the Air Force and individual bases indicated that B-52s and B-1s experience one to two bird-aircraft strikes per year on IR-178 MTR and none within the Texon MOA. Continued use of the Bird Avoidance Model to plan and execute training sorties would likely prevent measurable increases in average bird-aircraft strikes. For the other affected MTRs and MOAs, the potential for bird-aircraft strikes would either remain at its current low level or decrease commensurate with projected sortie-operations.

Aircraft safety risks would remain low in Alternative C.

Table 4.1-17
Estimated Class A Mishaps for Primary Airspace for Alternative C

Airspace	*Estimated Years Between Mishaps*			
	B-1		*B-52*	
	Baseline	*Alternative C*	*Baseline*	*Alternative C*
IR-128/180	938	NA[1]	1,847	NA[1]
IR-150	177	444	879	3,516
IR 174	194	258	2,454	NA[1]
IR-177/501	96	478	345	2,584
IR-178	14	15	39	45
IR-592	532	532	103	163
Texon MOA/ATCAA	NA[1]	27	NA[1]	583

[1] No sortie-operations in airspace unit.

4.0 Affected Environment and Environmental Consequences: Airspace and Aircraft Operations

4.1.5 Alternative D: IR-153/Mt. Dora MOA

AFFECTED ENVIRONMENT

The affected environment for airspace and air operations in Alternative D differs from that described for Alternatives A, B, and C. Alternative D is centered in northeastern New Mexico and interacts with numerous airspace units in that region. At the heart of this alternative is the establishment of a new MTR, IR-153, which extensively overlaps or intersects portions of 11 existing primary and secondary MTRs, including IR-109, IR-111, IR-113, VR-1175/1176, and VR-100/125 (refer to Figure 2.4-9). Collectively, these overlaps and intersections account for 89 percent of the corridor proposed for IR-153. But unlike Alternatives B and C, there is no existing IR-153 to serve as the baseline and compare with the proposed IR-153. Rather, the portions of the overlapping and intersecting MTRs coinciding with proposed IR-153 form the affected area and reflect baseline conditions. Creation of proposed IR-153 would not result in the elimination of any overlapping or intersecting MTRs. These would continue as today, and scheduling would provide the means to avoid airspace conflicts.

The affected environment for airspace and air operations is focused on northeastern New Mexico for Alternative D.

The affected environment also includes areas under new airspace not coinciding with any existing airspace. Only one complete segment (WAWB) represents wholly new airspace, although some parts of 13 other segments would be new.

The Mt. Dora MOA forms another part of the existing affected environment. Under Alternative D, the existing MOA would be reduced in size to form the proposed MOA/ATCAA. The proposed Mt. Dora MOA/ATCAA comprises 95 percent of existing airspace. As such, baseline environmental conditions for the existing Mt. Dora MOA are compared against the changes resulting from establishing the proposed MOA/ATCAA.

The affected environment includes the same six primary MTRs as in Alternatives B and C. In Alternative D, however, the structure of IR-178 does not change from baseline (refer to Figure 2.3-1). None of the secondary MTRs would be subject to structural or operational changes and warrant no detailed discussion here.

Analysis of the other alternatives in this section, including previous discussions, tables, and figures, has presented baseline information on the secondary MTRs and Mt. Dora MOA that form the focus of the affected area for Alternative D. Examples of this include Tables 4.1-4, 4.1-9, and 4.1-14, which each present data on sortie-operations and noise levels in these secondary MTRs and the Mt. Dora MOA. For these reasons, additional description of the affected environment will be presented only as comparison to the potential changes resulting from Alternative D.

ENVIRONMENTAL CONSEQUENCES

Airspace Management. Creation of IR-153 and modification of the Mt. Dora MOA/ATCAA would have little effect on airspace management. The airspace involved in this alternative consists of predominantly existing airspace and is surrounded by military airspace. Established flight procedures would still apply, and since the changes would be few, civil aviation pilots would be able to learn the new airspace quickly. The reconfigured Mt. Dora MOA and its overlying ATCAA would interact with some jet routes. Scheduling of the ATCAA by the FAA would prevent conflicts in use with that of the jet routes. The proposed Mt. Dora MOA/ATCAA would also affect two federal airways. To prevent conflicts, the FAA and Air Force would need to work on procedures to avoid conflicts when charting the MOA/ATCAA. Modification to the Mt. Dora MOA would not change its relationship to the two airfields it overlies. Existing routing and avoidance procedures would be sufficient to avoid conflicts between civil and military aviation

at these airfields. Due to the changes in the airspace structure, special effort may be needed to ensure all civil aviation pilots are aware of the location of the airspace and its schedule for use. With the intersections and overlaps of multiple secondary MTRs, scheduling to prevent conflicts would be complex and challenging. This would represent a change to the current military users of the existing secondary MTRs.

Aircraft Noise. Table 4.1-18 shows the noise levels for all primary and secondary airspace under Alternative D. With the exception of proposed IR-153, noise levels in the other primary MTRs would decrease by 1 to 10 dB. Because proposed IR-153, not IR-178, would receive the bulk of bomber sortie-operations, noise levels in existing IR-178 would decrease by as much as 6 dB below baseline levels. Secondary MTRs would not experience any change in noise outside of where they coincide with proposed IR-153.

Noise levels on proposed IR-153 include aircraft noise generated by use of IR-153 itself, combined with noise from sortie-operations on MTRs that overlap or intersect with IR-153. Noise levels account for sortie-operations by all aircraft.

Noise levels on the 38 segments of IR-153 would range from less than 45 to 64 DNL (Figure 4.1-16 and Table 4.1-19) but would increase by more that 10 dB in 22 segments. Sortie-operations in the secondary MTRs forming most of the affected area for proposed IR-153 currently generate baseline noise levels ranging from less than 45 to 51 DNL. All but two segments of proposed IR-153, which remain below 45 DNL, show an increase in noise compared to current conditions, and the increases range from 1 to 18 dB. The highest noise levels and greatest degree of change would occur in the start of the route (segments AB to GH). The change in noise would be readily noticeable in the segments where a greater than 3 dB increase would occur.

Noise levels in the proposed Mt. Dora MOA/ATCAA would increase from less than 45 to 46 DNL. Minimal (less than 2 percent) new area would be exposed to aircraft noise, while airspace and its associated noise would be eliminated over a much larger area due to the change in MOA shape. With flight activities restricted to above 3,000 feet AGL, cumulative and single overflight noise would remain low.

The percentage of people who may be highly annoyed by aircraft noise could increase under all segments of proposed IR-153, in some areas substantially (Table 4.1-20). The western half of the MTR could experience 4 to 10 percent increases in the percentage of people who may be highly annoyed. Under the proposed Mt. Dora MOA/ATCAA, the percentage of highly annoyed people would remain similar to the existing Mt. Dora MOA (about 1 percent), but the total area and population overflown would be less due to the reduced total acres overlain by proposed airspace as a result of the reconfiguration. New areas would, however, be exposed to noise. Under these new sections, approximately 1 to 8 percent of the population could be highly annoyed.

Dispersal of overflight and noise would be limited on many segments of proposed IR-153 with the most sortie-operations since these segments would often be the narrowest.

The likelihood of being overflown varies depending upon the type of airspace. In the proposed Mt. Dora MOA/ATCAA, the random nature of operations and the wide span of altitudes to fly in make it unlikely that any one location would be repeatedly overflown. Daily sortie-operations in the proposed Mt. Dora MOA/ATCAA would average 10 per day as compared to just more than one per day under baseline conditions. These operations would be dispersed randomly throughout the almost 18,000 cubic nm of the proposed MOA/ATCAA, with most activity occurring above 20,000 feet AGL. At that altitude, the noise from an individual bomber overflight would be low (refer to Figure 4.1-3).

Average daily sortie-operations would increase on all but three segments of proposed IR-153 (Appendix B). Increases would range from one to ten more sortie-operations per day, on average, compared with baseline. These sortie-operations could generate

Table 4.1-18
Projected Average Daily Sortie-Operations and Noise Levels Alternative D: IR-153/Mt. Dora MOA

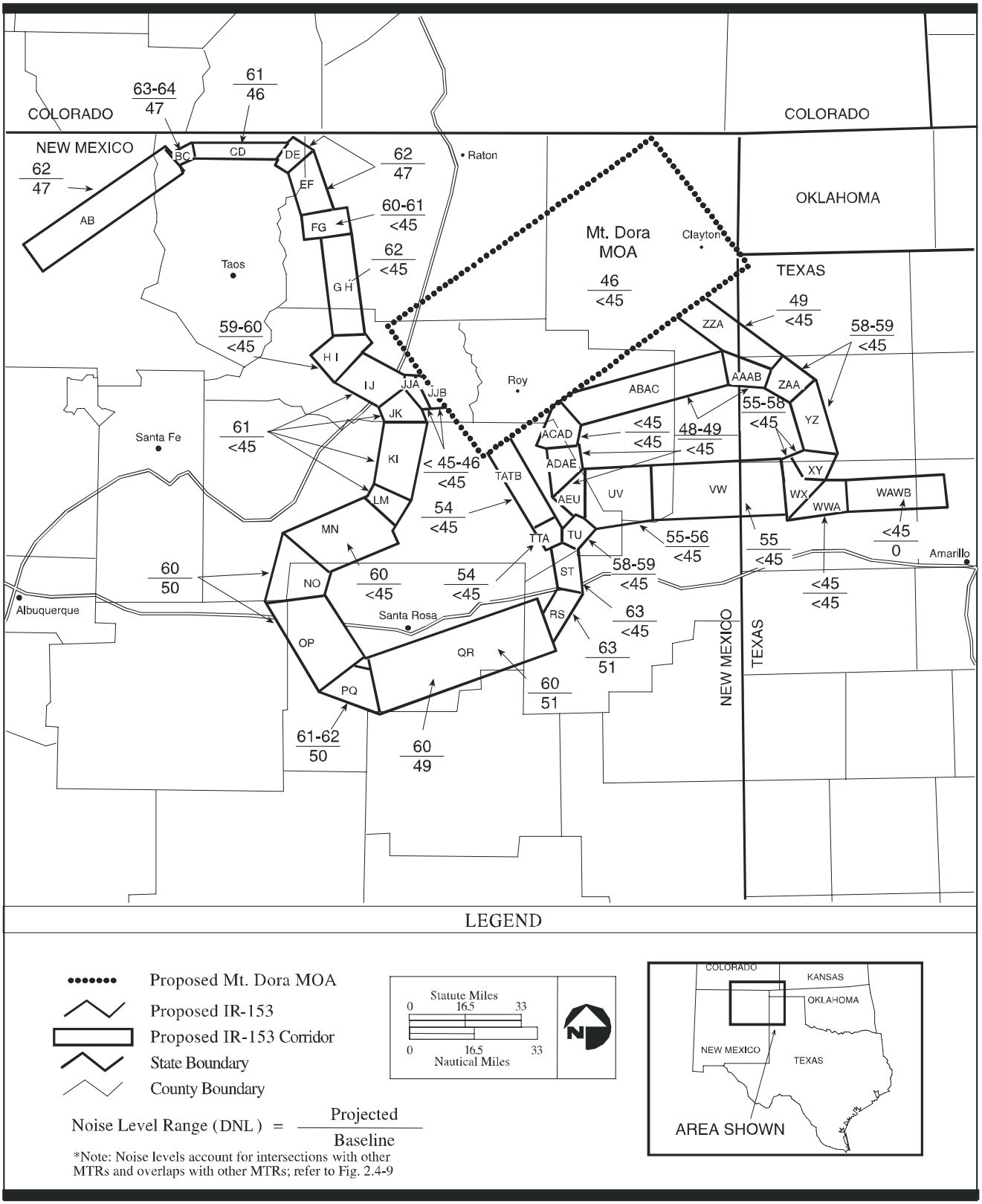
Airspace Units	*Class*	Alternative D			*Baseline Noise Level (DNL)*	*Change from Baseline*
		Annual Sortie-Operations	*Average Daily Sortie-Operations*	*Noise Level (DNL)*		
MTRs						
VR-100/125	S	1,265	5	49	49	0
VR-108	S	143	1	<45	<45	0
VR-114	S	1,014	4	<45	<45	0
VR-143	S	620	2	49	49	0
VR-186	S	1,175	5	50	50	0
VR-196/197	S	512	2	<45	<45	0
VR-1107/1195	S	1,050	4	<45	<45	0
VR-1116	S	30	0	<45	<45	0
VR-1175/1176	S	50	0	46	46	0
IR-107	S	104	0	<45	<45	0
IR-109	S	310	1	<45	<45	0
IR-110	S	0	0	NA	NA	0
IR-111	S	130	1	<45	<45	0
IR-113	S	300	1	<45	<45	0
IR-123	S	50	<1	<45	<45	0
IR-124	S	140	1	<45	<45	0
IR-128/180	**P**	**150**	**1**	**<45**	**46**	-1
IR-150	**P**	**10**	**<1**	**<45**	**55**	-10
Proposed IR-153	**P**	**2,660**	**10**	**64**[1]	**NA**	0
IR-154	S	70	<1	<45	<45	0
IR-169	S	465	2	<45	<45	0
IR-174	**P**	**121**	<1	**48**	**51**	-3
IR-177/501	**P**	**10**	<1	**<45**	**56**	-11
IR-178	**P**	**205**	1	**55**	**61**	-6
IR-192/194	S	658	3	49	49	0
IR-592	**P**	**340**	1	**48**	**50**	-2
MOAs						0
Reese 4	S	0	0	NA	<45	0
Reese 5	S	0	0	NA	<45	0
Roby	S	0	0	<45	<45	0
Texon	S	100	<1	<45	<45	0
Proposed Mt. Dora	**P**	**2,668**	**10**	**46**	**<45**	1

Class P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

Class S = Secondary airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

[1] Noise level represents the highest DNL for any segment of the route; all other segments are equal to or lower.

Noise levels on all six existing primary MTRs would decrease under Alternative D.



Alternative D: IR-153/Mt. Dora MOA Noise Level Range **Figure 4.1-16**

Table 4.1-19
Projected Noise Levels for Alternative D: IR-153

Proposed IR-153 Segment	*Projected Noise Level Range (DNL)*	*Baseline Noise Level (DNL)*	*Proposed IR-153 Segment*	*Projected Noise Level Range (DNL)*	*Baseline Noise Level (DNL)*
AB	62	47	TU	58-59	<45
BC	63-64	47	UV	55-56	<45
CD	61	46	VW	55	<45
DE	62	47	WX	55-58	<45
EF	62	47	XY	55-58	<45
FG	60-61	<45	YZ	58-59	<45
GH	62	<45	ZAA	58-59	<45
HI	59-60	<45	AAAB	48-49	<45
IJ	61	<45	ABAC	48-49	<45
JK	61	<45	ACAD	<45	<45
KL	61	<45	ADAE	48-49	<45
LM	61	<45	AEU	48-49	<45
MN	60	<45	TTA	54	<45
NO	60	50	TATB	54	<45
OP	60	50	ZZA	49	<45
PQ	61-62	50	WWA	<45	<45
QR_a	60	49	WAWB	<45	not applicable
QR_b	60	51	JJA	<45-46	<45
RS	63	51	JAJB	<45-46	<45
ST	63	<45			

Refer to Figure 2.4-9 for segment locations. a & b = multiple intersections within the segment

Table 4.1-20
Percent Population Potentially Highly Annoyed Under Alternative D: IR-153 and Proposed Mt. Dora MOA/ATCAA

IR-153 Segment and MOA	*Projected Percentage (Average)*		*Percentage Change from Baseline*	
	Range[2]		*Range*[2]	
AB	8	8	7	7
BC	10	11	9	10
CD	7	7	6	6
DE-EF	8	8	7	7
FG	7	7	6	6
GH	8	8	8	8
HI	6	7	5	6
IJ-QR	7	7	5	6
RS-ST	10	10	8	9
TU	5	6	4	5
UV-XY	3	4	2	3
YZ-ZAA	5	6	4	5
AAAB-AEU	1	1	0	0
TTA-TATB	3	3	2	2
WWA	<1	1	0	0
WWA-WAWB[1]	1	1	1	1
JAJB	<1	<1	0	0
Mt. Dora MOA/ATCAA	<1	1	0	0

[1] Currently not overflown by military aircraft; new airspace.

[2] Based on differences associated with two altitude regimes for B-52s.

Studies of community response to various types of environmental noise show DNL correlates well with annoyance.

noise levels (SELs) ranging from 86 to 116 dB, the same as under baseline conditions. Such events could last from 7 to 10 seconds for a person directly under the flight path.

Proposed IR-153 flights would be dispersed within the MTR corridor, and dispersion of flights across an MTR increases with route width (Wyle 1996). Proposed IR-153 segments would vary in width from 4 to 5 miles with 31 (of 38 segments) being 8 nm wide or wider. Dispersal of the overflights would be limited in many of the segments of proposed IR-153 with the most daily sortie-operations. For example, segments BC to CD would be 4 nm wide and support 2,660 sortie-operations.

Emissions from military aircraft would contribute only fractions of allowable amounts under federal standards.

Aircraft Emissions. Figure 4.1-17 presents the amounts of emissions projected to occur in the affected AQCRs with implementation of Alternative D. Total annual emissions would increase in AQCRs 153, 154, 155, 157, and 210, with the greatest amount of change in AQCR 154. All of these AQCRs are in attainment, and the added emissions, as demonstrated through MAILS modeling, would not alter those conditions.

MAILS modeling demonstrates that Alternative D aircraft operations would not cause potential exceedences of the NAAQS or PSD Class I areas. Rather, the concentrations of pollutants would be negligible to minimal. Segments E-H, with 2,660 B-52 and B-1 sortie-operations was used to model. Although some sortie-operations fly at much higher altitudes, it was assumed that all would fly at 300 feet AGL to yield a conservative estimate. As shown in Table 4.1-21, projected sortie-operations would generate only fractions of the NAAQS concentrations and PSD Class I increments and would not adversely impact air quality. All of the affected AQCRs are in attainment for the NAAQS, and emissions under Alternative D would not change this status. As such, no conformity determination is required. No PSD Class I areas underlie or abut IR-153 or the Mt. Dora MOA, so air emissions from the sortie-operations would not affect visibility in these areas.

Emissions from projected aircraft operations in the other MTRs and MOAs, including the MTRs associated with the Harrison and La Junta Electronic Scoring Sites, would decrease relative to current levels. Since these MTRs overlie areas that are in attainment, the decrease in emissions would not change that condition.

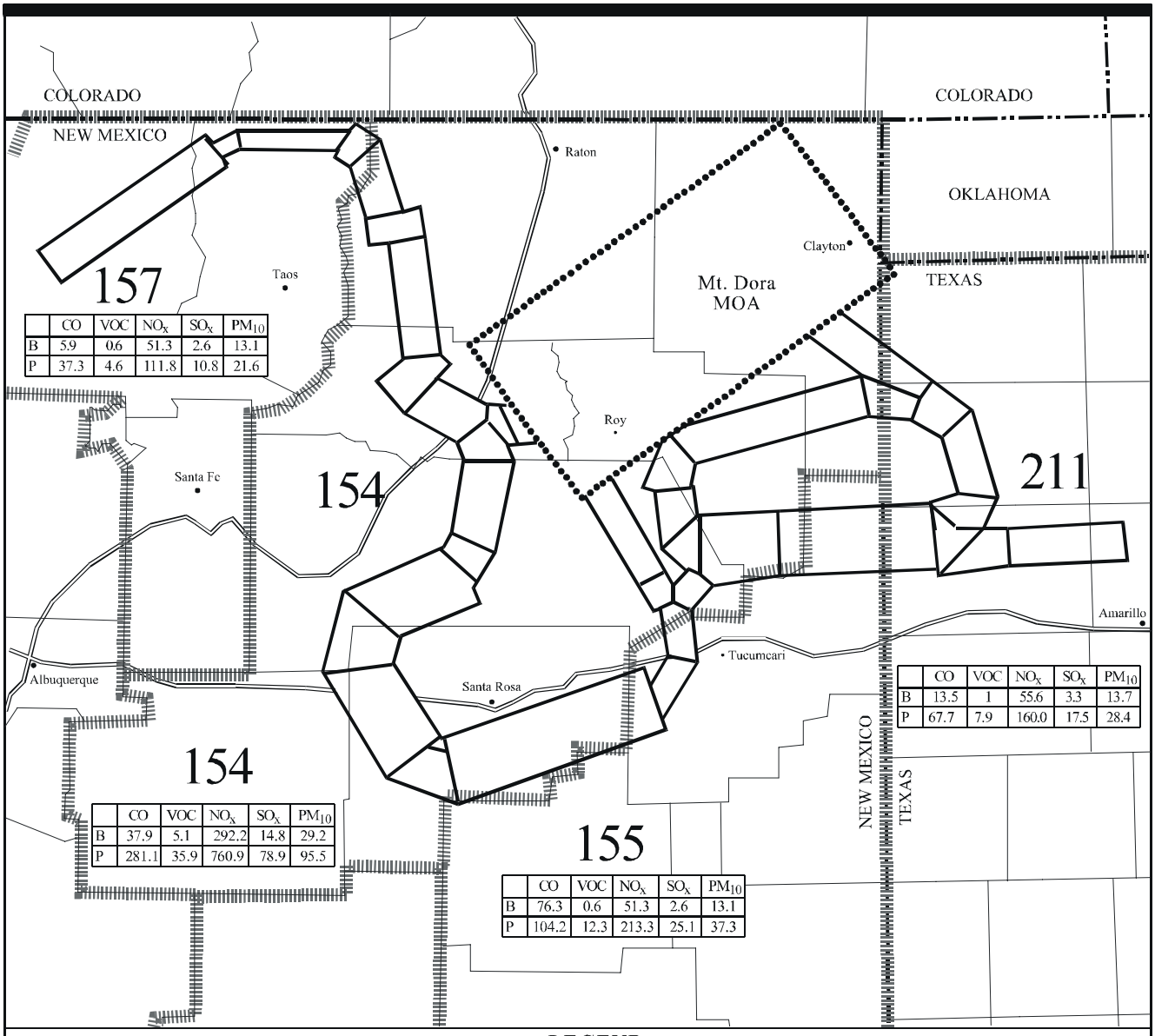
The results of analysis show that emissions from the proposed operations represent a fraction of the NAAQS and all affected areas are in attainment. Consequently, Alternative D would not lead to nonconformance for any criteria pollutants, and a conformity analysis is not required.

Aircraft safety risks would remain low under Alternative D.

Aircraft Safety. Under Alternative D, the potential for Class A mishaps would remain low (Table 4.1-22). Since proposed IR-153 does not currently exist, it is difficult to draw direct comparisons of baseline and projected mishap potential. Secondary MTRs that overlap or intersect segments of proposed IR-153 do provide a rough comparison. Estimated years between Class A mishaps on these routes range from 22 to 2,800. For proposed IR-153, estimated years between Class A mishaps for B-52s would fall into this range, whereas the potential for B-1s would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishap per year and a 0.07 probability for B-1s. Probabilities in the Mt. Dora MOA and other affected airspace units would be even less.

4.0 Affected Environment and Environmental Consequences: Airspace and Aircraft Operations

Airspace in Alternative D overlies or intersects a migration flyway that follows the Rio Grande River where birds could congregate. But even with increases in sortie-operations, the potential for bird-aircraft strikes in IR-153 and modified Mt. Dora MOA would be negligible. Historical trends for the secondary MTRs that overlap and intersect proposed IR-153 reveal that few bird-aircraft strikes occur. Use of Bird



	CO	VOC	NO_X	SO_X	PM_{10}
B	5.9	0.6	51.3	2.6	13.1
P	37.3	4.6	111.8	10.8	21.6

	CO	VOC	NO_X	SO_X	PM_{10}
B	13.5	1	55.6	3.3	13.7
P	67.7	7.9	160.0	17.5	28.4

	CO	VOC	NO_X	SO_X	PM_{10}
B	37.9	5.1	292.2	14.8	29.2
P	281.1	35.9	760.9	78.9	95.5

	CO	VOC	NO_X	SO_X	PM_{10}
B	76.3	0.6	51.3	2.6	13.1
P	104.2	12.3	213.3	25.1	37.3

Alternative D: IR-153/Mt. Dora MOA Aircraft Emissions

Figure 4.1-17

Table 4.1-21
Criteria Pollutant Concentrations for IR-153 Alternative D: IR-153 and Mt. Dora MOA/ATCAA

		Concentration ($\mu g/m^3$)				
Criteria Pollutant	*Averaging Period*	*PSD Class I Increments*[1]	*NAAQS*	*Affected Airspace*	*Percentage of PSD Class I Increment (%)*	*Percentage of the NAAQS (%)*
Nitrogen Dioxide (NO_2)	Annual	2.5	100	0.059	2.36	0.059
Particulate Matter (PM_{10})[2]	24-hour	10[3]	150[3]	0.032	0.320	0.021
	Annual	5	50	0.008	0.160	0.016
Sulfur Dioxide (SO_2)	3-hour	25[3]	1,300[3]	0.158	0.632	0.012
	24-hour	5[3]	365[3]	0.031	0.618	0.008
	Annual	2	80[3]	0.008	0.400	0.010
Carbon Monoxide (CO)	1-hour	--	40,000[3]	2.26	0.006[4]	0.006
	8-hour	--	10,000[3]	0.173	0.002[4]	0.002

[1] The PSD Class I increments for particulates are for TSP.
[2] The NAAQS for particulates is for PM_{10}.
[3] Not to be exceeded more than once per year.
[4] As a percentage of the NAAQS.

. . .Alternative D: IR-153/Mt. Dora MOA

Table 4.1-22
Estimated Class A Mishaps for Primary Airspace for Alternative D

Airspace	*Estimated Years Between Mishaps*			
	B-1		*B-52*	
	Baseline	*Alternative D*	*Baseline*	*Alternative D*
IR-128/180	938	NA[1]	1,847	NA[1]
IR-150	177	7,100	879	14,000
Proposed IR-153	NA	15	NA	44
IR 174	194	258	2,454	NA[1]
IR-177/501	96	5,250	345	10,800
IR-178	14	93	39	960
IR-592	532	532	103	190
Mt. Dora MOA/ATCAA	8,292	27	22,900	583

[1] No sortie-operations in airspace unit.

Avoidance Model for planning and flying training sorties is expected to keep strikes to a minimum. For the other affected MTRs and MOAs, the potential for bird-aircraft strikes would either remain at its current low level or decrease commensurate with projected sortie-operations.

4.1.6 Summary Comparison of Impacts

Table 4.1-23 compares the impacts for all four alternatives with regard to airspace management, noise, aircraft emissions, and aircraft safety. None of the alternatives would have more than minimal effects on airspace management, air quality, and aircraft safety. Alternative D would result in the greatest amount of change from baseline conditions.

Table 4.1-23
Airspace and Aircraft Operations Comparison of Alternatives

Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
Airspace Management	No change to airspace structure or management; scheduling and FAA procedures designed to prevent conflicts between military and civil aviation.	Proposed IR-178 would include about 15 percent new airspace and the proposed Lancer MOA/ATCAA would include about 10 percent new airspace. A total of 29 segments of existing IR-178 eliminated in New Mexico, but FAA would need to ensure conflicts between proposed ATCAA and intersecting jet routes are avoided.	Proposed IR-178 would include about 20 percent new airspace and the proposed Texon MOA/ATCAA would include about 25 percent new airspace. A total of 29 segments of existing IR-178 eliminated in New Mexico. Minimal potential for conflicts with VFR civil aviation, but conflicts between proposed MOA/ATCAA and intersecting jet routes and federal airways would require rerouting and possibly airspace restructuring.	Proposed IR-153 would include about 10 percent new airspace and the proposed Mt. Dora MOA/ATCAA would include less than 5 percent new airspace. Minimal potential for conflicts with civil airfields, but the proposed Mt. Dora MOA/ATCAA would intersect jet routes and federal airways, thus requiring increased airspace management. Establishment of proposed IR-153 would affect current military users of existing secondary MTRs it overlaps or intersects.
Noise	Noise levels on existing IR-178 range from less than 45 to 61 DNL. Of a total of 71 IR-178 segments, three have noise levels of less than 45 DNL and 30 have noise levels of 55 DNL or greater. Noise levels in other primary and secondary MTRs range from less than 45 DNL to 56 DNL. Noise levels of less than 45 DNL characterize the MOAs. Average daily sortie-operations on IR-178 combined with activity on segments of overlapping or intersecting MTRs range from 1 to 6, depending upon the segment.	Noise levels on proposed IR-178 would range from 46 to 61 DNL. Of a total of 41 segments on proposed IR-178, none has noise levels of less than 45 DNL and 28 have noise levels of 55 DNL or greater. Noise levels in the proposed Lancer MOA/ATCAA would remain low, but increase to 46 DNL. Noise levels in other primary and secondary MTRs and MOAs either decrease or remain the same. Average daily sortie-operations on proposed IR-178 combined with activity on segments of overlapping or intersecting MTRs would range from 1 to 10, and would increase on all but five segments; increases would range from 1 to 6 daily sortie-operations.	Noise levels on proposed IR-178 would range from 46 to 61 DNL. Of a total of 35 segments on proposed IR-178, none has noise levels of less than 45 DNL and 25 have noise levels of 55 DNL or greater. Noise levels in the proposed Texon MOA/ATCAA would remain low, but increase to 46 DNL. Noise levels in other primary and secondary MTRs and MOAs either decrease or remain the same. Average daily sortie-operations on proposed IR-178 combined with activity on segments of overlapping or intersecting MTRs would range from 1 to 10, and would increase on all but five segments; increases would range from 1 to 6 daily sortie-operations.	Noise levels on proposed IR-153 range from less than 45 to 64 DNL. Of a total of 38 segments on proposed IR-153, 3 have noise levels of less than 45 DNL and 26 have noise levels of 55 DNL or greater. Noise levels in the proposed Mt. Dora MOA/ATCAA would remain low, but increase to 46 DNL. Noise levels in other primary and secondary MTRs and MOAs either decrease or remain the same. Average daily sortie-operations on proposed IR-153 combined with activity on segments of overlapping or intersecting MTRs would range from 1 to 24, and would increase on all but three segments; increases would range from 1 to 10 daily sortie-operations.

Table 4.1-23 (continued)
Airspace and Aircraft Operations Comparison of Alternatives

Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
Aircraft Emissions	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants are fractions of federal and state standards.	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants would be fractions of federal and state standards.	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants would be fractions of federal and state standards.	Aircraft emissions produce minimal quantities of criteria pollutants, and ground-level concentrations of pollutants would be fractions of federal and state standards.
Aircraft Safety	The probability of a B-1 Class A mishap on IR-178 is 0.07 percent per year and for B-52s, the probability is 0.03 percent. The probabilities of Class A mishaps in all other primary airspace are even lower.	The probability of a B-1 Class A mishap on proposed IR-178 would be 0.08 percent per year and for B-52s, the probability would be 0.03 percent. The probabilities of Class A mishaps in all other primary airspace would be even lower.	The probability of a B-1 Class A mishap on proposed IR-178 would be 0.07 percent per year and for B-52s, the probability would be 0.02 percent. The probabilities of Class A mishaps in all other primary airspace would be even lower.	The probability of a B-1 Class A mishap on proposed IR-153 would be 0.07 percent per year and for B-52s, the probability would be 0.02 percent. The probabilities of Class A mishaps in all other primary airspace would be even lower.
Construction	No Effect	No Effect	No Effect	No Effect
Ground Operations	No Effect	No Effect	No Effect	No Effect
Decommissioning	No Effect	No Effect	No Effect	No Effect

4.2 LAND MANAGEMENT AND USE

Land management and use considers a spectrum of linked characteristics of the land, both actual and perceived. Lands have different values for different people. To some, lands and the resources they contain have an economic value; to others, lands have spiritual or psychological value. When considering long-term traditional lifestyles, people ascribe both types of values to lands. Because different people have different opinions on the values of the same lands, it is not possible to capture, describe, and analyze all of these different viewpoints in this EIS. Rather, it considers available standard definitions of land uses to permit comparison among alternatives.

4.2.1 Methods and Approach

Land use generally refers to human modification of land, often for residential or economic purposes. It also refers to use of land for preservation or protection of natural resources such as wildlife habitat, vegetation, unique features, or for recreational pursuits. The attributes of land use include general land use and ownership, special use land areas, and land management plans. Land uses are frequently regulated by management plans, policies, ordinances, and regulations that determine the types of uses that are allowable or protect specially designated or environmentally sensitive uses. Special use land management areas require greater protection (e.g., wild and scenic rivers, wilderness areas).

Another aspect of the land is its visual setting. Visual resources are defined as the natural and manufactured features that make up the aesthetic qualities of an area. These features form the overall impressions that an observer receives of an area or its landscape character. Landforms, water surfaces, vegetation, and man-made features are considered characteristic of an area if they are inherent to the structure and function of the landscape. What a change in visual character means is influenced by social considerations, including public value placed on the resource, public awareness of the area, and general community concern for visual resources in the area. These social considerations equate to visual sensitivity, which is defined as the degree of public interest in a visual resource and concern over potential adverse changes in the quality of that resource.

The affected area for land use, recreation, and visual resources for the four alternatives consists of the vicinity of the candidate emitters and Electronic Scoring Sites, as well as the land under affected airspace. For the candidate emitters and Electronic Scoring Sites, analysis focuses on land ownership, human-modified land use, and the visual environment. The primary potential effects of aircraft overflights on adjacent or underlying land uses are the noise and visual presence associated with aircraft operations. For the areas under affected airspace, the effects on communities and special use land management areas are examined.

An adverse impact on land use, including recreation, occurs when a proposed action precludes an existing land use activity; preempts a recreational use; precludes continued use or occupation of an area; is incompatible with adjacent or vicinity land use to the extent that public health or safety is threatened; or is inconsistent or in noncompliance with applicable land use plans or policies. An adverse visual impact occurs when an action perceptibly changes features of the physical environment so that they no longer appear characteristic of the region or an action blocks or removes aesthetic features of the landscape from view. The visual resource impact analysis focuses on identifying changes to the visual qualities of the landscape as a result of construction of the emitters and Electronic Scoring Sites and determining alteration of the visual setting under the airspace resulting from aircraft overflight.

Proposed increases in bomber flight activities represent the primary element of the three action alternatives (Alternatives B, C, and D) for RBTI. Increased aircraft noise would accompany the changes in flight activities. For this reason, a brief discussion of ways to evaluate the effects of noise on land use is presented below.

Noise Effects on Communities and Land Use

The effects of noise on people result from a complex interrelationship among numerous factors, including social/cultural effects; heath effects; and economic effects. As more fully discussed in Section 4.1 and Appendix G, the primary effect of aircraft noise on exposed communities is one of annoyance.

The Federal Interagency Committee on Noise (FICON) offers recommendations regarding noise and land use.

In June 1980, the Federal Interagency Committee on Urban Noise published guidelines (FICUN 1980) relating DNL values to compatible land uses. This committee was composed of representatives from the U.S. Departments of Defense, Transportation, and Housing and Urban Development; the USEPA; and the Veterans Administration. Since their issuance, federal agencies have generally adopted these guidelines for noise analyses. Most agencies have identified 65 DNL as a criterion that protects those most affected by noise and that can often be achieved on a practical basis. At this noise level, about 12 percent of the exposed population could be highly annoyed by noise. In general, noise exposure greater than 65 DNL over residential, recreational, cultural, and entertainment areas, as well as public services, is considered unacceptable (FICON 1992). While these FICON recommendations are most often applied to areas around airports, they can be helpful in understanding the potential effects of aircraft noise in MTRs and MOAs.

Another way to evaluate noise effects on land use is to assess the amount of change in noise levels that would occur as a result of an action. As explained in Section 4.1 and Appendix G, human perception of noise can vary greatly. However, in general, most people can clearly notice a change of 3 dB. Changes of 3 dB or more, even below 65 DNL, can be perceived by people as a degradation of their noise environment (FICON 1992) or negatively affecting their quality of life.

Noise Effects on Recreation

A Forest Service study found that visitors to wilderness areas generally did not notice aircraft noise.

Individuals experience aircraft-generated noise interference with recreational activities (including camping, hiking, and hunting) in many ways. Reactions vary depending upon individual expectations and the context in which the overflight occurs. A study conducted by the U.S. Forest Service (USFS 1992) indicates that aircraft noise intrusions were not generally noticed by wilderness area visitors. However, if noticed, low-altitude, high-speed aircraft were reported as the most annoying types of aircraft to hear or see. This finding was largely attributable to the "startle effect." The startle effect occurs when a very loud noise is experienced in a setting where it is not expected and when there is no visual or audible warning. In primitive back-country areas, the startle effect can negatively affect wilderness and solitude experiences. Conversely, observation of aircraft overflights can appeal to some members of the public and be considered a positive experience.

There is little evidence that hunting leases and the hunting experience would be negatively impacted by military overflights (Trail and Rollins, personal communication 1999; USAF 1980). While individual game animals may be startled by aircraft noise, especially those unaccustomed to the overflights, results of numerous studies suggest (see section 4.3 and Appendix G) that populations of animals would not be significantly affected. The behavior of game animals would not be expected to change in a way that hunting would be affected. While individual hunters may be startled and annoyed by intermittent aircraft overflights, there is little evidence to suggest that hunters as a group would modify or cease their hunting activities as a result of the RBTI alternatives.

For example, a MOA and several MTRs overfly Sutton County. Laughlin MOA had over 9,500 sortie-operations in 1997 and over 4,000 sortie-operations in 1998. The MTRs include portions of IR-123, VR-143, and SR-282 and account for 1,002 sortie-operations in 1997 and 2,226 sortie-operations in 1998. The MOA and MTRs overlie most of Sutton County; a county that has historically received revenues from hunting leases (Ward 1985). Hunting, therefore, has existed at the same time as thousands of sortie-operations have occurred, and these operations have neither frightened wildlife away nor dissuaded hunters from visiting the area.

4.2.2 Alternative A: No-Action

AFFECTED ENVIRONMENT

The affected environment includes the primary MTR and MOA airspace used by bombers from Barksdale and Dyess AFBs (see section 2.3.1). The analysis of Alternative A focuses on existing IR-178 and to a lesser degree, IR-128/180, which overlaps substantially with IR-178. MOAs considered include the Reese 4, Reese 5, Roby, and Mt. Dora. Secondary airspace is considered only to the extent it overlaps or intersects primary airspace. The affected environment also includes the existing Harrison and La Junta Electronic Scoring Sites.

Airspace and Flight Operations. Airspace primarily used by bombers from Barksdale and Dyess AFBs is located in western Texas and southeastern and east central New Mexico. The existing airspace is discussed in detail and shown in Sections 2.2 and 4.1. The land under the affected airspace is characterized by large, sparsely inhabited areas with scattered, isolated towns, small communities, and ranches. Land in the area is owned and managed by a variety of entities, including private owners, the states of Texas and New Mexico, and federal agencies. In Texas, private ownership predominates. The primary land uses outside population centers are livestock grazing and crop production.

Airspace associated with Alternative A overlies portions of western Texas and southeastern and east central New Mexico. This area encompasses parts of four visually related regions: High Plains; Llano Estacado; Edwards Plateau; Trans-Pecos; and Big Bend Country that are described in detail in Chapter 3. Alternative A airspace overlies the scenic Davis Mountains and portions of the Texas Mountain Trail, a designated State Scenic Route through western Texas. The trail follows portions of Interstate 10, U.S. Highways 54, 90, 67, and State Route 118. Alternative A airspace also overlies the five special use land management areas mentioned above.

Approximately 77 percent of the land under the affected primary airspace in Texas and New Mexico is privately owned rangeland used for livestock grazing (Figure 4.2-1). Agricultural crop production makes up about 22 percent of land use. Forest, surface water/wetland, and urban/built-up areas make up less than 1 percent each.

The majority of the area under the airspace is in private ownership with a variety of state and federal interests overseeing the remainder. Table 4.2-1 lists the communities underlying existing IR-178 and the primary MOAs. Communities included in this analysis consist of those denoted as incorporated or as county seats and those as large as a county seat. For Sierra Blanca, baseline noise levels are 56 DNL. All other communities under IR-178 are subject to noise levels of less than 55 DNL. Under the MOAs, noise levels are less than 45 DNL. FAA regulations and Air Force instructions require all aircraft to avoid congested areas such as these by 1,000 feet above the obstruction and within 2,000 feet horizontal radius of the aircraft. These avoidance procedures reduce the noise levels from overflights (refer to Section 4.1).

Communities included in this analysis consist of incorporated towns and cities, county seats, or towns as large as county seats.

Table 4.2-1
Communities Under Alternative A: IR-178 and Primary MOAs

MTR/MOA	*Community*
IR-178	Texas: Sierra Blanca, Grandfalls, Balmorhea, Plains, Imperial
Reese 4 MOA	Texas: Post, Slaton, Tahoka, O'Donnell, Wilson
Reese 5 and Roby MOAs	Texas: Gail, Roby, Rotan, Lamesa, Hermleigh
Texon MOA	Texas: Big Lake, Texon, Best, Rankin
Mt. Dora MOA	New Mexico: Clayton, Roy, Wagon Mound, Capulin, Mt. Dora, Abbott

Minimum flight altitude for B-52s and B-1s is 300 feet AGL.

Three special use land management areas underlie IR-178 and the MOAs in Texas under Alternative A (Table 4.2-2 and Figure 4.2-2). These areas offer a wide range of recreational opportunities including hiking, camping, boating, picnicking, wildlife viewing, and others. Recreational use tends to be greatest from the spring to fall months. Two special use land management areas underlie the existing Mt. Dora MOA: Capulin Volcano National Monument and segments of the Santa Fe National Historic Trail.

Table 4.2-2
Special Use Land Management Areas Under Alternative A: IR-178 and Primary MOAs

MTR Segment	*Minimum Flight (feet AGL)*	*Minimum Flight Altitude Area*	*Acreage Under Airspace*	*Noise Levels (DNL)*
IR-178, FG	300	Chinati Mountains Property[1]	795	58-59
IR-178, HI	300	Big Bend Ranch State Park	39	58
IR-178, JK	300	Big Bend National Park	3,702	57
		Total	4,536	

Refer to Figure 2.3-1 for segment locations.

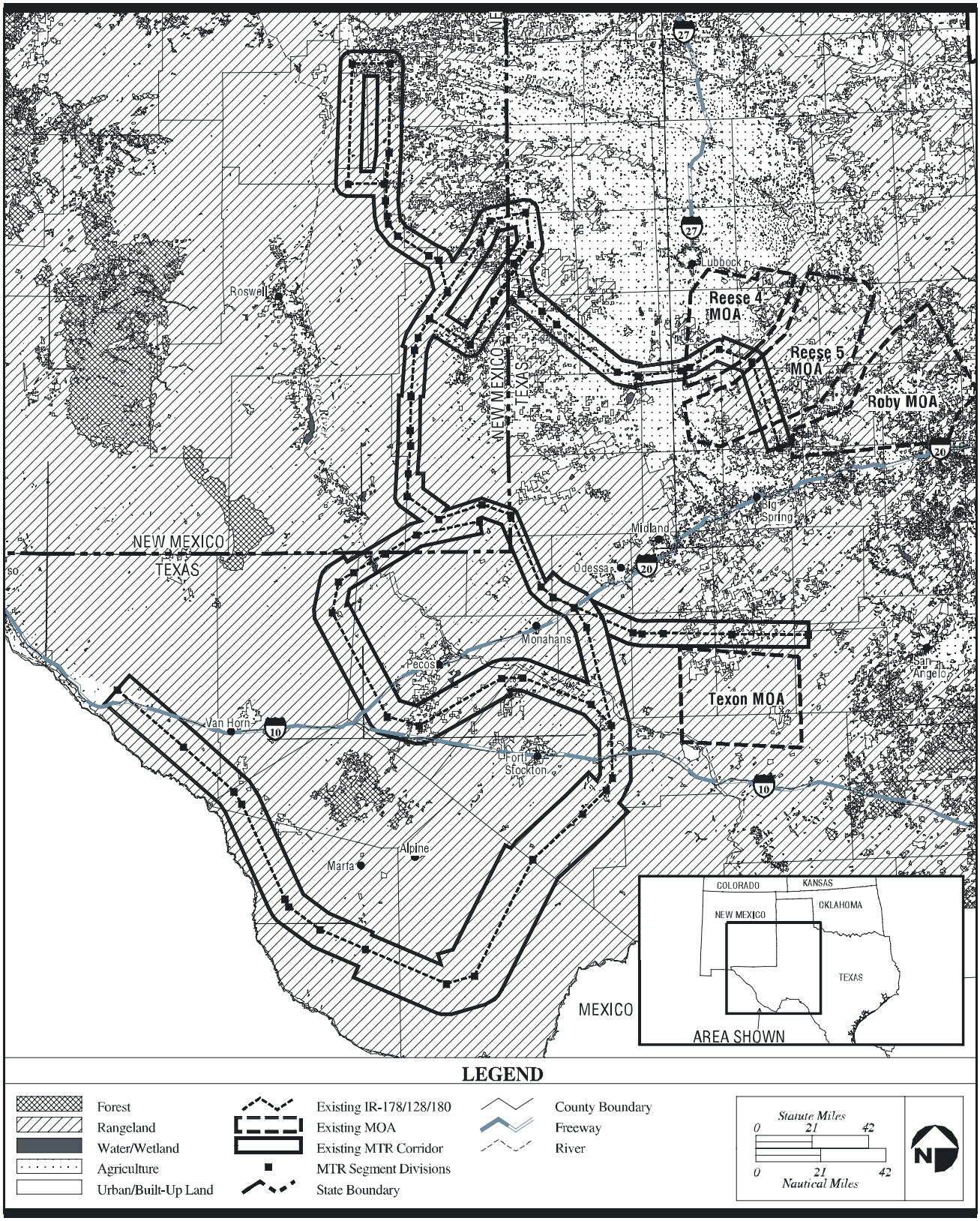
[1]Currently not accessible to the public.

Source: UCSB 1996.

MTRs associated with the Harrison (IR-174, IR-592) and La Junta (IR-150, IR-177/501) Electronic Scoring Sites predominantly overlie rural lands. As mentioned in Section 4.1, military jet aircraft have been flying in the affected area for more than four decades. Low-level, high speed aircraft are part of the existing environment. Over the years, the Air Force has established special operating procedures to avoid overflight of specific locations considered to be sensitive to aircraft noise. These procedures are published in *AP/1B, Area Planning for Military Training Routes, North and South America*.

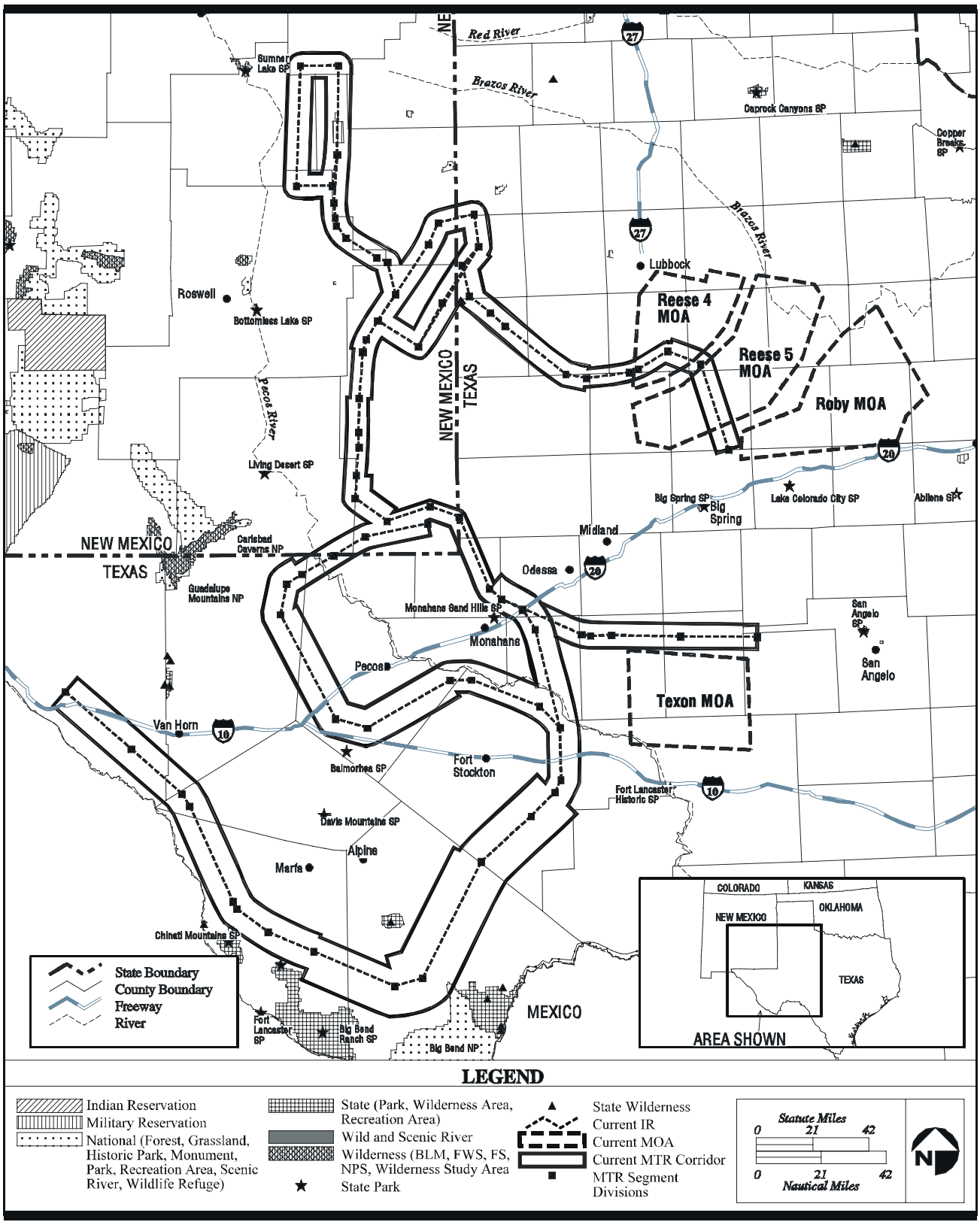
Noise levels vary from 46 DNL for IR-128/180 to 61 DNL for IR-178. Current average daily sortie-operations in the most heavily used MTR, IR-178, range from 1 to 6 (refer to Appendix B, Table B-5). Analysis of existing aircraft-related noise indicates that current noise levels along IR-178 range from less than 45 to 61 DNL (refer to Figure 4.1-10), depending on the number of sortie-operations, segment width, and altitude regimes flown. Noise levels below the primary MOAs associated with this alternative are less than 45 DNL. Based on the analysis presented in Section 4.1, noise levels under existing IR-178 could result in approximately 1 to 7 percent of the population being highly annoyed, and about 1 percent of the population under the MOAs being highly annoyed.

The effect of aircraft overflights on the visual environment of an area is difficult to quantify. In most instances, aircraft are not noticed because of visual cues, rather, they are noticed after being heard. The nature of the impact depends on the sensitivity of the resource affected, the distance from which it is viewed, and the



Existing Land Use Under Alternative A: No-Action

Figure 4.2-1



Special Use Land Management Areas Under Alternative A: No-Action

Figure 4.2-2

length of time it is visible. Altitude and screening relative to the viewer also play a key role in determining impacts from aircraft overflights. For example, in the level plains characterizing some of the land under Alternative A airspace, aircraft are more visible than in heavily wooded or mountainous areas. However, it should be noted that observations of aircraft are not exclusively considered negative regardless of an individual's location and/or activity.

Electronic Scoring Sites. Two existing Electronic Scoring Sites would continue to be used under the No-Action Alternative: Harrison, Arkansas and La Junta, Colorado. The Harrison site is located in Boone County, outside the city limits of Harrison, Arkansas. This privately owned site is leased and managed by the Air Force. The site contains a one-story facility and radar equipment trailers. The facility is located on a small hill in an area of gently rolling hills. Adjacent land use is primarily agricultural and consists of small farms used for the production of forage crops and cattle. Grasslands make up the dominant vegetation in the area. Associated with this facility are four emitter sites located in Baxter and Marion Counties, Arkansas, and Howell and Taney Counties, Missouri. These sites are located in rural rangeland, agricultural, and residential areas. No recreational activities take place at any of the sites since they are fenced and not accessible to the public.

The La Junta site is located in Otero County, Colorado, owned by DoD, and managed by the Air Force. The site contains a one-story brick building and radar equipment trailers. The site is located adjacent to an airport in an area of light industrial uses. Land uses beyond the light industrial area are primarily agricultural. The topography surrounding the La Junta site is primarily flat, and the visual environment is typical of light industrial areas, including warehouses and office buildings. Associated with this facility are four emitter sites located on private land leased by the Air Force in Bent and Las Animas Counties, Colorado. These sites are located in rural rangeland, agricultural, and residential areas. No recreational activities take place at any of the sites since they are fenced and not accessible to the public.

Environmental Consequences

Airspace and Flight Operations. Under the No-Action Alternative, the existing aircraft operations would continue at current levels in the affected airspace. There would be no change in existing land ownership or use underlying the airspace. Therefore, no new impacts to land use, recreation resources, or visual settings would occur.

Alternative A: No-Action would not result in changes to current conditions for land use.

Electronic Scoring Sites. Under the No-Action Alternative, the existing operations at the Harrison and La Junta Electronic Scoring Sites would continue at current levels. There would be no new construction or changes to existing activities. Therefore, no changes to land use, recreation resources, or visual settings would occur.

4.2.3 Alternative B: IR-178/Lancer MOA

AFFECTED ENVIRONMENT

The affected environment includes the primary MTRs and MOAs, especially IR-178 and the Reese 4, Reese 5, and Roby MOAs. These airspace units form the focus of this analysis. The candidate sites for emitters and Electronic Scoring Sites, as well as the Harrison and La Junta Electronic Scoring Sites, make up the ground-based affected environment.

Airspace and Flight Operations. In Alternative B, proposed IR-178 and the proposed Lancer MOA/ATCAA form the focus of the affected area and analysis. The other primary MTRs and MOAs would not be structurally altered and use would decrease. As such, the effects of Alternative B on the other primary airspace would be less than under baseline conditions. They receive no further discussion below.

The area underlying the airspace associated with Alternative B is located almost wholly in western Texas with the exception of a small portion that extends into southeastern New Mexico. The area is characterized by large, sparsely inhabited areas with scattered, isolated towns, small communities, and homesteads. Land in the area is owned and managed by a variety of private and public entities. The primary land use outside population centers is livestock grazing.

Approximately 86 percent of the land under the airspace associated with this alternative is privately owned rangeland used for grazing livestock (Figure 4.2-3). Approximately 11 percent of the remaining land is used for agricultural production. Urban/built-up areas make up about 2 percent and surface water/wetland and forest areas make up less than 1 percent each. The majority of the land under the airspace is in private ownership with a variety of state and federal interests overseeing the remainder. Table 4.2-3 presents the communities underlying proposed IR-178 and the Lancer MOA/ATCAA. As noted in Alternative A, FAA regulations require aircraft to avoid congested areas by 1,000 feet above the highest obstacle and by a horizontal radius of 2,000 feet of the aircraft. Such avoidance reduces noise levels. Based on the 1990 census, an estimated 50,300 people live under the proposed IR-178 and the Lancer MOA. Most of this population underlies the proposed MOA.

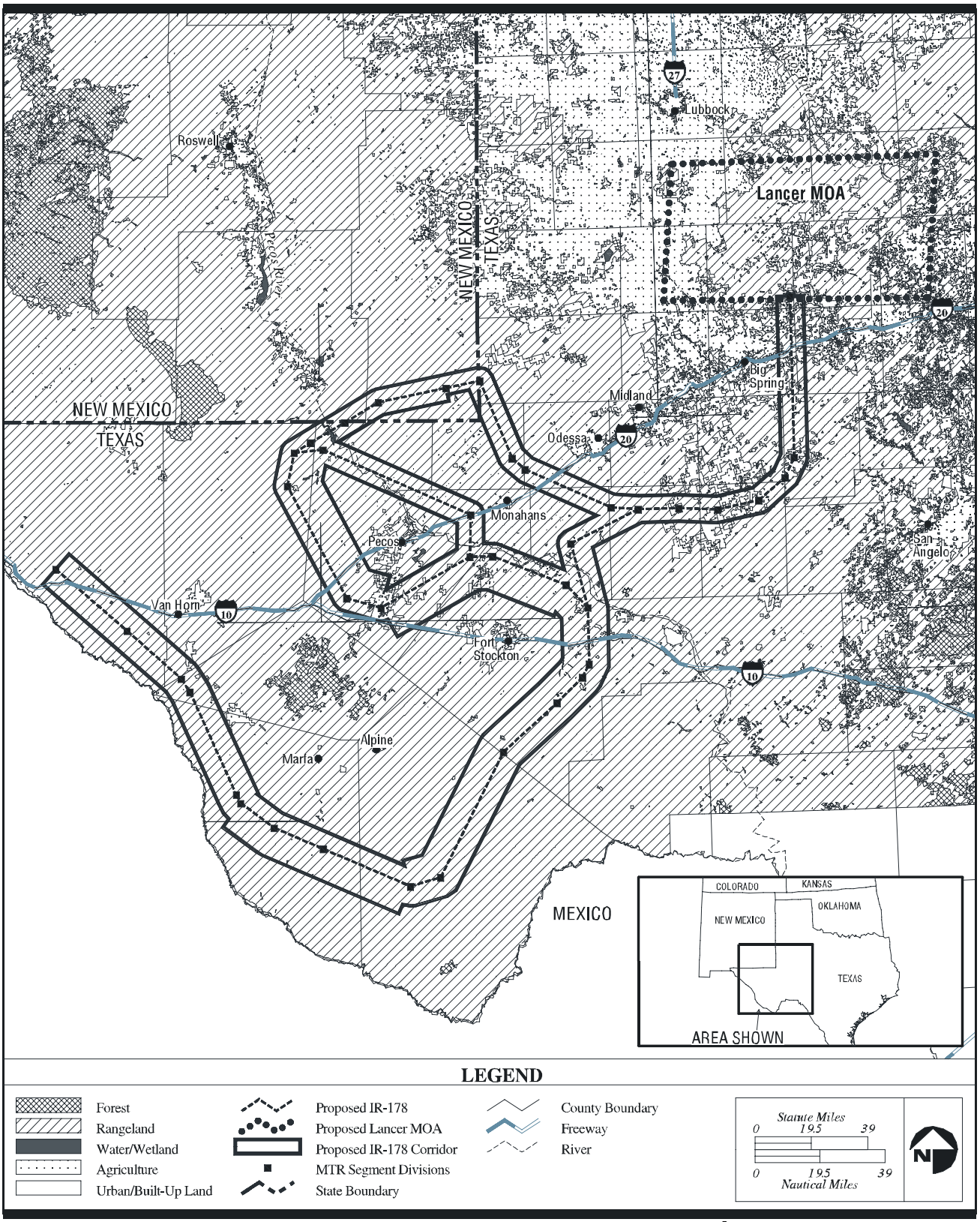
Incorporated communities or those serving as county seats or equivalent in size are included in the analysis.

Table 4.2-3
Communities Under Alternative B:
IR-178 and Lancer MOA/ATCAA

MTR/MOA	*Texas Communities*
Proposed IR-178	Sierra Blanca, Grandfalls, Pyote, Toyah, Crane, Imperial
Proposed Lancer MOA/ATCAA	Jayton, Post, Rotan, Snyder, Roby, Tahoka, O'Donnell, Gail, Hermleigh, Lamesa

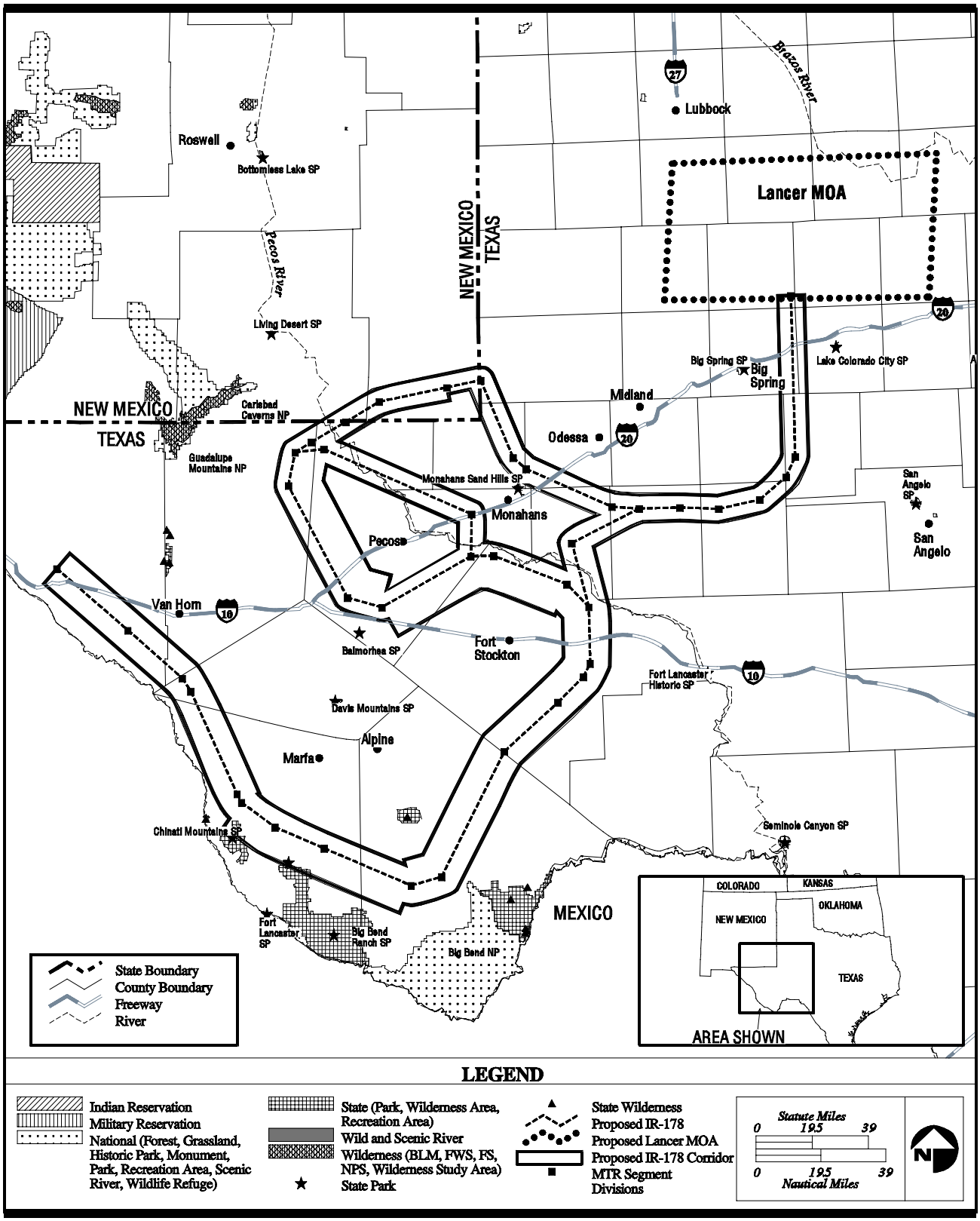
Two special use land management areas underlie Alternative B airspace (Table 4.2-4 and Figure 4.2-4). The Chinati Mountains property is owned by the State of Texas and Wildlife Department and not open to the public at this time. Future plans for the property include wildlife management and public recreation. Big Bend Ranch State Park offers a wide range of recreational opportunities, including hiking, camping, boating, picnicking, and wildlife viewing. Recreational use tends to be greatest from the spring to fall months. The Air Force purposely modified the IR-178 corridor to eliminate airspace over Big Bend National Park.

The visual environment of the area under Alternative B airspace is the same as that described for Alternative A, with the exception that Alternative B airspace overlies fewer special use land management areas.



Existing Land Use Under Alternative B: IR-178/Lancer MOA

Figure 4.2-3



Special Use Land Management Areas Under Alternative B: IR-178/Lancer MOA **Figure 4.2-4**

Table 4.2-4
Special Use Land Management Areas Under Alternative B

IR-178 Segment	Minimum Flight Altitude (Feet AGL)	Area	Acreage Under Airspace	Noise Levels	
				Projected (DNL)	Change from Baseline (dB)
FG	300	Chinati Mountains Property[1]	10,104	60-61	2-3
HI	300	Big Bend Ranch State Park	5,553	60-61	2-3
		Total	15,657		

Refer to Figure 2.4-3 for segment locations.

[1] Currently not accessible to the public.

Source: UCSB 1996.

IR-178 under Alternative B was designed to avoid Big Bend National Park.

Emitters and Electronic Scoring Sites. All candidate sites are located in Texas and are privately owned with the exception of sites 61 and 62 (for en route Electronic Scoring Site) that are owned by DoD (Table 4.2-5). Sites 61 and 62 consist of existing, unused Air Force facilities. All the emitter sites are located in remote, rural areas and the majority are part of larger acreages used for grazing livestock.

Table 4.2-5
Emitter and Electronic Scoring Site Land Use Under Alternative B

Site Number	Site Type	Texas County	Ownership	Current Land Use	Distance to Nearest Occupied Land Use Category (Approximate)	Current Visual Environment
54	MTR Emitter	Brewster	Private	Grazing	5 miles to residential	Flat/gently rolling, rural grassland/scrub
55	MTR Emitter	Presidio	Private	Grazing	1 mile to residential	Flat, rural grassland
59	MTR Electronic Scoring Site	Reeves	Private	Grazing	5 miles to commercial	Flat/gently rolling, rural grassland/scrub
60	MTR Electronic Scoring Site	Reeves	Private	Fallow field[1]	0.5 mile to residential	Flat, rural hard-baked scrub
61	En Route Electronic Scoring Site	Taylor	DoD	Existing unused Air Force facility	0.5 mile to City of Abilene	Existing one-story building; flat, rural grassland
62	En Route Electronic Scoring Site	Taylor	DoD	Existing unused Air Force facility	0.5 mile to City of Abilene	Existing one-story building; flat, rural grassland
64	MOA Emitter	Scurry	Private	Fallow field[1,2]	0.5 mile to residential	Flat, rural grassland
65	MOA Emitter	Borden	Private	Fallow field[2]	1 mile to residential	Existing oil well; flat, rural grassland
66	MOA Emitter	Borden	Private	Grazing[1]	0.5 mile to residential	Flat, rural grassland
67	MOA Emitter	Borden	Private	Grazing	1 mile to residential	Flat/gently rolling, rural grassland/scrub
72	MOA Emitter	Garza	Private	Grazing	5 miles to residential	Flat/gently rolling, rural grassland/scrub
81	MTR Emitter	Brewster	Private	Grazing	5 miles to commercial	Flat, gently rolling, rural grassland/scrub
82	MTR Emitter	Pecos	Private	Cropland	0.5 mile to residential	Flat, rural grassland
91	MTR Emitter	Pecos	Private	Grazing	5 miles to residential	Gently rolling, rural grassland/scrub
93	MTR Emitter	Pecos	Private	Grazing	5 miles to residential	Gently rolling, rural grassland/scrub
95	MOA Emitter	Scurry	Private	Cropland[1]	0.5 mile to Town of Camp Springs	Gently rolling, rural grassland

[1] Prime farmland.

[2] Conservation Reserve Program.

Four of the candidate sites (60, 64, 66, and 95) are considered prime farmland. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion. Under the Farmland Protection Policy Act, federal programs that contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses should be minimized (USGS 1998).

Two of the candidate sites (64 and 65) are currently enrolled in the Conservation Reserve Program (CRP). CRP is a national program administered by the U.S. Department of Agriculture to reduce soil erosion on highly erodible cropland, improve water quality, foster wildlife habitat, curb the production of surplus commodities, and provide income support for farmers. As a voluntary long-term cropland retirement program, CRP provides participants with an annual per-acre rent plus half the cost of establishing a permanent land cover. In exchange, the participant retires highly erodible or environmentally sensitive cropland from production for 10 to 15 years. If the participant wishes to withdraw a parcel from CRP before the end of the agreement, any prior payments, interest, and damages would have to be repaid (USDA 1998).

Ten of the candidate sites are located within 1 mile of a residence (refer to Table 4.2-5). None of the sites are located in or adjacent to identified recreation areas. While recreational uses, such as horseback riding, may occur on the parcels, the sites are privately owned and not generally available for public use.

The visual environment of the areas surrounding the candidate sites is typical of the western Texas region. The sites are located in remote, rural areas used primarily for livestock grazing. The topography is generally flat or gently rolling and the predominant vegetative cover is grassland and desert scrub. There are no identified scenic resources or vistas within visual range of any site. All of the sites are within approximately 5 miles of residential or commercial use areas and would be compatible with views from surrounding occupied land uses, depending on topography and intervening structures (refer to Table 4.2-5).

Environmental Consequences

Airspace and Flight Operations. Flight operations would not likely affect land use, recreation resources, or visual settings in the areas under the airspace. Flight operations would not be expected to preclude existing land uses or continued use or occupation of an area, preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations. Flight operations would not change features of the physical environment or block aesthetic landscape features from view. Flight operations could, however, be perceived by the affected public as negatively affecting their quality of life.

As detailed in Chapter 2, proposed changes to IR-178 and proposed Lancer MOA/ATCAA would reduce the total amount of land under the airspace in comparison to current conditions (refer to Table 2.4-3). A reduction of about 2,300 square nm would result from changes to IR-178. Consolidation of the Reese 4, Reese 5, and Roby MOAs would expose about 300 square nm of land to new airspace.

The current one to six average daily sortie-operations on existing IR-178 generate noise levels ranging from less than 45 to 61 DNL. The additional one to six average (for a maximum total of ten) daily sortie-operations associated with proposed IR-178 would result in noise levels of 46 to 61 DNL (Appendix B, Table B-6), depending on the number or sortie-operations, segment width, and altitude regimes flown. Noise

levels below the proposed Lancer MOA/ATCAA would be 46 DNL. Alternative B would not generate levels of 65 DNL or higher in any airspace unit.

Six communities in Texas underlie proposed IR-178. Three of these communities, Sierra Blanca, Imperial, and Grandfalls, occur under existing IR-178; Sierra Blanca would experience noise levels of 61 DNL and Imperial and Grandfalls a noise level of 55 DNL. These represent 5-dB increases above baseline levels. Two other Texas communities, Toyah and Crane, would underlie proposed IR-178, and currently underlie other existing secondary MTRs that overlap or intersect with proposed IR-178. Noise levels on the segments over these communities would increase between 1 to more than 8 dB. The community of Pyote would fall under new airspace (Segment VBR) and would experience noise levels of 50 to 51 DNL. For comparison, levels of 50 to 51 DNL would be typical of small towns and quiet suburban areas (FICON 1992). Given that these changes would be greater than 3 dB, the population of these communities could be expected to notice the change in noise levels due to aircraft. The communities underlying the proposed Lancer MOA/ATCAA (refer to Table 4.2-3) would experience noise levels of 46 DNL, 1 dB greater than baseline. FAA avoidance procedures would make noise levels affecting these communities less than those reported above. Required FAA avoidance procedures (i.e., 1,000 feet above the highest obstacle and within a horizontal radius of 2,000 feet of the aircraft) would still apply under Alternative B.

Required FAA avoidance procedures reduce noise levels over communities.

The two special use land management areas underlying Alternative B airspace would experience noise levels of 60 to 61 DNL, about 2 to 3 dB greater than existing conditions. At these projected noise levels, most people would not notice the change from baseline conditions. The startle effect of sudden aircraft noise could also affect people under Alternative B airspace. The startle effect would be more likely to occur under MTR airspace than MOA/ATCAA airspace due to the lower altitudes flown. However, FAA avoidance regulations described previously would minimize the potential for this to occur over communities.

Impacts of aircraft overflights on the visual environment of an area are difficult to quantify. In most instances, aircraft are not noticed because of visual cues; rather they are noticed after being heard. The nature of the impact depends on the sensitivity of the resource affected, the distance from which it is viewed, and the length of time it is visible. Altitude and screening relative to the viewer also play a key role in determining impacts from aircraft overflights. People's eyes are typically drawn to the horizon more than overhead and they are, therefore, less likely to notice aircraft at higher altitudes. In addition, military aircraft are painted a muted gray and are often difficult to pick out against a blue or gray sky.

Visual intrusion of military aircraft could adversely affect the recreational experiences of visitors to the areas of Big Bend Ranch State Park underlying the airspace. While the public is not currently allowed at the Chinati Mountains property, future plans provide for public recreation. The estimated time it would take for the aircraft to pass these areas located under low-altitude segments of the MTR ranges from about 0.7 to 1.6 minutes (Table 4.2-6). Where the terrain is hilly or mountainous, as in the northernmost area of Big Bend Ranch State Park, views of aircraft would be of shorter duration. In areas of flat terrain, the views would be more expansive and aircraft could remain in sight longer. The visual intrusion of military aircraft in these areas could negatively affect the solitude expected by some recreational users. Others may view the occasional overflight as a unique and positive experience. Overall, as discussed above, it would be the noise generated by aircraft that would most affect recreational use in the area.

Table 4.2-6
Visual Intrusion of Aircraft on Special Use Land Management Areas Under Alternative B

Area	*Minimum Flight Altitude (feet AGL)*	*Approximate Horizontal Distance Overflown (nm)*	*Estimated Time For B-1 Aircraft To Pass (minutes)* [1]	*Estimated Time For B-52 Aircraft To Pass (minutes)* [1]
Big Bend Ranch State Park	300	9.6	1.1	1.6
Chinati Mountains Property	300	6.5	0.7	1.1

[1] Based on an average speed of 550 nautical miles per hour for B-1 aircraft and 360 nautical miles per hour for B-52 aircraft.

Land under most of the affected airspace has been subject to military jet overflights for more than 40 years. Low-level military aircraft are part of the existing environment. The Air Force's special operating procedures avoid overflight of specific locations considered to be sensitive to aircraft noise. These avoidance procedures form part of the information used by military aircrews to plan missions. Noise levels in these defined avoidance areas would likely be less than those presented in this EIS.

The likelihood of being overflown varies depending upon the type of airspace (refer to section 4.1). In MTRs, flights are dispersed within the corridor both horizontally and vertically. The wider the MTR, the less likely that a person or specific location would be repeatedly overflown. The special use land management areas both lie on the outside edge of the widest segments of IR-178. In addition, avoidance procedures for populated areas and sensitive locations reduce noise exposure to the greatest degree possible. In a MOA, the operations are random and widely dispersed. The random nature of operations and the wide altitude structure within the MOA make it unlikely that any one location would be repeatedly overflown over a short duration.

The effects of noise generated by military overflights on quality of life and traditional lifestyles were frequently raised during the public scoping meetings. Both of these issues are hard to define and extremely subjective, meaning different things to different individuals. However, noise levels of 65 DNL have been identified by various public agencies as a guideline above which significant negative impacts may occur in residential areas (FICUN 1980, FICON 1992). At 65 DNL, approximately 12 percent of people would be highly annoyed by noise. Alternative B operations would not result in noise levels of 65 DNL or higher in any airspace unit. The highest levels would be approximately 61 DNL in portions of IR-178; other portions would be subject to noise levels ranging down to 46 DNL. The noise associated with Alternative B could detract from the quality of life for some individuals but barely disturb that of others. Since traditional lifestyles in the region can be interpreted to include wilderness and solitary experiences, as well as petroleum exploration, noise associated with Alternative B would be expected to negatively affect some traditional lifestyles and not affect others. Further, some people may enjoy watching military aircraft train and may consider the noise associated with aircraft overflights part of the experience.

Neither construction nor operation of emitter sites and Electronic Scoring Sites would preclude or alter surrounding land uses.

Construction. There would be no adverse impacts to land use, recreation resources, or visual settings due to construction under Alternative B. While the presence of construction crews and activities may disrupt the usual setting of the areas, short-duration construction activities would not preclude existing surrounding land uses or continued use or occupation of an area, preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations. Nor would construction activities change the terrain or block aesthetic landscape features from view. Further, any impacts generated by construction activities would be short-term and would cease once construction is complete.

Ground Operations. Operation of the emitter sites would not adversely affect land use or recreational resources in the vicinity of the sites. Selected emitter sites would be leased or purchased from private landowners. The lease or purchase arrangements would address any payments needed to remove a parcel from CRP for the duration of the lease or as required to purchase the site. The emitter sites would no longer be available for their previous uses, primarily livestock grazing. While three of the candidate emitter sites are considered prime farmland, the change in land use would not be irreversible and would last only as long as the emitters were needed. Land use change of the parcels would not be expected to generate an adverse impact to ranching lands due to the abundance of this type of land use in the area, nor would it affect the overall land use patterns in the vicinity of the sites.

Operation of the emitter sites would generate noise associated with the electrical equipment and the warning horn. The horn would sound like the warning buzzer before the airport baggage carousel moves. The noise from the warning horn would not adversely affect surrounding land uses since the sound would be of short duration and would not be expected to carry over the distance to the nearest residences (about 0.5 mile).

The change in land use associated with the emitter sites would not be expected to preclude other, ongoing uses on surrounding parcels, be incompatible with adjacent or vicinity land use, or be inconsistent with local zoning or ordinances. As mentioned above, there are no identified public recreation areas in the vicinity of the sites. No adverse impacts to land use or recreation would be associated with operation of the emitter sites.

Operation of the scoring site near Abilene in Taylor County would not affect land use or recreational resources since both candidate sites are owned by DoD and have existing facilities. Operation of the scoring site near Pecos in Reeves County would not be inconsistent with local ordinances or expected to preclude other, ongoing uses on surrounding parcels (Reeves County 1998). One candidate parcel in Reeves County is considered prime farmland and its use for a scoring facility would likely constitute a long-term, but not irreversible, use of the land for nonagricultural purposes. The change to a nonagricultural use, while not of great magnitude compared to the abundance of this type of land use in the area, could be considered an adverse impact on traditional ranching and agricultural lifestyles. Since there are no recreational areas in the vicinity of these sites, operation of the scoring facility in Reeves County would not affect recreational resources.

The presence of the electronic equipment at the emitter sites and the building and equipment associated with the scoring facilities would not result in adverse visual impacts due to the existing structures in the vicinity (e.g., houses, barns, windmills, fences, telephone poles, power lines, etc.). While long-term additions to the visual environment, the equipment and facilities would not introduce features to the environment that are perceptibly uncharacteristic of the region or that would block aesthetic landscape features from view.

Decommissioning. Under Alternative B, the Harrison and La Junta Electronic Scoring Sites and associated emitter sites would be decommissioned. All equipment would be removed from the Electronic Scoring Sites, leaving the buildings intact. At Harrison, where the Air Force leases the land, the Air force would end its lease through agreement with the property owner. At La Junta, where the property is owned by DoD, the site would be disposed of through standard procedures for excess property. For each of the emitter sites, if the land is leased, it would be returned to the owner through ending the lease agreement. If the emitter site is owned by the Air Force, it would be disposed of through standard procedures for excess property.

4.2.4 Alternative C: IR-178/Texon MOA

AFFECTED ENVIRONMENT

The affected environment includes the primary MTRs and MOAs, especially IR-178 and the Texon MOA. The candidate sites for emitters and Electronic Scoring Sites, as well as the Harrison and La Junta Electronic Scoring Sites, make up the ground-based affected environment.

Airspace and Flight Operations. In Alternative C, proposed IR-178 and the proposed Texon MOA/ATCAA form the focus of the affected area. The other primary MTRs and MOAs would not be structurally altered but would be used less. As such, the effects of Alternative C on the other primary airspace would be less than under baseline conditions. They receive no further discussion below. Airspace associated with Alternative C is located almost wholly in west Texas. Only a small portion of airspace extends into New Mexico. The area potentially affected by this alternative is similar to that for Alternative B.

Land use under the airspace is very similar to that described for Alternative B (Figure 4.2-5). Approximately 95 percent of the land under the MTR and MOA airspace associated with this alternative is mostly privately owned rangeland used for grazing livestock. Agriculture and urban/built-up areas make up about 2 percent each. Forest and surface water/wetland areas are less than 1 percent each. Land ownership patterns are the same as for Alternative B.

Eleven communities occur under proposed IR-178 and the Texon MOA/ATCAA (Table 4.2-7). With the exception of Pyote and Toyah, Texas, the other three communities under proposed IR-178 currently underlie an existing MTR. Four (Big Lake, Texon, Best, and Rankin) of the six communities under the proposed Texon MOA/ATCAA are under the existing Texon MOA. In total, approximately 22,800 people (based on 1990 census) live under proposed IR-178 and the Texon MOA.

Table 4.2-7
Communities Under Alternative C:
IR-178 and Proposed Texon MOA/ATCAA

MTR/MOA	*Texas Communities*
Proposed IR-178	Grandfalls, Sierra Blanca, Pyote, Toyah, Imperial
Proposed Texon MOA/ATCAA	Big Lake, McCamey, Mertzon, Rankin, Texon, Best

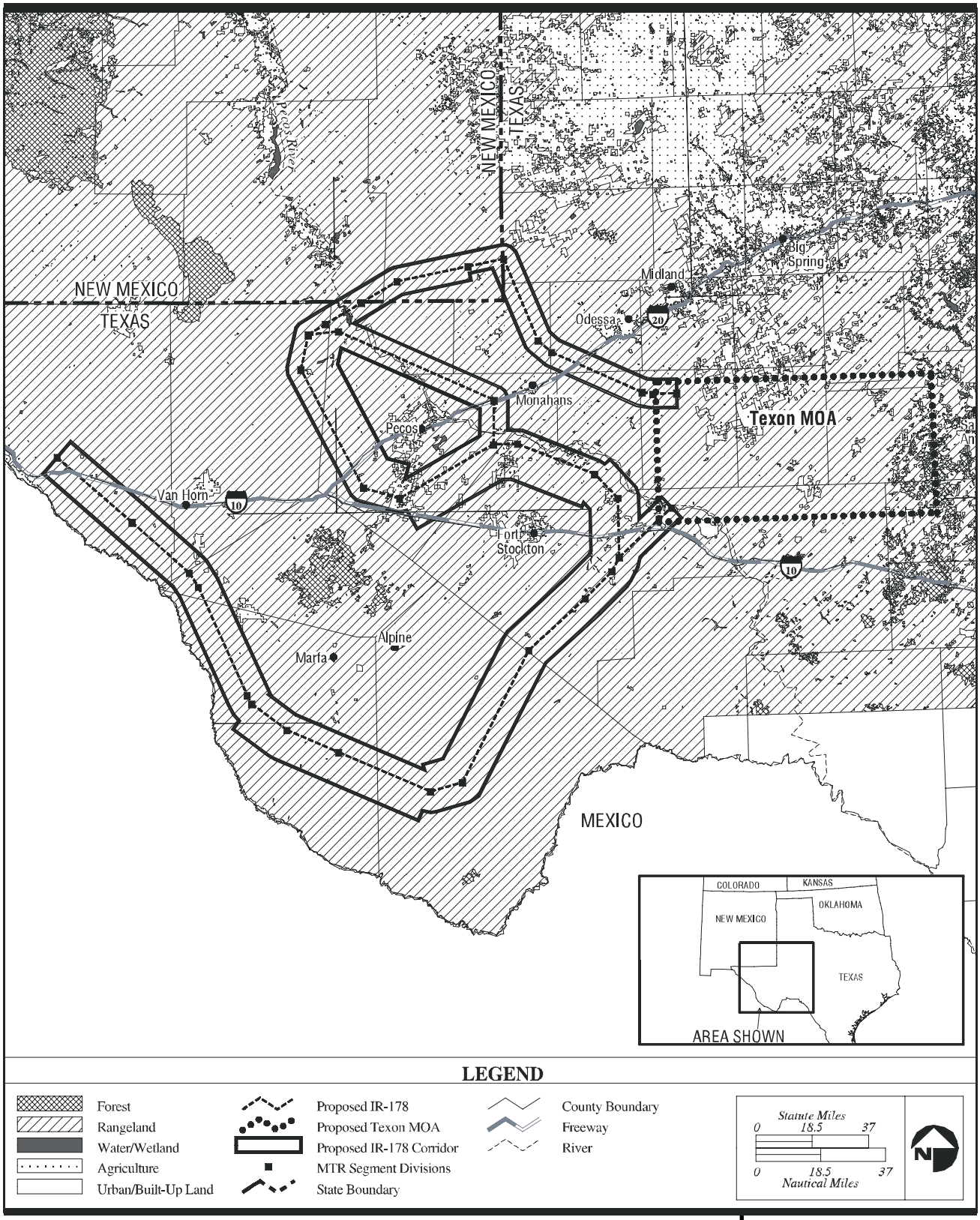
As with Alternative B, Alternative C airspace overlies Big Bend Ranch State Park and Chinati Mountains property (Figure 4.2-6 and refer to Table 4.2-4). The visual environment for land overflown by Alternative C airspace is the same as that described for Alternative B.

Emitter and Electronic Scoring Sites. All candidate sites are located in Texas and privately owned, with the exception of sites 61 and 62, which are owned by DoD (Table 4.2-8). The sites are located in remote, rural areas and the majority are part of larger acreages used for grazing livestock. Three candidate sites (60, 88, and 89) are considered prime farmland. None of the sites are currently enrolled in the CRP.

Impacts of Alternative C on land use would match those identified for Alternative B.

Five of the candidate sites (55, 60, 61, 62, and 82) are located within 1 mile of residences. None of the sites are located in or adjacent to identified recreation areas. While recreational uses such as horseback riding may occur on the parcels, the sites are privately owned and not generally available for public use.

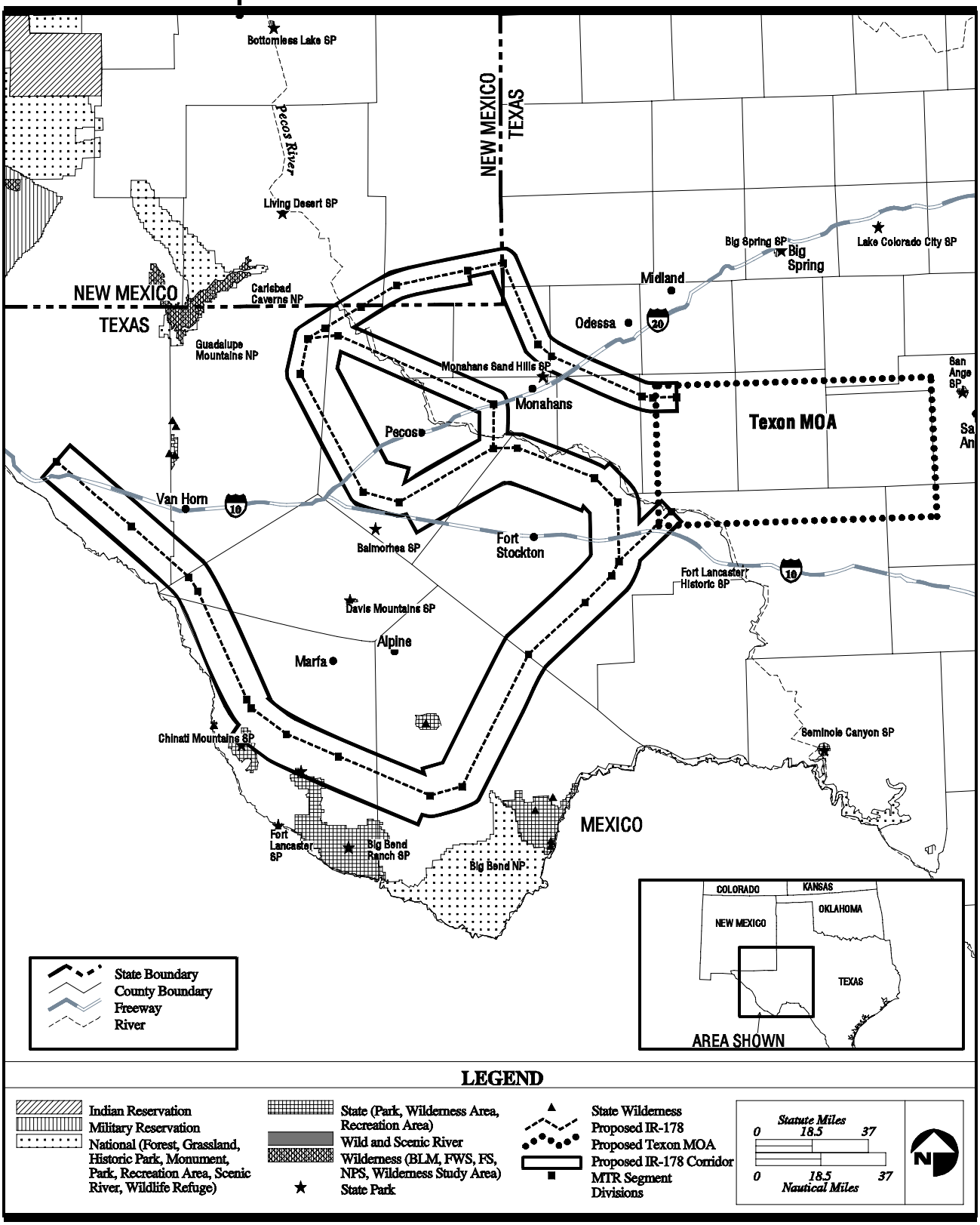
The visual environment of the areas surrounding the candidate sites is typical of the western Texas region and similar to that described in Alternative B. All of the sites



Existing Land Use Under Alternative C: IR-178/Texon MOA

Figure 4.2-5

4.0 Affected Environment and Environmental Consequences: Land Management and Use



Special Use Land Management Areas Under Alternative C: IR-178/Texon MOA **Figure 4.2-6**

Table 4.2-8
Emitter and Electronic Scoring Site Land Use Under Alternative C

Site Number	*Site Type*	*Texas County*	*Ownership*	*Current Land Use*	*Distance to Nearest Occupied Land Use Category (Approximate)*	*Current Visual Environment*
54	MTR Emitter	Brewster	Private	Grazing	5 miles to residential	Flat/gently rolling, rural grassland/scrub
55	MTR Emitter	Presidio	Private	Grazing	1 mile to residential	Flat, rural grassland
59	MTR Electronic Scoring Site	Reeves	Private	Grazing	5 miles to commercial	Flat/gently rolling, rural grassland/scrub
60	MTR Electronic Scoring Site	Reeves	Private	Fallow field[1]	0.5 mile to residential	Flat, rural hard-baked scrub
61	En Route Electronic Scoring Site	Taylor	DoD	Existing unused Air Force facility	0.5 mile to City of Abilene	Existing one-story building; flat, rural grassland
62	En Route Electronic Scoring Site	Taylor	DoD	Existing unused Air Force facility	0.5 mile to City of Abilene	Existing one-story building; flat, rural grassland
78	MOA Emitter	Upton	Private	Grazing	5 miles to residential	Flat, rural hard-baked scrub
79	MOA Emitter	Schleicher	Private	Grazing	5 miles to residential	Flat, rural grassland/scrub
80	MOA Emitter	Upton	Private	Grazing	5 miles to residential	Flat/gently rolling, rural, hard-baked scrub, rocky outcropping
81	MTR Emitter	Brewster	Private	Grazing	5 miles to residential	Flat, gently rolling, rural grassland/scrub
82	MTR Emitter	Pecos	Private	Cropland	0.5 mile to residential	Flat, rural grassland
88	MOA Emitter	Regan	Private	Grazing[1]	5 miles to Town of Big Lake	Flat, rural grassland/scrub
89	MOA Emitter	Regan	Private	Grazing[1]	5 miles to Town of Big Lake	Flat, rural grassland/scrub
91	MTR Emitter	Pecos	Private	Grazing	5 miles to residential	Gently rolling, rural grassland/scrub
93	MTR Emitter	Pecos	Private	Grazing	5 miles to residential	Gently rolling, rural grassland/scrub
94	MOA Emitter	Irion	Private	Grazing	5 miles to residential	Gently rolling, rural grassland/scrub

[1] Prime farmland.

are within approximately 5 miles of residential or commercial use areas and would be considered to be generally compatible with views from surrounding occupied land uses, depending on topography and intervening structures (refer to Table 4.2-8).

ENVIRONMENTAL CONSEQUENCES

Airspace and Flight Operations. Impacts related to flight operations would be similar to those described for Alternative B. Flight operations would not likely affect land use, recreation resources, or visual settings in the areas under the airspace. Flight operations would not be expected to preclude existing land uses or continued use or occupation of an area, preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations. Nor would flight operations change features of the physical environment or block aesthetic landscape features from view. Flight operations could, however, be perceived by the public as negatively affecting their quality of life.

Proposed changes to IR-178 would reduce the total amount of land underlying this MTR by about 3,000 square nm (refer to Table 2.4-7). Expansion of the proposed Texon MOA/ATCAA would increase the affected area by more than 2,000 square nm, including about 800 square nm of new airspace.

Baseline average daily sortie-operations on existing IR-178 generate noise levels ranging from less than 45 to 61 DNL. The additional one to six (with a maximum total of ten) sortie-operations associated with proposed IR-178 would generate noise levels from 46 to 61 DNL (Appendix B, Table B-7, and Table 4.1-15), depending on the number of sortie-operations, segment width, and altitude regimes flown. Noise levels below the proposed Texon MOA/ATCAA would be 46 DNL.

Proposed IR-178 would overlie five communities in Texas: Grandfalls, Sierra Blanca, Toyah, Imperial, and Pyote. Aircraft noise levels in the first four listed communities would increase by 4 to 5 dB. Pyote would be under new airspace where noise levels would range from 50 to 51 DNL. Required FAA avoidance procedures would be used for these communities, and noise levels would be less than projected. Given that these changes would be greater than 3 dB, the population of these communities would be expected to notice the change in noise levels due to aircraft. The six communities underlying the proposed Texon MOA/ATCAA (refer to Table 4.2-7) would experience noise levels of 46 DNL. This would represent an increase of 1 dB greater than baseline in Big Lake, Rankin, Texon, and Best. McCamey and Merzton would experience increased noise levels to 46 DNL.

The two special use land management areas affected by Alternative C lie on the edge of IR-178 where noise levels would generally be reduced.

The two special use land management areas underlying Alternative C airspace would experience noise levels of 60 to 61 DNL, about 2 to 3 dB greater than existing conditions (Table 4.2-9). At these projected noise levels, most people would not notice the change from baseline conditions.

Table 4.2-9
Special Use Land Management Areas Under Alternative C

				Noise Levels	
IR-178 Segment	*Minimum Flight Altitude (Feet AGL)*	*Area*	*Acreage Under Airspace*	*Projected (DNL)*	*Change from Baseline (dB)*
FG	300	Chinati Mountains Property[1]	10,104	60-61	2-3
HI	300	Big Bend Ranch State Park	5,553	60-61	2-3
		Total	15,657		

Refer to Figure 2.4-6 for segment locations.

[1] Currently not accessible to the public.

Source: UCSB 1996.

As described previously, the startle effect of sudden aircraft noise could also affect people under Alternative C airspace. The startle effect would be more likely to occur under MTR airspace than under MOA/ATCAA airspace due to the lower altitudes flown. However, the FAA and Air Force avoidance regulations described previously would minimize the potential for this to occur over communities.

Visual intrusion of military aircraft could adversely affect the recreational experiences of visitors to the areas of Big Bend Ranch State Park underlying the airspace. While the public is not currently allowed at the Chinati Mountains property, future plans provide for public recreation. The estimated time it would take for the aircraft to pass these areas located under low-altitude segments of the MTR ranges from about 0.7 to 1.6 minutes (Table 4.2-10). Where the terrain is hilly or mountainous, as in the northernmost area of Big Bend Ranch State Park, views of aircraft would be of shorter duration. In areas of flat terrain, the views would be more expansive and aircraft could remain in sight longer. The visual intrusion of military aircraft in these areas could negatively affect the solitude expected by some recreational users. Others may view the occasional overflight as a unique and positive experience. Overall, as discussed above, it would be the noise generated by aircraft that would most affect recreational use in the area.

Table 4.2-10
Visual Intrusion of Aircraft on Special Use Land Management Areas Under Alternative C

Area	*Minimum Flight Altitude (feet AGL)*	*Approximate Horizontal Distance Overflown (nm)*	*Estimated Time For B-1 Aircraft To Pass (minutes)* [1]	*Estimated Time For B-52 Aircraft To Pass (minutes)* [1]
Big Bend Ranch State Park	300	9.6	1.1	1.6
Chinati Mountains Property	300	6.5	0.7	1.1

[1] Based on an average speed of 550 nautical miles per hour for B-1 aircraft and 360 nautical miles per hour for B-52 aircraft.

The likelihood of being overflown varies depending upon the type of airspace (refer to Section 4.1). In MTRs, flights are dispersed within the corridor both horizontally and vertically. The wider the MTR, the less likely that a person or specific location would be repeatedly overflown. The special use land management areas both lie on the outside edge of the widest segments of IR-178. In addition, avoidance procedures for populated areas and sensitive locations reduce noise exposure to the degree possible. In a MOA, the operations are random and widely dispersed. The random nature of operations and the wide altitude structure within the MOA make it unlikely that any one location would be repeatedly overflown over a short duration.

Construction. Impacts related to construction of emitter and Electronic Scoring Sites under this alternative would be similar to those described for Alternative B. There would be no adverse impacts to land use, recreation resources, or visual settings under Alternative C.

Ground Operations. Impacts related to operation of the Electronic Scoring Sites under this alternative would be similar to those described for Alternative B. Operation of the Electronic Scoring Sites would not adversely affect land use, recreation resources, or visual settings.

Decommissioning. Impacts related to decommissioning the Electronic Scoring Sites under this alternative would be similar to those described for Alternative B. Decommissioning the Electronic Scoring Sites would not adversely affect land use, recreation resources, or visual setting.

4.2.5 Alternative D: IR-153/Mt. Dora MOA

AFFECTED ENVIRONMENT

The affected environment focuses on the proposed IR-153 and the Mt. Dora MOA/ATCAA. The candidate sites for emitters and Electronic Scoring Sites, as well as the Harrison and La Junta Electronic Scoring Sites, make up the ground-based affected environment.

Airspace and Flight Operations. In Alternative D, proposed IR-153 and the proposed Mt. Dora MOA/ATCAA form the focus of the affected area. The other primary MTRs and MOAs would not be structurally altered but would be used less. As such, the effects of Alternative D on the other primary airspace would be less than under baseline conditions. They receive no further discussion below.

The area underlying the airspace associated with Alternative D is located almost wholly in New Mexico with a small portion extending into northwestern Texas. In general, this area is characterized by large, sparsely inhabited areas with scattered, isolated towns, small communities, and homesteads. Land in the area is owned and managed by a variety of entities, including private owners, the states of New Mexico and Texas, and various federal agencies. The primary land use outside population centers is livestock grazing.

Proposed IR-153 overlies 17 special use land management areas like the Rio Grande Wild and Scenic River.

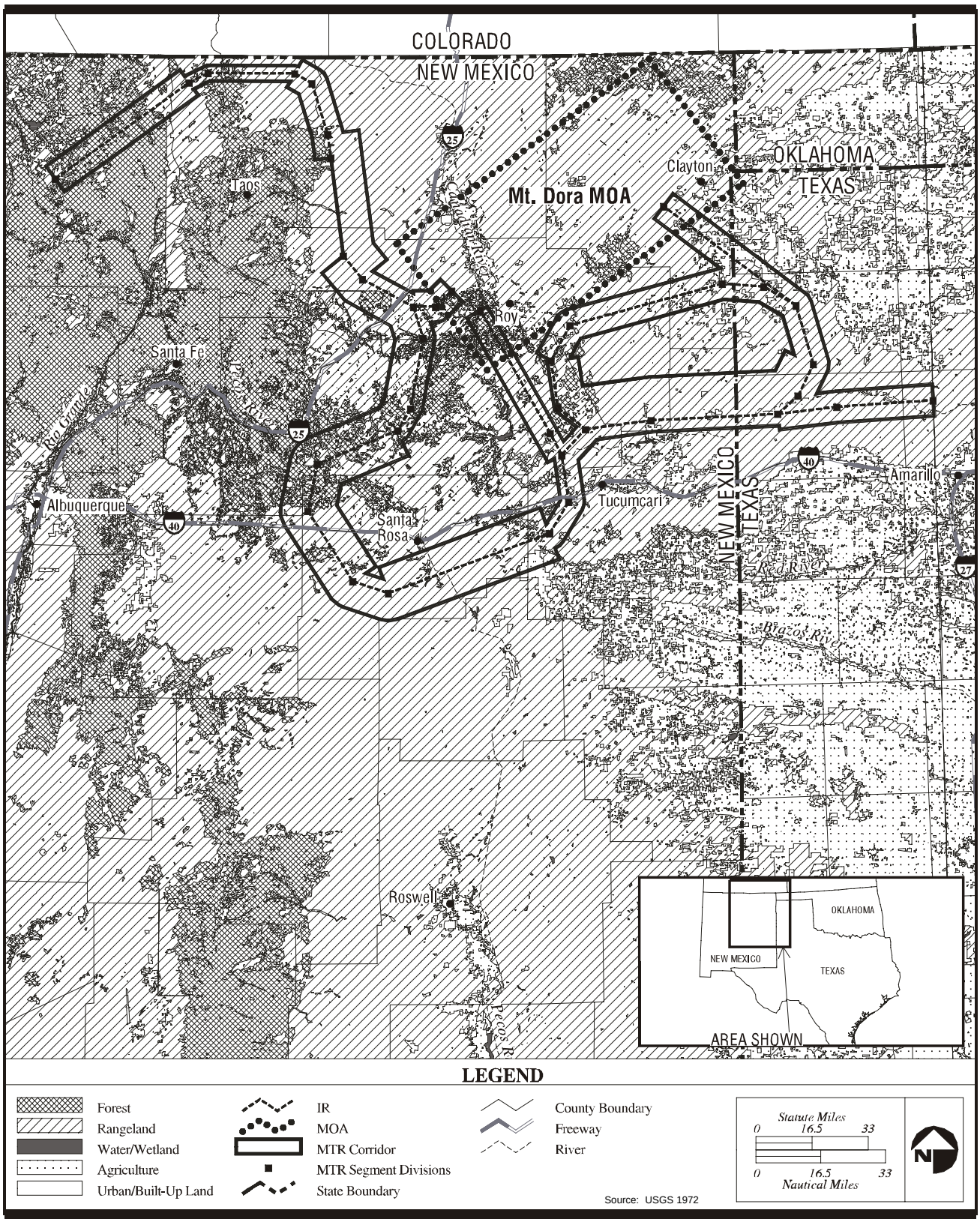
Approximately 84 percent of the land under the MTR and MOA airspace associated with this alternative is public and privately owned rangeland used for livestock grazing (Figure 4.2-7). Approximately 12 percent of the remaining land is forested. Agricultural uses make up approximately 4 percent; surface water/wetland and urban/built-up areas make up less than 1 percent each. Private ownership accounts for approximately 78 percent of the land underlying the affected airspace with a variety of state, U.S. Forest Service, and other federal interests overseeing the remainder of the land below the airspace (New Mexico Cooperative Fish and Wildlife Research Unit 1997).

Alternative D airspace overlies the communities shown in Table 4.2-11. Of the four communities under proposed IR-153, all currently underlie secondary MTRs. The existing Mt. Dora MOA overlies Clayton, Roy, Abbott, and Mt. Dora. Using 1990 census data, it is estimated that about 11,900 people live under proposed IR-153 and Mt. Dora MOA. Almost 90 percent of the affected area underlies existing airspace.

Table 4.2-11
Communities Under Alternative D:
IR-153 and Proposed Mt. Dora MOA/ATCAA

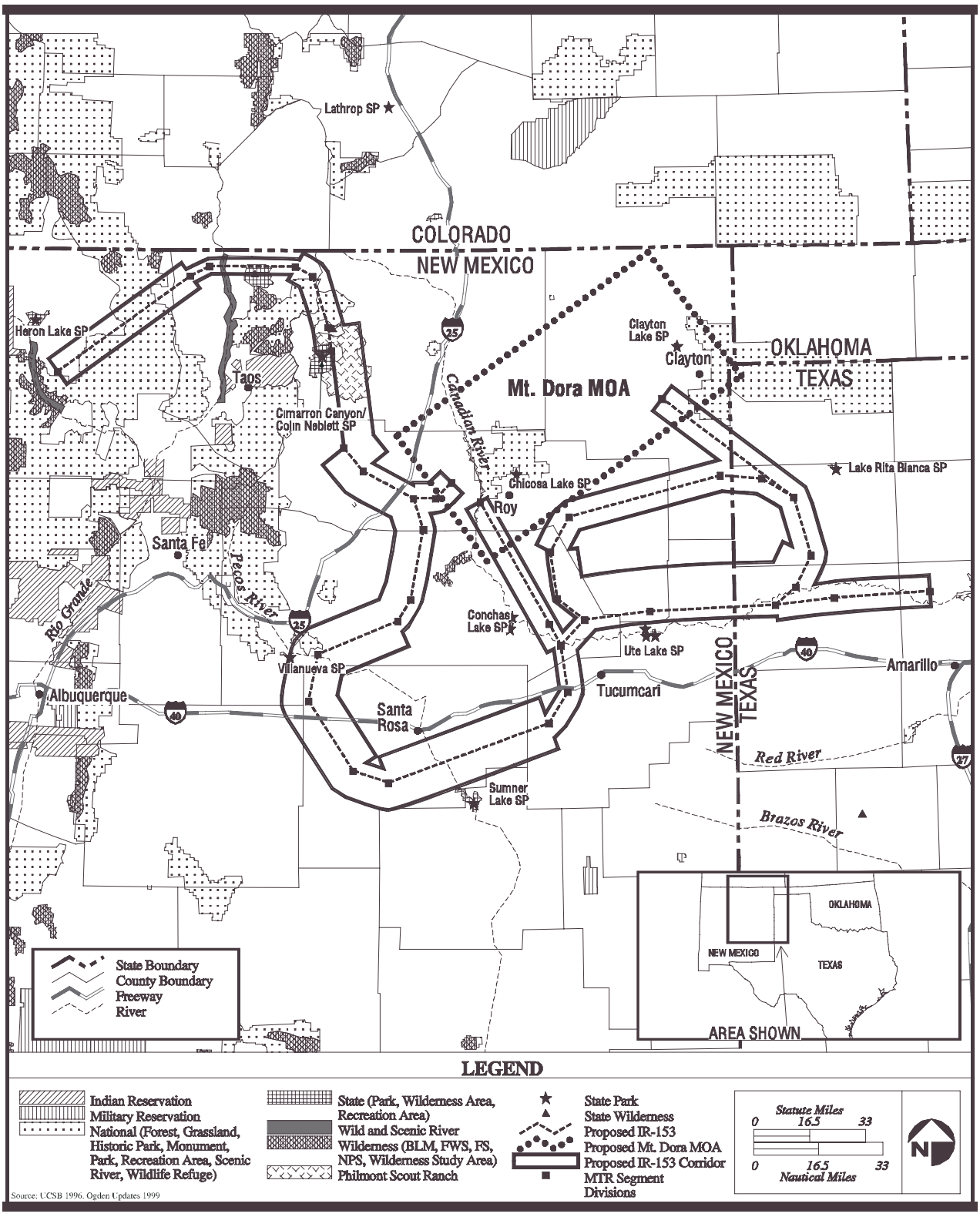
MTR/MOA	*New Mexico Communities*
Proposed IR-153	Ocate, Anton Chico, Mosquero, Wagon Mound
Proposed Mt. Dora MOA/ATCAA	Clayton, Roy, Abbott, Mt. Dora

Thirteen special use land management areas underlie Alternative D airspace (Figure 4.2-8 and Table 4.2-12). These recreational areas provide a wide range of recreational opportunities, including hiking, camping, fishing, hunting, picnicking, wildlife viewing, boating, and winter sports. Recreational use tends to be greatest from the spring to fall months. Philmont Scout Ranch is located under proposed IR-153 segments EF to GH. The ranch has about 5,000 visitors per day during the summer months in an area that includes trails, established campgrounds, and assembly areas of more than 137,000 acres. Capulin Volcano National Monument, which underlies the existing Mt. Dora MOA, would lie outside the proposed Mt.



Existing Land Use Under Alternative D: IR-153/Mt. Dora MOA

Figure 4.2-7



Special Use Land Management Areas Under Alternative D: IR-153/Mt. Dora MOA **Figure 4.2-8**

Dora MOA. The MOA border would be approximately 4 nm southeast of the monument.

Table 4.2-12
Special Use Land Management Areas Under Alternative D

				Noise Level	
IR-153 Segment, MOA	*Minimum Flight Altitude (feet AGL)*	*Area*	*Acreage Under Airspace*	*Projected (DNL)*	*Change from Baseline (dB)*
AB	400	Carson National Forest	138,928	62	15
CD	800	Rio Grande Wild and Scenic River Urraca Wildlife Area	4,743 12,020	61	15
EF	400	Carson National Forest Elliott Barker Wildlife Area Philmont Scout Ranch[1]	67,880 200 489	62	15
FG	400	Elliott Barker Wildlife Area Colin Neblett Wildlife Area/ Cimarron Canyon State Park Philmont Scout Ranch[1] Carson National Forest	1,053 5,079 37,180 86	60 - 61	15 - 16
GH	400	Colin Neblett Wildlife Area/ Cimarron Canyon State Park Philmont Scout Ranch[1]	 1,387 77,004	62	17
MN	300	Santa Fe National Forest	12,267	60	15
NO	300	Santa Fe National Forest Villanueva State Park	5,213 708	60	10
QR	300	Sumner Lake State Park	13	60	11
ZZA	2,000	Kiowa National Grassland	7,313	49	4
Mt. Dora MOA	3,000	Kiowa National Grassland Rita Blanca National Grassland Chicosa Lake State Park Clayton Lake State Park	259,921 8,016 473 178	46	1
		Total	640,151		

Refer to Figure 2.4-9 for segment locations.

[1] Philmont Scout Ranch privately owned by Boy Scouts of America.

Source: UCSB 1996.

The airspace associated with Alternative D covers an area located in northeastern New Mexico and the northwest corner of the Texas panhandle. It overlies land characterized by high plains and grasslands with sparse vegetation and few permanent bodies of water. The visual environment of the High Plains area is described above for Alternative A. Portions of the airspace cross mountainous areas near Taos, New Mexico, where the topographic features are more varied. Chapter 3 describes this area in detail.

The mountainous areas are quite scenic, with numerous river valleys, mesas, and plateaus; many scenic overlooks and vistas exist in this region. The visual environment of this region plays a large part in the attraction and popularity of its recreational resources. Various public recreation resources underlie Alternative D airspace.

Emitter and Electronic Scoring Sites. Candidate sites are located in New Mexico and privately owned, with the exception of sites 61 and 62, which are located in Texas and owned by DoD (Table 4.2-13). All the emitter sites are located in remote, rural areas and the majority are part of larger acreages used for grazing livestock. Two of the candidate sites (35 and 41) are prime farmland. Two sites (14 and 28) are currently enrolled in the CRP. Twelve of the parcels are located within 1 mile of residences (refer to Table 4.2-13). None of the candidate sites are located in or adjacent to identified recreation areas. While recreational uses such as horseback riding may occur on the parcels, the sites are privately owned and not generally available for public use.

Table 4.2-13
Emitter and Electronic Scoring Site Land Use Under Alternative D

Site Number	*Site Type*	*County and State*	*Current Land Use*	*Distance to Nearest Occupied Land Use Category (Approximate)*	*Current Visual Environment*
2	MTR Emitter	Guadalupe, NM	Grazing	5 miles to residential	Flat, rural grassland
6	MTR Emitter	Guadalupe, NM	Grazing	5 miles to residential	Flat, rural grassland
7	MTR Emitter	Guadalupe, NM	Grazing	5 miles to residential	Flat, rural grassland
14	MOA	Harding, NM	Grazing, 20% fallow field[1]	5 miles to Town of Roy	Flat, rural grassland
15	MOA	Colfax, NM	Grazing	0.45 mile to roadside rest stop; 5 miles to residential	Flat, rural grassland
16	MOA	Colfax, NM	Grazing	0.6 mile to roadside rest stop; 0.5 mile to residential	Flat, rural grassland
17	MOA	Union, NM	Grazing	0.5 mile to residential	Flat, rural grassland
20	MOA	Union, NM	Grazing	5 miles to residential	Flat, rural grassland
21	MOA	Union, NM	Grazing	0.5 mile to residential; 5 miles to Town of Clayton	Flat, rural grassland
24	MTR Emitter	Guadalupe, NM	Grazing	0.4 mile to residential	Flat, rural grassland
28	Electronic Scoring Site	Harding, NM	Fallow field[1]	0.5 mile to residential	Flat, rural grassland
33	Electronic Scoring Site	Union, NM	Grazing	5 miles to residential	Flat, rural grassland
34	Electronic Scoring Site	Quay, NM	Grazing	0.5 mile to residential	Flat, rural grassland
35	MOA	Harding, NM	Grazing[2]	0.5 mile to residential	Flat, rural grassland
36	MOA	Harding, NM	Grazing	1 mile to residential	Flat, rural grassland
37	MTR Emitter	Guadalupe, NM	Grazing	5 miles to residential	Flat, rural grassland
38	MTR Emitter	Guadalupe, NM	Grazing	5 miles to residential	Flat, rural grassland
39	MTR Emitter	Guadalupe, NM	Grazing	5 miles to residential	Flat, rural grassland
40	MTR Emitter	Mora, NM	Grazing	5 miles to residential	Flat, rural grassland
41	MTR Emitter	Mora, NM	Grazing[2]	0.5 mile to residential	Flat, rural grassland
61	Electronic Scoring Site	Taylor, TX	Existing unused AF facility	0.5 mile to City of Abilene	Existing one-story building; flat, rural grassland
62	Electronic Scoring Site	Taylor, TX	Existing unused Air Force facility	0.5 mile to City of Abilene	Existing one-story building; flat, rural grassland

[1] Conservation Reserve Program.
[2] Prime farmland.

The visual environment of the areas surrounding the candidate sites is typical of the High Plains area of northeastern New Mexico. The sites are located in remote, rural areas used primarily for livestock grazing. The topography is generally flat, and the predominant vegetative cover is grassland. There are no identified scenic resources or vistas within visual range of each site. All of the sites are within approximately 5 miles of residential or commercial use areas and would be considered to be compatible with views from surrounding occupied land uses, depending on topography and intervening structures (refer to Table 4.2-13).

ENVIRONMENTAL CONSEQUENCES

Airspace and Flight Operations. Flight operations would not likely affect designated land use, recreation resources, or visual settings under the airspace. However, impacts would likely be perceived as adverse by the public merely due to the change. Flight operations would not be expected to preclude existing land uses or continued use or occupation of an area, preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations. Nor would flight operations change features of the physical environment or block aesthetic landscape features from view. Flight operations could, however, be perceived by the public as negatively affecting their quality of life.

Noise levels under proposed IR-153 for Alternative D would increase in some areas by more than 10 dB. A change of 3 dB (DNL) is readily noticeable to people.

As detailed in Chapter 2, Alternative D would result in a decrease in the total amount of land under the airspace (refer to Table 2.4-11). Proposed IR-153 would predominantly coincide with existing secondary MTR airspace; little new airspace would be added. The proposed Mt. Dora MOA/ATCAA would shrink in overall size in comparison to existing Mt. Dora MOA.

As discussed in Section 4.1, the existing sortie-operations generate noise levels ranging from less than 45 to 51 DNL. The additional one to ten average daily sortie-operations associated with proposed IR-153 would generate noise levels from less than 45 to 64 DNL (Appendix B, Table B-8, and Table 4.1-19), depending on the number of sortie-operations, segment width, and altitude regimes flown. Noise levels under the proposed Mt. Dora MOA/ATCAA would be 46 DNL.

Noise levels under most of proposed IR-153 would range from less than 45 to 64 DNL, increases of up to 18 dB over baseline conditions. Four communities under IR-153 would experience changes in noise levels of 10 dB or greater. The population of these communities could be expected to notice the change in noise levels even with aircraft using FAA avoidance procedures. The communities underlying the proposed Mt. Dora MOA/ATCAA (refer to Table 4.2-11) would experience noise levels of 46 DNL, 1 dB greater than baseline. This increase would not be noticeable.

Annoyance can be used as a measure of noise effects.

All the special use land management areas under proposed IR-153 would experience changes in noise levels greater than 10 dB (refer to Table 4.2-12). Most visitors to these areas would notice the change in noise level due to aircraft. Special use land management areas under the proposed Mt. Dora MOA/ATCAA would experience noise levels of 46 DNL, 1 dB greater than baseline. Such a change would not be readily noticed.

The startle effect of sudden aircraft noise could also affect people under Alternative D airspace. Given that the startle effect would be more likely to occur under MTR airspace than MOA/ATCAA airspace due to the lower altitudes flown, people in the communities and special use land management areas below proposed IR-153 could be startled by aircraft noise.

Visual intrusion of military aircraft could adversely affect the recreational experiences of visitors to public recreation areas underlying the airspace. The estimated time it would take for the aircraft to pass the recreation areas located under

FAA regulations and Air Force special operations procedures help reduce noise over specific locations considered sensitive to aircraft noise.

the low-altitude segments of the MTR ranges from about 0.1 to 3.3 minutes (Table 4.2-14). Where the terrain is hilly or mountainous (for example, in the Carson and Santa Fe National Forests and Philmont Scout Ranch), views of aircraft would be of shorter duration. However, in areas of flat terrain (for example, Sumner Lake State Park), the views would be more expansive and aircraft could remain in sight longer. The visual intrusion of military aircraft in these recreation areas could negatively affect the solitude expected by some recreational users. However, observations of aircraft may be viewed as a positive and unique experience. Overall, as discussed above, it would be the noise generated by aircraft that would most affect recreational use in the area.

Table 4.2-14
Visual Intrusion of Aircraft on Special Use Land Management Areas Under Alternative D

Area	*Minimum Flight Altitude (feet AGL)*	*Approximate Horizontal Distance Overflown (nm)*	*Estimated Time For B-1 Aircraft To Pass (minutes)* [1]	*Estimated Time For B-52 Aircraft To Pass (minutes)* [1]
Carson National Forest	400	18.9	2.1	3.2
Rio Grande Wild and Scenic River	800	1.6	0.2	0.3
Urraca Wildlife Area	800	6.3	0.7	1.1
Colin Neblett Wildlife Area/ Cimarron Canyon State Park	400	4.7	0.5	0.8
Elliott Barker Wildlife Area	400	1.0	0.1	0.2
Philmont Scout Ranch	400	19.5	2.1	3.3
Santa Fe National Forest	300	5.0	0.6	0.8
Villanueva State Park	300	0.8	0.1	0.1
Sumner Lake State Park	300	0.3	0.1	0.1

[1] Based on an average speed of 540 nm per hour for B-1 aircraft and 360 nm per hour for B-52 aircraft.

[2] Applies to largest section of Carson National Forest under IR-153; another smaller segment overflown.

Lands under most of the affected airspace have been subject to military jet overflights for more than 40 years. Low-altitude military aircraft are part of the existing environment. The Air Force has established special operating procedures to avoid overflight of specific locations considered to be sensitive to aircraft noise. These avoidance procedures form part of the information used by military aircrews to plan missions. Noise levels in these defined avoidance areas would likely be less than those presented in this EIS.

As explained in Section 4.1, the likelihood of being overflown varies depending upon the type of airspace. In MTRs, flights are dispersed within the corridor both horizontally and vertically. The wider the MTR, the less likely that a person or specific location would be repeatedly overflown. For Alternative D, the narrowest segments would receive the most use. In addition, avoidance procedures for populated areas and sensitive locations minimize noise exposure as much as possible. In a MOA, the operations are random and widely dispersed. The random nature of operations and the wide altitude structure within the MOA make it unlikely that any one location would be repeatedly overflown.

Lands under Alternative D airspace would be subject to the greatest amount of change in noise levels from baseline conditions.

The effects of noise generated by military overflights on quality of life and traditional lifestyles were frequently raised during the public scoping meetings. Both of these issues are hard to define and extremely subjective; meaning different things to different individuals. However, noise levels of 65 DNL have been identified by various public agencies as a guideline above which significant negative impacts may occur in residential areas (FICUN 1980, FICON 1992). At 65 DNL, approximately 12 percent of people would be highly annoyed by noise. Alternative D operations would not result in noise levels of 65 DNL or higher in any airspace unit. The highest level experienced under Alternative D airspace would be approximately 64

DNL for one portion of IR-153; other portions would be subject to noise levels ranging down to less than 45 DNL. The noise associated with Alternative D could detract from the quality of life for some individuals but barely disturb that of others. Since traditional lifestyles in the region can be interpreted to include wilderness and solitary experiences, as well as petroleum exploration, noise associated with Alternative D would be expected to negatively affect some traditional lifestyles and not affect others. However, some people may enjoy watching military aircraft train and may consider the noise associated with aircraft overflights part of the experience.

Construction. Impacts associated with construction of emitter and scoring sites would be similar to those described for Alternative B. There would be no adverse impacts to land use, recreation resources, or visual settings under Alternative D.

Ground Operations. Impacts related to operation of the Electronic Scoring Sites under this alternative would be similar to those described for Alternative B. Operations would not adversely affect land use, recreation resources, or visual settings. Operation of the Electronic Scoring Site near Tucumcari, New Mexico, would not be inconsistent with local ordinances or expected to preclude other, ongoing uses on surrounding parcels (Harding County 1998, Quay County 1998, Union County 1998).

Decommissioning. Impacts related to decommissioning the Electronic Scoring Sites under this alternative would be similar to those described for Alternative B. Decommissioning the Electronic Scoring Sites would not adversely affect land use, recreation resources, or visual setting.

4.2.6 Summary of Comparison of Impacts

Table 4.2-15 compares the impacts for all four alternatives with regard to airspace and flight operations. None of the alternatives would have more than minimal effects on land use, recreation resources, or visual settings. Alternative D would result in the greatest amount of change from baseline.

Table 4.2-15
Land Management and Use Comparison of Alternatives

Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
Airspace and Flight Operations	A) No change to land use, recreation resources, or visual setting. B) Five communities underlie IR-178 and one is subject to noise levels of 55 DNL or greater. C) Three special land use management areas are affected by noise levels of 55 DNL or higher.	A) No likely effects to land use, recreation resources, or visual settings. B) Six communities experience increases in noise levels of 1 to 8 dB. One community newly exposed to aircraft noise. C) No Special Use Land Management Areas experience increases in noise levels of more than 3 dB.	A) No likely effects to land use, recreation resources, or visual settings. B) Five communities experience increases in noise levels of 4 to 5 dB. One community newly exposed to aircraft noise. C) No Special Use Land Management Areas experience increases in noise levels of more than 3 dB.	A) No likely effects to land use, recreation resources, or visual settings. B) Four communities experience increases in noise levels of 10 to 16 dB. C) Thirteen Special Use Land Management Areas experience increases in noise levels of 1 to 17 dB.
Construction	No change to land use, recreation resources, or visual setting.	No adverse effects to land use, recreation resources, or visual settings.	Same as Alternative B.	Same as Alternative B.
Ground Operations	No change to land use, recreation resources, or visual setting.	No adverse effects to land use, recreation resources, or visual settings.	Same as Alternative B.	Same as Alternative B.
Decommissioning	No change.	No adverse effects.	Same as Alternative B.	Same as Alternative B.

4.3 BIOLOGICAL RESOURCES

Biological resources incorporate living, native or naturalized, plant and animal species and the habitats within which they occur. Plant species are referred to as vegetation and animal species are referred to as wildlife. Habitat can be defined as the resources and conditions present in an area that cause or allow a plant or animal to live there (Hall *et al.* 1997).

4.3.1 Methods and Approach

Although the existence and preservation of biological resources are intrinsically valuable, these resources also provide aesthetic, recreational, and socioeconomic values to society. This analysis focuses on species or vegetation types that are important to the function of the ecosystem, are of special societal importance, or are protected under federal or state law or statute. For purposes of the EIS, these resources are divided into three major categories: 1) vegetation; 2) wildlife; and 3) threatened, endangered, or sensitive species.

1. *Vegetation* includes all existing terrestrial plant communities, with the exception of wetlands or threatened, endangered, or sensitive species. The three action alternatives (B, C, and D) are predominantly airspace-related actions, and any ground disturbance would be localized to the proposed Electronic Scoring Sites and emitter sites. Potential impacts to wetlands or sensitive plant species would be localized within the confines of the disturbed area of those sites. Biological surveys of each candidate site revealed no wetlands within or adjacent to the site. Since wetlands would not be affected, they receive no further discussion in this section.

Biological surveys of candidate emitter sites and Electronic Scoring Sites observed no wetlands or threatened or endangered species or their habitat.

2. *Wildlife* includes all animals (i.e., fish, amphibians, reptiles, birds, and mammals) with the exception of those identified as domesticated livestock or listed as threatened, endangered, and sensitive. Many wildlife species have habitats that extend throughout much, if not all, of the areas affected by the alternatives. These habitats both underlie the affected airspace and may occur within the locations for proposed emitter sites and Electronic Scoring Sites.

3. *Threatened, endangered, or sensitive species* are defined as those plant and animal species listed or proposed as such, by the FWS, New Mexico Department of Game and Fish (NMGF), or Texas Parks and Wildlife Department (TPWD). Preservation of sensitive biological resources is accomplished through many means, most notably the Endangered Species Act which protects federally listed threatened and endangered plant and animal species. Federal species of concern, formerly Category 2 candidate species, are not protected by law. However, these species could become listed, and therefore protected, at any time. Their consideration early in the planning process may avoid future conflicts that could occur. The states of New Mexico and Texas also protect state-listed plant and animal species through their respective state fish and wildlife and administrative codes. Additionally, the Natural Heritage Programs of New Mexico and Texas maintain databases of state species of concern, many of which are not afforded legal protection. Discussion of threatened, endangered, and sensitive species focuses on those species with the potential to be affected by aircraft overflights and associated noise. These species consist primarily of birds. Although present within the study area (see Appendix H), neither fish nor plant species would be affected by any element of the proposal. Surveys of the candidate sites for emitters and Electronic Scoring Sites found no watercourses capable of supporting fish and

observed no sensitive plant species or suitable habitat. Construction and operation of these sites, therefore, would not disturb these types of resources.

The Air Force has consulted with the FWS on the Endangered Species Act issues associated with RBTI. In recent years, the Air Force consulted on the expansion of German Air Force operations at Holloman AFB, New Mexico (USAF 1998a) and force structure and foreign military sales actions at Cannon AFB, New Mexico (USAF 1998b). RBTI was considered within the context of these two consultations because RBTI's study area includes much of the same territory.

The Air Force and FWS have and will continue to consult regarding the Endangered Species Act.

Although the airspace units addressed in the German Air Force/Holloman AFB action are not identical to those in RBTI, many comprise secondary MTRs associated with RBTI or otherwise encompassed a similar region in western Texas and part of the same region in eastern New Mexico. This consultation program considered the effects of military aircraft overflights on threatened and endangered species under several airspace units in the region. The Air Force prepared a Biological Assessment (USAF 1998c) and the FWS provided a Biological Opinion (USFWS 1998).

Informal consultation for the Cannon AFB action covered seven of the secondary MTRs overlapped or intersected by proposed IR-153 in RBTI Alternative D. The Mt. Dora MOA was also addressed. For these specific secondary MTRs (IR-107, IR-109, IR-111, IR-113, VR-100/125, VR-108, and VR-114), the Air Force, in consultation with the FWS, devised and implemented a set of special operating procedures designed to reduce what the FWS considered potential effects on specific threatened and endangered bird species (peregrine falcon, Mexican spotted owl, bald eagles, and willow fly catchers). The Air Force submitted a Biological Evaluation of the proposed action to the FWS (USAF 1998d). Subsequently, the FWS provided written concurrence with the Air Force's determination that the action may affect, but is not likely to adversely affect listed species.

Compliance with the Endangered Species Act for RBTI has been and will continue to be part of the broader consultation effort between the Air Force and FWS. Specific efforts for RBTI have included (to date) discussions of the proposal in Air Force-FWS meetings, notification of the FWS concerning the RBTI proposal, requests for data and species lists from the FWS, and receipt of these data from the FWS (Appendix H). The Air Force will continue consultation with the FWS to resolve issues and comply with the Endangered Species Act before implementation (if it occurs) of any RBTI action alternative.

The region of analysis for biological resources includes lands under existing airspace and proposed primary and candidate sites for emitters and Electronic Scoring Sites. Analysis of impacts considered whether the elements of the alternative resulted in loss of habitat, direct mortality of wildlife, and indirect effects on wildlife, such as disturbance from noise. Although Alternative A: No-Action would involve continued use of the Harrison and La Junta Electronic Scoring Sites, and these facilities would be decommissioned in Alternatives B through D, this section does not address biological resources at those sites. Both Electronic Scoring Sites and their associated emitters consist of developed, disturbed lands attractive to species habituated to human activities and disturbance. Previous environmental documentation for these sites (USAF 1993a, b) revealed no issues or impacts for biological resources.

Information used in developing this section includes soil surveys, topographic maps, National Wetland Inventory maps, vegetation maps, published references, personal communication with species experts and agencies, site visits in April, May, and September 1998, internet searches, other relevant NEPA documents, and biological opinions for similar projects. Agencies contacted include the U.S. Fish and Wildlife Service in Albuquerque, NM, Arlington and Austin, TX; Texas Parks and Wildlife Department; New Mexico Department of Game and Fish; and the New Mexico Natural Heritage Program.

4.3.2 Alternative A: No-Action

AFFECTED ENVIRONMENT

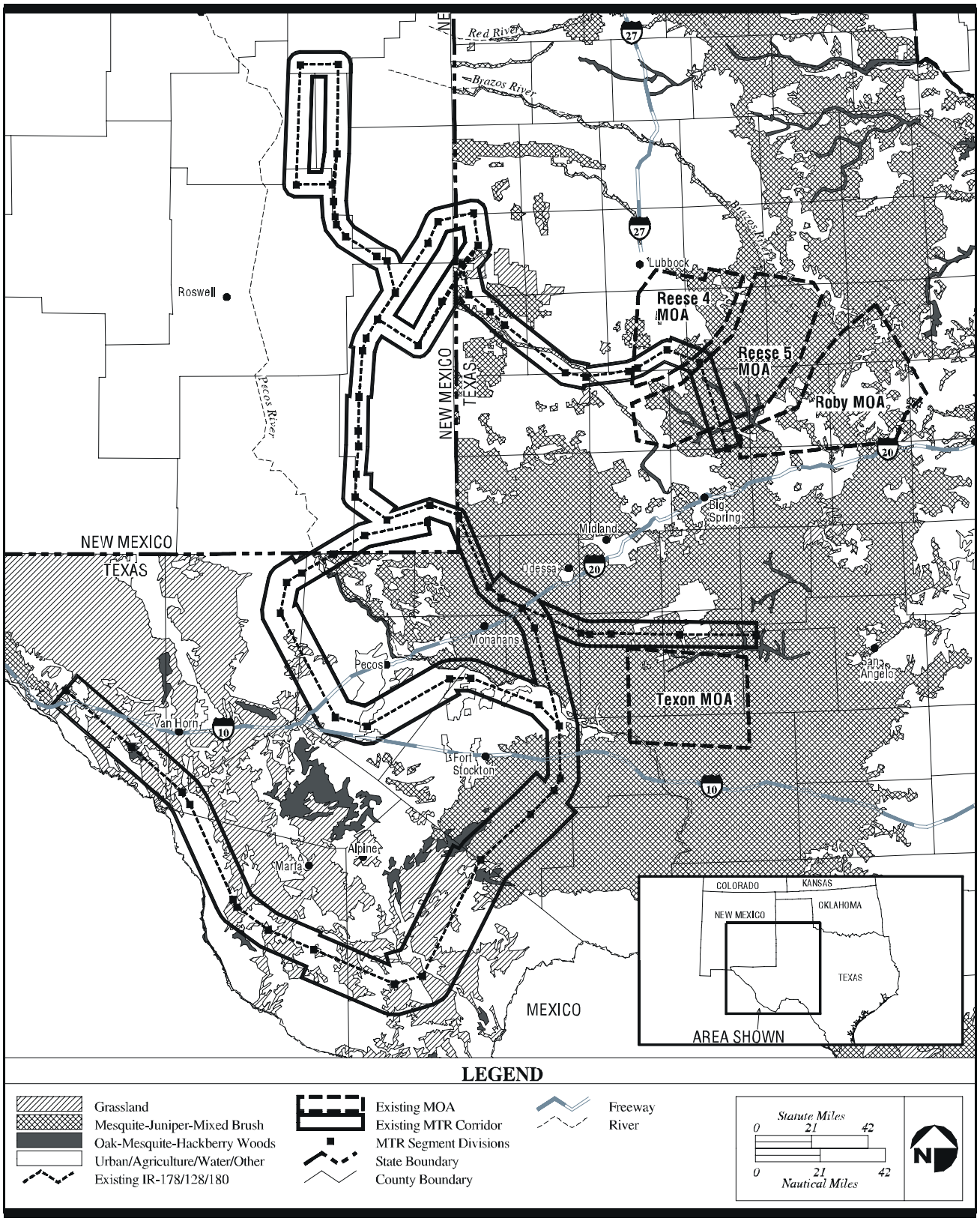
The affected environment encompasses the lands and resources under the primary MTRs and MOA and emphasizes IR-178. This large area, stretching from western Texas to northern New Mexico, includes diverse habitats. These habitats extend beyond the affected area and cover extensive regions. Description of these habitats and the wildlife they support is presented in overview below. Photographs of various parts of the region occur throughout this EIS (refer also to Chapter 3).

Vegetation. Vegetation in the affected region of western Texas and eastern New Mexico is diverse (Figure 4.3-1). In west central Texas, on the lands under IR-178, the Edwards Plateau (refer to Figure 3.1-1) is a deeply dissected, rapidly drained stony plain having broad, flat to undulating divides. The original vegetation was grassland or open savannah plains, with tree or brushy species along stream bottoms and rocky slopes. Most of the tallgrasses, such as cane bluestem, little bluestem, and switchgrass have been replaced by mid- and shortgrasses such as sideoats grama, buffalograss, and Texas grama. The western part of the Plateau is more arid and supports short- to midgrass mixed vegetation. The Edwards Plateau is 98 percent rangeland used primarily for mixed livestock and exotic wildlife production (Brown 1994a, b; Hatch *et al.* 1996).

The Reese 4, Reese 5, and Roby MOAs overlie the southern part of the High Plains area. The area was once dominated by mixed prairie habitats consisting of mid- and tallgrass communities, with scattered sand sage and scrub oaks. However, due to continued grazing and fire suppression, the vegetation is now dominated by shortgrasses, mesquite, yucca, shrubs, and annuals (Hatch *et al.* 1996, Wauer and Elwonger 1998).

Portions of the affected airspace cross over the Trans-Pecos Region (refer to Figure 3.1-1). The original vegetation of the Trans-Pecos ranged from Chihuahuan desert grassland and desertscrub on lower slopes and elevations through juniper, pinyon pine, and Mexican pinyon at mid-elevations. The Guadalupe, Davis, and Chisos mountains are extensions of the Rocky Mountain/Sierra Madre Oriental of North America and support ponderosa pine, oaks, pinyon-juniper, and associated forest vegetation on the higher elevations (Brown 1994a, b; Hatch *et al.* 1996).

The Chihuahuan desert, present in the southern part of the affected area, is the largest of the three creosotebush-dominated deserts in North America. Shrub dominate the vegetation, with cacti only locally dominant and not conspicuous. The basins support a variety of other vegetation types including tarbush, and juniper savannahs with tobosa flats (Brown 1994a, b; Hatch *et al.* 1996).



Texas Vegetation Under Alternative A: No-Action

Figure 4.3-1

Grassland vegetation, especially on the higher mountain slopes, includes southwestern and Rocky Mountain species not present elsewhere in Texas (including Arizona fescue and mountain muhly). Along the desert flats, tobosa, and black grama have mostly been replaced by burrograss and fluffgrass. At higher elevations, little and Texas bluestem, pinyon ricegrass, and several species of needlegrass are common (Brown 1994a, b; Hatch *et al.* 1996). However, cattle grazing occurs on approximately 90 percent of the lands. Rangeland has reverted from perennial grassland to desert shrub and annual forbs and grasses. Creosotebush and tarbush now cover over 15 million acres of former desert grassland (McNab and Avers 1994, Hatch *et al.* 1996).

Northeastern New Mexico and northwestern Texas are known as the Plains-Mesa Grassland (Dick-Peddie 1993, Brown 1994c). Plains-Mesa Grassland is the most extensive grassland in New Mexico and historically was dominated by mixed or short-grass communities. While grazing and its effects (fire suppression followed by shrub invasion) have considerably altered these grassland communities, much of the grassland remains. Dominant species include perennial short grasses, such as blue grama and other gramas; scrubs scattered throughout include sagebrush, mesquite, and rabbitbrush. In northeastern New Mexico and the Texas panhandle, dryland and irrigated farming have greatly reduced the amount of this native shortgrass prairie (Dick-Peddie 1993, Brown 1994c).

The Mt. Dora MOA overlies predominantly Plains-Mesa Grassland with small areas of coniferous and mixed woodland found at its higher, wetter boundaries. These areas are predominantly pinyon-juniper woodlands dominated by pinyon pine and various juniper species. A number of oak species are also found in the woodland areas (Dick-Peddie 1993).

Wildlife. Common wildlife species in the affected areas are listed in Appendix H, so the following discussion summarizes the types of wildlife according to regional vegetation communities. Many of the wildlife species occur throughout the area. The wildlife community of the Edwards Plateau and the High Plains consists of species suited to semi-arid environments. Representative species include coyote, desert cottontail, cactus wren, Couch's spadefoot toad, and Texas spotted whiptail lizard (Davis and Schmidly 1994, McNab and Avers 1994, Wauer and Elwonger 1998).

Many of the same species occur in the desert scrub and grasslands of the Trans-Pecos. Other wildlife in the Trans-Pecos include the Sonoran Desert pocket mouse, kangaroo rats, and desert mule deer (Brown 1994a, b; Davis and Schmidly 1994). The bird life of the Trans-Pecos includes many desert species (e.g., greater roadrunner) (Brown 1994a, b; Wauer and Elwonger 1998). Due to the arid nature of the region, reptile species are prevalent. Common species include Texas banded gecko, Trans-Pecos ratsnake, and the western diamondback. Amphibians can be locally and temporally abundant, especially in ephemeral playas and similar areas after summer thunderstorms.

Three Wildlife Management Areas (WMAs) managed by the TPWD are found in the Trans-Pecos region: Elephant Mountain WMA, located 26 miles south of Alpine; Black Gap WMA, just east of Big Bend National Park; and Sierra Diablo WMA, approximately 25 miles north of Van Horn, Texas. Wildlife management areas were established to develop, manage, and protect habitats and populations of wildlife species; and to provide areas for use by educational groups, naturalists, outdoorsmen, and professional biological investigators (TPWD 1998).

Although not wildlife, livestock (especially cattle and horses) can be found within this area. Range cattle, dairy cattle, and horses are the main agricultural livestock found.

The area under the affected airspace in eastern New Mexico contains many wildlife species typical of the High Plains, although species diversity is low in most habitats due to the low vegetational diversity. Many of the wildlife species are widely distributed throughout the western United States. The most widespread habitat in this region is mixed-species grassland, which, in addition to broadly distributed species, supports a number of species linked directly to grassland habitat. Representative grassland species range from the plains black-headed snake to the burrowing owl to the black-tailed prairie dog.

The lowest species diversities are found in the sand hills and agricultural habitats. Common species found here are prairie lizard, mourning dove, cactus wren, brown-headed cowbird, and vesper sparrow (Brown 1994c, McNab and Avers 1994). Although not wildlife, livestock (especially cattle and horses) can be found within the affected area; range cattle, dairy cattle, and horses are the main livestock found in these areas.

Threatened, Endangered, and Sensitive Species. Within the counties encompassed by the study area for Texas and New Mexico, the FWS lists a total of 35 threatened or endangered species known to occur or potentially occurring. Data on threatened, endangered, and sensitive species were obtained through consultation with the FWS (Appendix H). Additional data were collected from the Natural Heritage Programs of New Mexico and Texas. These data include 14 plant species, 7 fish species, and 1 water snake. Surveys of the candidate emitter sites and Electronic Scoring Sites demonstrate that none of these species or their habitat would be affected by RBTI. As such, they warrant no further discussion. The remaining 13 threatened and endangered species, consisting of 10 bird and 3 mammal species, have the potential to occur in counties underlying affected airspace. However, as described below, this potential is low to negligible.

Data on threatened, endangered, and other sensitive species were obtained as part of Air Force consultation with the FWS.

Three federally listed species of mammals are potentially found in this region: black-footed ferret (endangered), Mexican (greater) long-nosed bat (endangered), and ocelot (endangered). The black-footed ferret is almost totally dependent on the presence of the black-tailed prairie dog, preying on it as a preferred food source and utilizing its burrows for dens and shelter (NMGF 1997a). However, the black-footed ferret has not been observed in Texas since 1963 and in New Mexico since 1934; as of 1988, it was presumed extirpated (eliminated) in New Mexico. The primary causes of extirpation were habitat alteration, predator control, and prairie dog eradication (Campbell 1995, NMGF 1997a).

The Mexican long-nosed bat is found in the higher, cooler mountains of the southern Trans-Pecos along the Texas-Mexico border and into Mexico. They prefer desert scrub vegetation dotted with agaves, mesquite, creosotebush, and a variety of cacti. The bats use caves, crevices, abandoned mines, tunnels, and old buildings as day roosts. Reasons for the decline include loss of roost areas and their primary food source, blooming agaves. The only known roosting site in the U.S. is in Big Bend National Park (Davis and Schmidly 1994, Campbell 1995).

Aplomado falcon, are an endangered species, unlikely to occur except as rare visitors under the affected area for Alternative A.

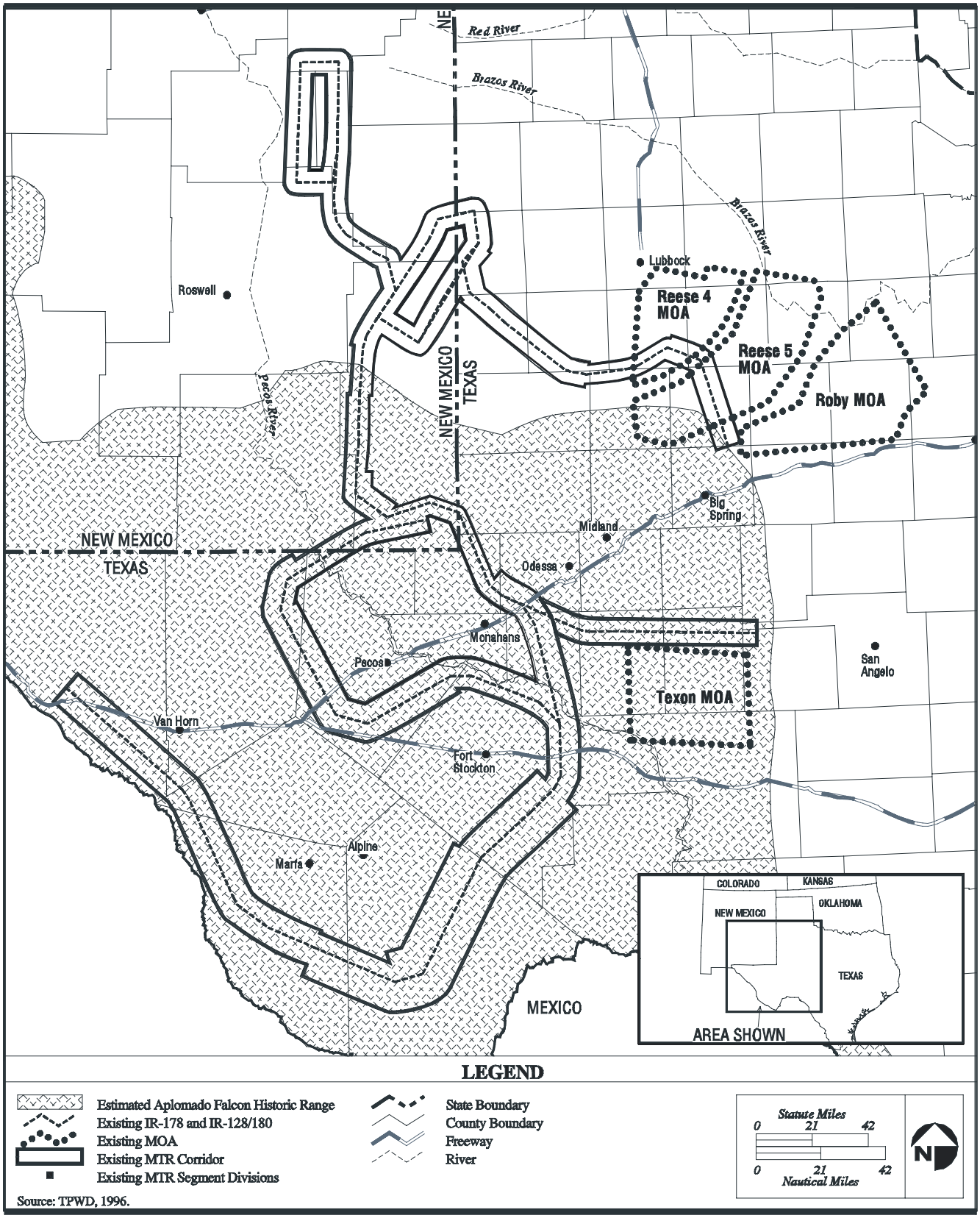
The ocelot once occurred throughout south Texas along the Rio Grande, the southern Edwards Plateau Region, and along the Coastal Plain. Due to the loss of its primary habitat of dense thorny shrublands along the Rio Grande and predator control activities, the ocelot is restricted to three or four counties in the southern Rio Grande Plains (not under any airspace affected by the proposed alternatives) (Davis and Schmidly 1994, Campbell 1995). Only the outer margin of existing IR-178 crosses over the northern tip of Big Bend National Park. Little chance of direct overflights exists.

Out of the ten federally listed species of birds that have the potential to occur in counties within the affected area, five depend on major water bodies (i.e., lakes, rivers) and would only occur within the affected environment as rare transient (e.g., migrating) visitors: bald eagle (threatened), interior least tern (endangered), whooping crane (endangered), piping plover (threatened), and brown pelican (endangered). Three species--Mexican spotted owl (threatened), southwestern willow flycatcher (endangered), and golden-cheeked warbler (endangered)--have specific habitat requirements that are not commonly found under the affected airspace. The closest populations of spotted owls are found in the Guadalupe mountains along the New Mexico/Texas border west of IR-178, and golden-cheeked warblers are found along the eastern Edwards Plateau in Kinney, Edwards, and Kimble counties. These counties lie east of the affected airspace. Spotted owl habitat occurs under some portions of secondary MTRs (i.e., IR-109, IR-111) in northeastern New Mexico, but does not extend to areas overflown by primary MTRs. The eastern edge of the southwestern willow flycatcher's range is in western Texas, with collections having been made in the Guadalupe and Davis mountains and from unspecified locales in Brewster County. The flycatcher is considered a rare summer resident in Big Bend National Park. None of these locations for the flycatcher fall under or directly adjacent to the affected airspace in Texas. Data are lacking on current population levels and trends in Texas (NMGF 1997b, Sogge *et al.* 1997, USFWS 1998).

Another endangered bird, the black-capped vireo, historically bred from southwestern Kansas, southward through Oklahoma, Texas, and into Coahuila, Mexico. Currently black-capped vireos breed locally in central Texas, a few counties in central Oklahoma, and central Coahuila, Mexico. Reasons for the reduction in the vireo's geographic extent include habitat loss due to urbanization, brush clearing, grazing, brown-headed cowbird parasitism, and human disturbance (Campbell 1995).

On the western edge of the black-capped vireo's range in the western Edwards Plateau and Trans-Pecos regions, the birds are often found in canyon bottoms and slopes where sufficient moisture is available to support diverse shrub vegetation. In the Trans-Pecos, vireos are known to nest in southern Brewster County at Big Bend National Park and Black Gap WMA (Campbell 1995). According to the TPWD Biological and Conservation Database and the Element Occurrence Records, vireos are not known to occur in any county under Alternative A. Vireos are known to occur within the counties adjacent to, but not underlying the existing Texon MOA (Campbell 1995).

The federally endangered northern aplomado falcon was considered extirpated from the United States in the late 1950s, with the last documented nesting occurring in 1952 in New Mexico. In the eastern portion of its historic range (east of the Pecos River [Figure 4.3-2]), the aplomado was found in mesquite and yucca desert grasslands, which extended into the southern portion of Lea County, New Mexico, and throughout the Trans-Pecos region of Texas. Combinations of heavy grazing, encroachment of mesquite, and proliferation of weedy species (such as snakeweed) have substantially reduced the amount of suitable habitat in eastern and southeastern New Mexico and Trans-Pecos Texas for aplomado falcons (Leal *et al.* 1996). Recent confirmed observations of adult aplomados in Otero and Socorro counties, New Mexico, and the discovery of two breeding populations 25 miles south of the New Mexico border in Chihuahua, Mexico (west of the affected airspace), have increased the potential for natural colonization of the species' former breeding range in southern New Mexico and Trans-Pecos Texas (Richardson 1996, Montoya *et al.* 1997). Of the total 11 sightings since 1991, there have been two confirmed sightings of aplomados within the affected environment: one sighting in 1992 in Jeff Davis County and one sighting in Culberson County in 1996 (Perez, personal communication 1999). Nine other sightings have occurred during this period outside



Estimated Aplomado Falcon Historic Range and Affected Airspace for Alternative A: No-Action

Figure 4.3-2

4.0 Affected Environment and Environmental Consequences: Biological Resources

of the affected area in southern New Mexico and western Texas. The FWS considers the aplomado falcon to be a potential resident along the Texas/Mexico border. The mountain plover, a proposed threatened species, is uncommon in the area and could be a possible migrant between its winter home in southern Texas and Mexico and the common breeding area in northern New Mexico (Peterson 1990).

Over 290 species considered sensitive by federal or state agencies also occur within the affected area. These sensitive species receive no protection under law, but are worthy of note. Most (240) of these species consist of plants, fish, insects, and amphibians that would not be affected by any aspect of RBTI. Of the remainder, which primarily consist of birds and mammals, several species have habitat in the region potentially affected by RBTI. These include the ferruginous hawk, loggerhead shrike, burrowing owl, white-faced ibis, swift fox, and Texas horned-lizard.

ENVIRONMENTAL CONSEQUENCES

Under Alternative A: No-Action, there would be no change to current baseline conditions. No new construction or training operations would occur; therefore, baseline conditions applicable to biological resources would continue to apply. None of these conditions have resulted in significant impacts to vegetation, wildlife, or threatened, endangered, or sensitive species.

Most of the federally listed threatened or endangered species are not known to occur directly under the affected airspace. For most species, past studies (Manci *et al.* 1988; Krausman *et al.* 1993, 1998; USFS 1992; Workman *et al.* 1992; Ellis *et al.* 1991) show that wildlife habituates to the sporadic intrusion of low-altitude jet aircraft without negative effects on populations (see Appendix G).

Although the aplomado falcon's estimated historic range covers the affected area, its presence as a migrant visitor is rare. Some concerns, however, were raised by the public regarding the potential effects of overflights on aplomado falcons. The rarity of the species in the huge region makes an overflight of an aplomado falcon improbable, but not impossible.

There have been no studies on the responses of aplomado falcons to aircraft overflights, but there have been studies on the closely related peregrine and prairie falcons and other raptors (e.g., Ellis *et al.* 1991). These studies suggest that falcons will nest within areas overflown by low-altitude jet aircraft. Although birds do at times flush from nests, they soon return, and nest success is not affected. Peregrine falcons and other raptor species are known to nest in the immediate vicinity of airports, under the flight patterns where aircraft land and take off. Although reactions of the aplomado falcon may differ from other raptors studied for aircraft overflight, those species studied did not show a great concern for aircraft overflight. Aplomado falcons show little response to human activity and noise from ground-based activity. In Mexico, populations nested in close proximity to agricultural activities and ground-based human activities (Montoya *et al.* 1997). Studies of raptors (such as the bald eagle, peregrine falcon, and Swainson's hawk) suggest that raptors respond more consistently and noticeably to ground-based human activities (pedestrians, hunters) than to aircraft. Therefore, if the aplomado falcon is similar to other raptors, then it is unlikely that it is adversely affected by current aircraft operations.

4.3.3 Alternative B: IR-178/Lancer MOA

AFFECTED ENVIRONMENT

The affected environment for proposed IR-178 and the proposed Lancer MOA/ATCAA is a subset of the area in Texas associated with Alternative A: No-Action. Most of the proposed airspace coincides with existing primary or secondary airspace, so little new habitat would be exposed to overflights. Candidate sites for emitters and Electronic Scoring Sites are also included in the affected environment.

Construction and operation of emitters would not significantly affect biological resources under Alternative B.

Alternative B is located predominantly in the Trans-Pecos region of west Texas with a small portion extending into the Edwards Plateau and north into the southern Texas Panhandle or High Plains (refer to Figure 3.1-1). A portion of proposed IR-178 overlies a small area of extreme southeastern New Mexico.

Vegetation. Vegetation in the affected area (Figure 4.3-3) under the airspace is typical of the Trans-Pecos region, as described under Alternative A: No-Action. All candidate sites for emitters and Electronic Scoring Sites lie within this region. All have undergone disturbance to vegetation as a result of agriculture, grazing, or other uses (Appendix D).

Wildlife. Wildlife under the affected primary airspace matches that described for western Texas under Alternative A: No-Action. Field surveys of the candidate sites for Electronic Scoring Sites and emitters observed common wildlife species generally distributed throughout the region.

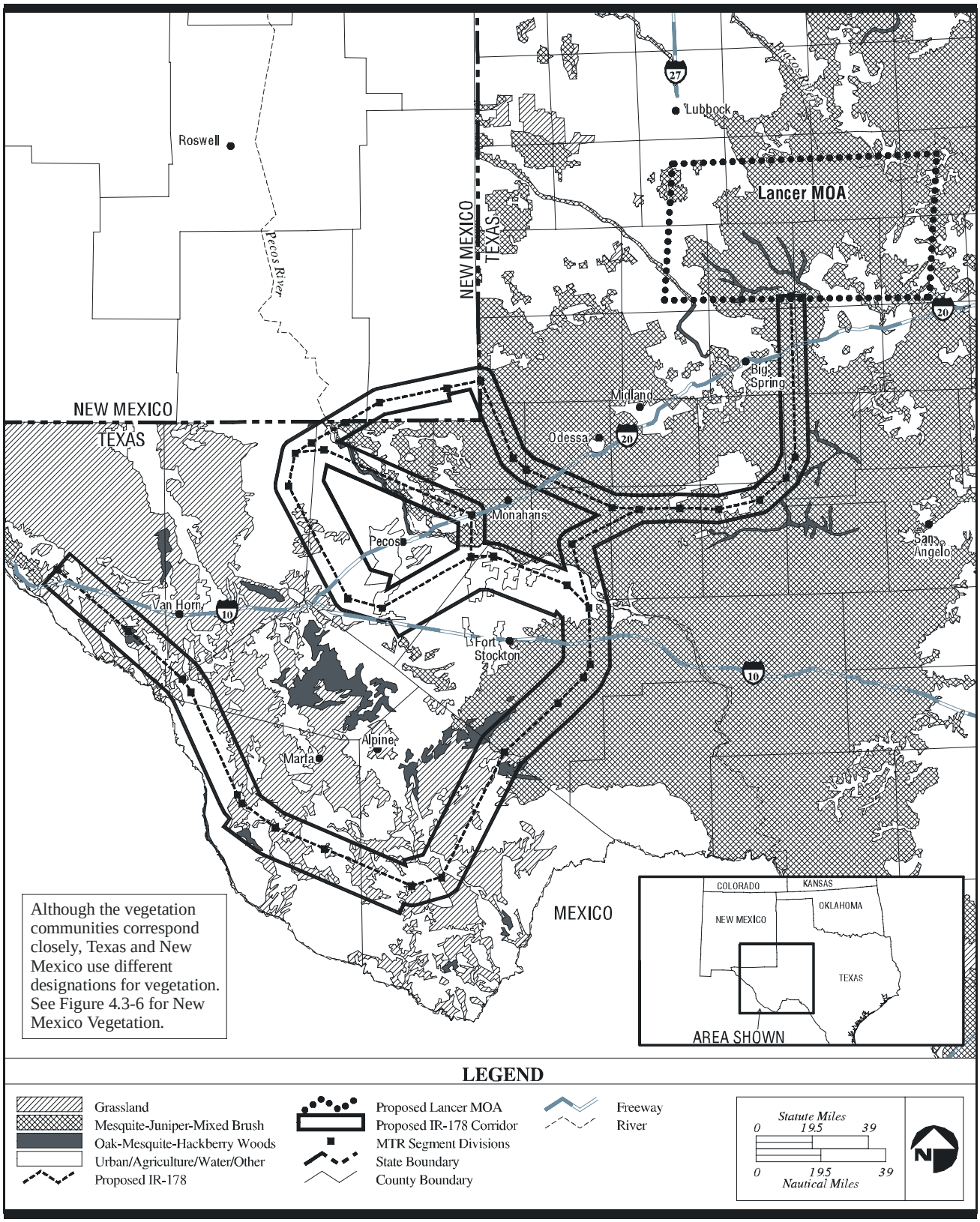
Threatened, Endangered, and Sensitive Species. The threatened, endangered, and sensitive species for Alternative B consist of the same species as described for Alternative A: No-Action. Figure 4.3-4 shows the historic range of the aplomado falcon in relation to this alternative. There is little difference in the affected area of the estimated aplomado falcon historic range among Alternatives A, B, or C.

ENVIRONMENTAL CONSEQUENCES

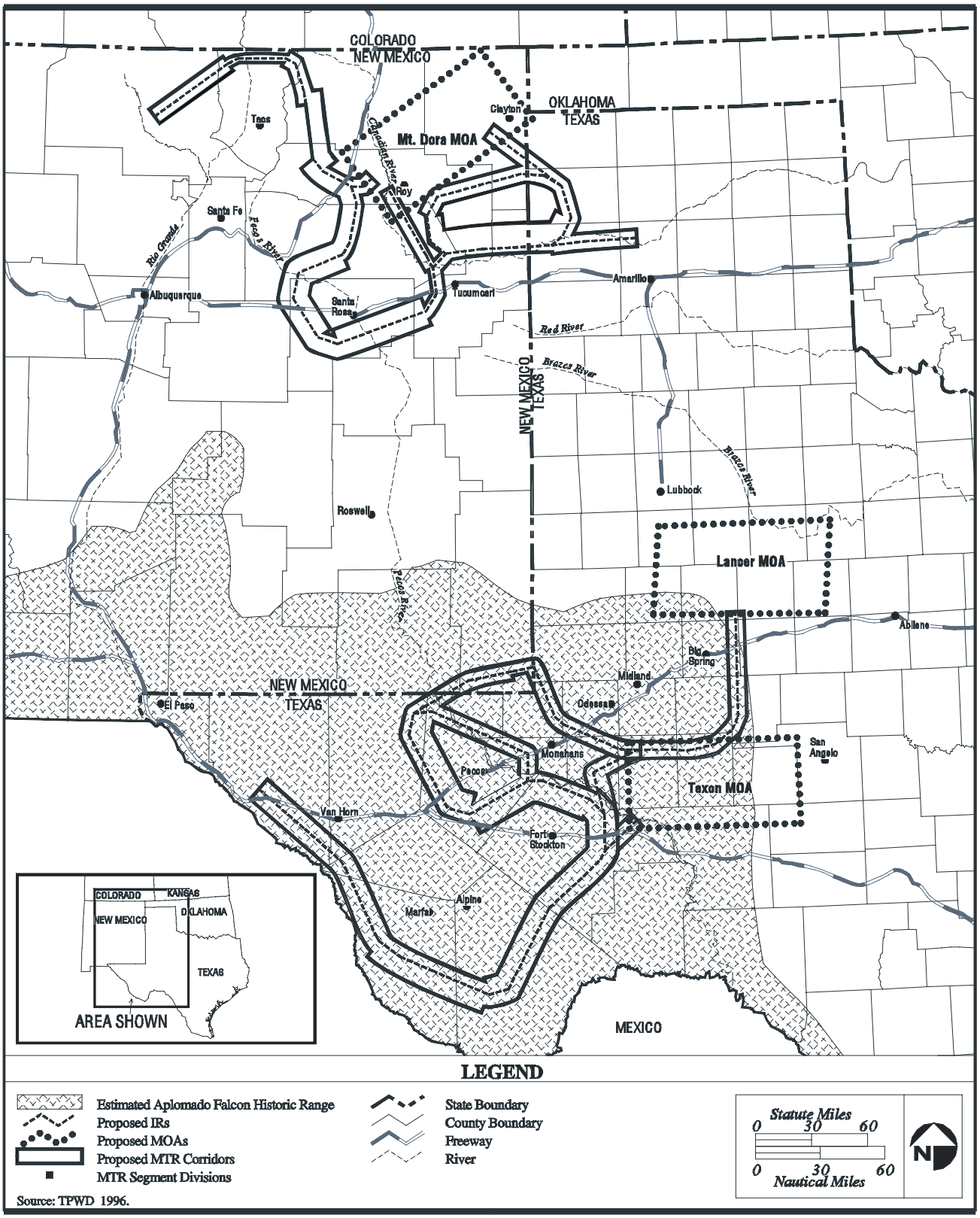
The results of analysis, as presented below, demonstrate that neither airspace operations, construction, nor emitter and Electronic Scoring Site operations would significantly impact biological resources.

Airspace and Flight Operations. The potential sources of impacts to wildlife from aircraft overflights are discussed in detail in Appendix G, but include the visual effect of the approaching aircraft and the associated subsonic noise. Any visual impacts would be most likely to occur along those portions of MTRs that are below 1,000 feet AGL, the altitude accounting for most reactions to visual stimuli by wildlife (Lamp 1989, Bowles 1995).

Studies on the effects of noise on wildlife have been predominantly conducted on mammals and birds. Studies of subsonic aircraft disturbances on ungulates (e.g., pronghorn, bighorn sheep, elk, and mule deer), in both laboratory and field conditions, have shown that effects are transient and of short duration, and suggest that the animals habituate to the sounds (Workman *et al.* 1992, Krausman *et al.* 1993, 1998; Weisenberger *et al.* 1996). Similarly, the impacts to raptors and other birds from aircraft low-level flights were found to be brief and insignificant and not detrimental to reproductive success (Smith *et al.* 1988, Lamp 1989, Ellis *et al.* 1991, Grubb and Bowerman 1997).



Texas Vegetation Under Alternative B: IR-178/Lancer MOA **Figure 4.3-3**



Source: TPWD 1996.

Estimated Aplomado Falcon Historic Range and Affected Airspace for Alternatives B/C/D

Figure 4.3-4

Under Alternative B, the increase in sortie-operations over lands underlying the proposed Lancer MOA/ATCAA would result in negligible impacts to exposed wildlife, since all flight activity would occur above 3,000 feet AGL.

For proposed IR-178, most segments would experience an increase, over current levels, of one to six sortie-operations per day. The potential for more than one to six overflights of a wildlife receptor would be low, and exposure to noise would be short in duration. These overflights would be dispersed across the MTR corridor, and the widest segments would support the greatest number of sortie-operations. Although this increase in flight activity is not great, the potential for impacts to wildlife may be greater since most of IR-178 would be flown at altitudes less than 1,000 feet AGL, with many segments flown at altitudes less than 500 feet AGL but greater than 300 feet AGL (refer to Section 4.1-3). Overall, only 5 percent of flight activity would occur between 300-500 feet AGL and 75 percent of flight activity would occur between 500-1,000 feet AGL. As previous research has shown (see above and Appendix G), wildlife response would also be short-term and would not result in significant effects.

Bird-aircraft strikes would continue to be rare in MOAs and MTRs. As established in Section 4.1, aircrews would employ the Bird Avoidance Model when planning and executing training sorties. Use of this model has proven to minimize the potential for bird-aircraft strikes.

The potential impacts from aircraft overflights in MOAs and MTRs on federally threatened and endangered species are expected to be similar to those described for wildlife. The three threatened or endangered mammal species do not have habitat under the affected airspace, and most of the 10 bird species represent rare transient visitors or lack habitat under the affected airspace. Two bird species and their habitats are found on lands underlying the affected airspace addressed in Alternative B.

Black-capped vireos (federally listed-endangered) are not currently known to nest on lands underlying any MTR or MOA proposed airspace. Due to the nature of the area (i.e., predominantly private), extensive surveys have not been conducted to accurately establish presence/absence of this species throughout the RBTI study area. As discussed previously, studies on an array of mammal and bird species indicate that sporadic noise from military jet overflights does not negatively affect reproduction or habitat use. Although no specific studies have been conducted for black-capped vireos, a similar lack of response would be expected under Alternative B, especially since any habitat has already been exposed to aircraft noise for more than a decade.

Although aplomado falcons (federally listed-endangered) are not currently known to nest within the affected airspace, desert grassland that might be potential habitat does exist, primarily along the Texas/Mexico border. The FWS considers the aplomado falcon to be a potential resident along the Texas/New Mexico border. Over 1.3 million acres of grassland that the FWS considers within the estimated aplomado historic range occur under IR-178 (segments AB-JK). Recent studies in Chihuahua, Mexico, have found aplomados nesting as close as 34 miles from the Texas border near Ruidosa, Mexico. It is possible that aplomados are more common in the southern Trans-Pecos of Texas than is normally believed based on sighting records of amateur and professional ornithologists (USFWS 1998). Even so, they are still visitors. This ecosystem historically constituted nesting habitat for the aplomado falcon in the desert southwest. Because of its proximity to breeding aplomado populations in nearby Mexico, this area is considered by the FWS to be a high priority recovery area for this endangered species (Perez and Torrez, personal communication 1999). Habitat loss is a concern for affecting the recovery of this species. It is unknown if low aircraft overflight in parts of the historic habitat would

contribute to the loss of habitat by rendering the habitat unsuitable for the aplomado falcon's return. This area is currently being overflown by existing actions. As part of the RBTI action, the Air Force, in cooperation with the FWS, has committed to studying the aplomado falcon population trends in the area along the Texas/Mexico border to learn if aircraft actions in the area have an affect on this species. The proposed increase of four sortie-operations along parts of IR-178 (segments AB-JK) that overfly potential aplomado habitat may result in disturbance to individual aplomado falcons. However, the potential for this effect is negligible due to the rarity of aplomados within their historic range (11 sightings since 1991) and the probability that aplomado responses would be minimal like those of other, similar raptors.

Under Alternative B, the mountain plover is classified by the New Mexico Department of Game and Fish as uncommon in Lea county, New Mexico. Lea county was once thought to be important to the mountain plover (Ligon 1961), but there are no records of mountain plover in this country for 25 years (the 1970s through 1995) (Sager 1996). The mountain plover has also been reported in Eddy County, New Mexico, and Jeff Davis, Brewster, Dawson, and Lynn counties in Texas. Dawson and Lynn counties are underneath the MOA, so no low overflighs would occur. The other three counties have not had confirmed nesting activity and are likely to be visited by migrants as they fly between their winter home in southern Texas and Mexico and the common breeding area in northern New Mexico (Peterson 1990). Therefore, no adverse effect from RBTI aircraft overflight on the mountain plover is expected from this alternative.

Although not wildlife, some public scoping concerns focused on the effects of overflights on domestic livestock including cattle, horses, and bison (see Appendix G). The effects of aircraft overflights and their accompanying noise on domestic livestock have been the subject of numerous studies since the late 1950s (Gladwin *et al.* 1988, USFS 1992, USAF 1993c). These studies have examined the effects on a wide range of livestock including poultry, cattle, sheep, pigs, goats, and mink. Exposure to multiple overflights at all altitudes provided the basis for testing the animal's response. Several general conclusions are drawn from these studies:

- Overflights do not increase death rates and abortion rates, or reduce productivity rates (e.g., birth rates and weights), and do not lower milk production among domestic livestock.

- Animals take care not to damage themselves and do not run into obstructions, unless confined or traversing dangerous ground at a high rate if overflown by aircraft 50 to 100 m (163 to 325 feet) AGL (USFS 1992).

- Domestic livestock habituate to overflights and other noise. Although they may look or startle at a sudden onset of aircraft noise, they resume normal behavior within 2 minutes after the disturbance.

Inconclusive results have been obtained in some cases because the effect observed is no different than any other disturbance livestock experience on a daily basis, such as from tractors or blowing paper. Historical interactions between the cattle and numerous overflights have not indicated a problem. For example, cattle have grazed under heavily used military airspace at Avon Park Range in Florida, Saylor Creek Range in Idaho, and Smoky Hill Air National Guard Range in Kansas for decades. At these training ranges, grazing cattle have been subject to upwards of 100 overflights per day, many as low as 100 feet AGL. No evidence exists that the health or well being of the cattle has been threatened. The animals, including calves, show all indications of habituating to the noise and overflights.

Some horses with riders have been reported to startle when surprised by a low aircraft overflight, but response varies with the horse, the rider, the terrain, and other conditions; sometimes a horse reacts dramatically, but sometimes no reaction occurs. Several studies noted that horses gallop, more randomly or exhibit biting and kicking behavior in response to low-altitude aircraft overflights. However, no injuries or abortions were reported, and there was evidence that horses adapted to the flyovers.

Construction. Biological surveys of all Alternative B candidate emitter sites and Electronic Scoring Sites revealed no water-dependent species, and no critical habitat for said species were observed or identified. Therefore, the construction of these sites would have no impacts to water or wetland dependent species including fish, reptiles, birds, or vegetation.

No federally listed threatened and endangered species or potential habitat were observed during biological surveys of each of the candidate Electronic Scoring Sites and emitter sites in Texas. However, the sites overlap with the general range for several sensitive bird, mammal, and reptile species. These species, like the Texas horned lizard and burrowing owl, have widespread ranges and habitats throughout much of the region encompassing the candidate sites. Construction would disturb less than 20 acres (including roads), and some portion of this area potentially includes habitat for these widespread sensitive species. Two factors, however, indicate that construction would not result in significant impacts to sensitive species: (1) the amount of affected habitat (less than 20 acres) is negligible compared to the total habitat available within the region; and (2) the candidate sites have been subject to varying degrees of previous disturbance (e.g., agriculture, grazing, oil and gas development) that has altered habitat.

Ground Operations. Ground operations would have the potential to affect biological resources only in the localized areas within the emitter and Electronic Scoring Sites. Since existing data and surveys establish that these sites contain neither threatened nor endangered species, and do not represent important habitat for sensitive species, impacts to biological resources due to ground operations would be unlikely.

4.3.4 Alternative C: IR-178/Texon MOA

The affected environment represents a subset of the area in Texas associated with Alternative A: No-Action. Most of the proposed airspace coincides with existing primary or secondary airspace. It is focused on proposed IR-178 and the Texon MOA/ATCAA, and includes the candidate sites for emitters and Electronic Scoring Sites.

Vegetation. Vegetation for the affected area under the airspace matches that described for Alternative A: No-Action (Figure 4.3-5). With the proposed Texon MOA/ATCAA, more grasslands would be included in the affected area. For the candidate Electronic Scoring Sites and emitter sites, the vegetation is generally grassland, but many of the sites have been disturbed by grazing or agriculture.

Wildlife. The wildlife in the affected area is the same as described for Alternative A: No-Action.

Threatened, Endangered, and Sensitive Species. The threatened, endangered, and sensitive species within the affected area match those already described in Alternative B. The same basic areas are affected, so the habitats would also be similar.

ENVIRONMENTAL CONSEQUENCES

Airspace and Flight Operations. As in Alternative B, the potential effects of overflights on wildlife and threatened and endangered species would be negligible.

Studies on an array of bird and mammal species indicate that intermittent short-duration noise from military jet overflights does not result in significant adverse effects. While not all individual species have been studied, data on similar species support this conclusion.

As in Alternative B, airspace associated with Alternative C (IR-178) would overlie historic aplomado falcon range. In this area, proposed average daily sortie-operations would increase by four. Due to the rarity of aplomado falcons within this historic range (e.g., 11 sightings since 1991), the probability that the additional sortie-operations would overfly an aplomado would be negligible. If such an event occurred, data on similar birds suggest that an aplomado would not be deleteriously affected. Bird-aircraft strike potential would increase slightly (refer to Section 4.1), but is expected to remain low. No measurable effects on bird populations are anticipated.

Effects to the mountain plover are the same as for Alternative B. Mountain plover are uncommon residents or occassional visitors in the area under the affected airspace for Alternative C. Therefore, no adverse effect from RBTI aircraft overflight on the mountain plover is expected from this alternative.

Construction. During biological surveys of all candidate emitter sites and Electronic Scoring Sites, no water dependent species (or critical habitat for such species) or wetlands were observed or identified at any of the sites. Construction of these sites would have no impacts to water or wetland-dependent species, including fish, reptiles, birds, or vegetation. No federally listed threatened and endangered species or potential habitat were observed during biological surveys of each of the candidate sites under Alternative C. No impacts to these biological resources would occur.

Potential effects of construction on sensitive species would be minimal, as described for Alternative B. None of the candidate sites contain crucial habitat for such species, and the total amount of area affected would be less than 20 acres.

Ground Operations. For the same reasons discussed under ***Construction***, no impacts to biological resources would be expected.

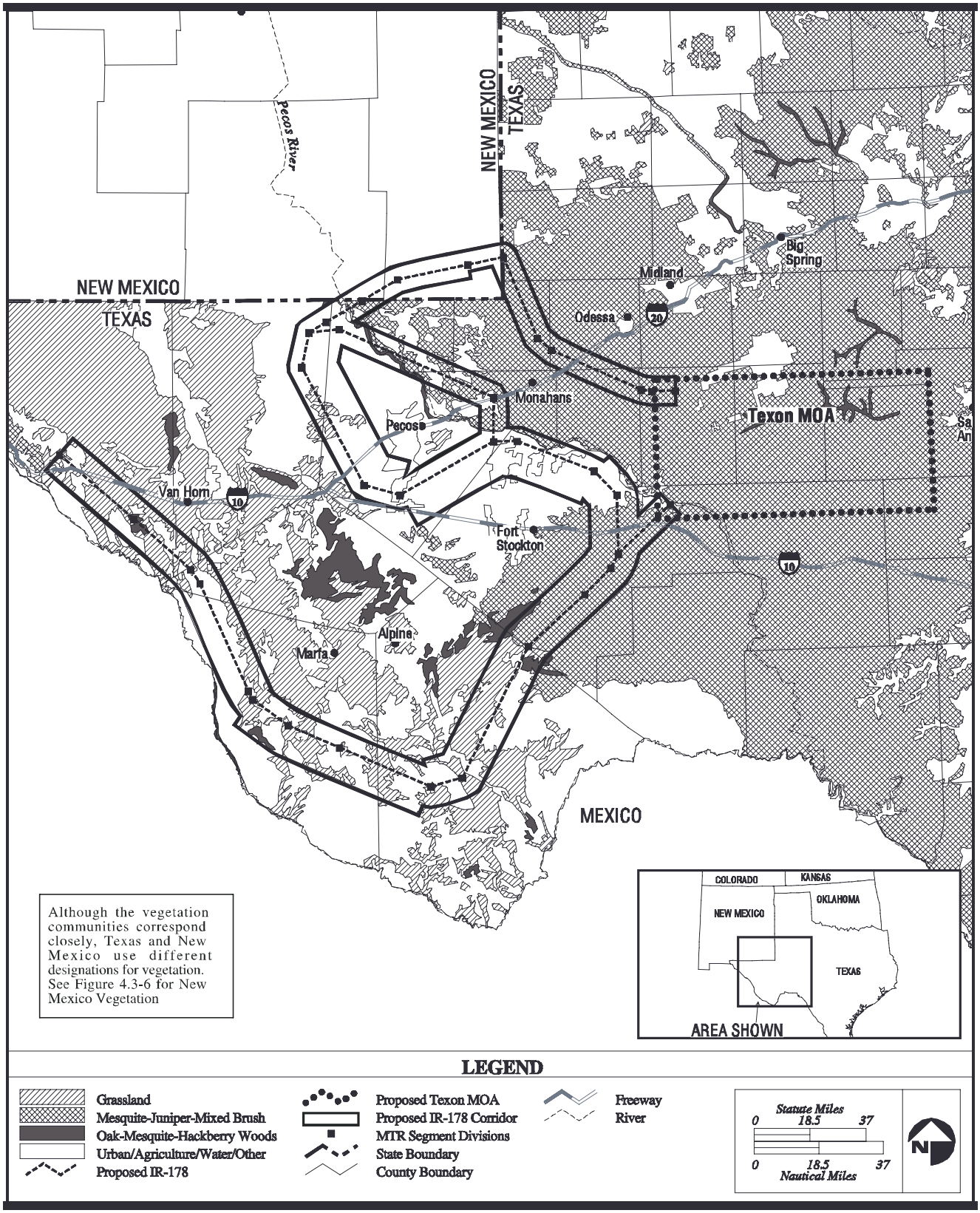
4.3.5 Alternative D: IR-153/Mt. Dora MOA

AFFECTED ENVIRONMENT

The affected environment for Alternative D includes the primary MTRs and MOAs, particularly proposed IR-153 and the secondary MTRs it intersects or overlaps, as well as the Mt. Dora MOA. These airspace units predominantly coincide with existing airspace in northeastern New Mexico. Candidate emitter sites and Electronic Scoring Sites are also part of the affected environment.

Vegetation. Proposed IR-153 overlies a variety of vegetation communities (Figure 4.3-6). Much of the proposed route, especially its southern half, is over Plains-Mesa Grasslands. In its northern extent, IR-153 would overlie areas at higher elevations dominated by ponderosa pine, mixed-conifer, and spruce-fir forests (Figure 4.3-6). Interspersed juniper savanna and montane grasslands dominate lower elevations. In some areas, mesa tops dominated by ponderosa pine and juniper are dissected by steep canyons. Vegetation on canyon slopes and bottoms includes a variety of coniferous and deciduous trees. Plains-Mesa Grasslands dominate the lands under the Mt. Dora MOA, but montane coniferous forest also occurs in this area.

Wildlife. Most of the wildlife occurring under Alternative D airspace consists of those species generally associated with mixed grasslands, although montane,



Texas Vegetation Under Alternative C: IR-178/Texon MOA

Figure 4.3-5

lacustrine, riverine, and riparian habitats also exist within the grasslands. As described previously under Alternative A: No-Action, many of these wildlife species are habitat generalists able to adapt to a range of habitats, but most are adapted to aquatic, wetland, or riparian habitats. Appendix H lists common, representative species in the area. The abundance and diversity of resident and migratory wildlife are greatest around riparian areas, lakes, reservoirs, and ephemeral playas. These areas provide important resident and migratory waterfowl habitat, in addition to habitat for amphibians, reptiles, and mammals.

In the portions of IR-153 overlying areas of coniferous forests, common wildlife include skink, kingsnake, Cooper's hawk, great-horned owl, dark-eyed junco, American dipper, mountain chickadee, northern flicker, elk, mule deer, and chipmunk. Sand hills and scrub communities under proposed IR-153 possess the least species diversity for wildlife.

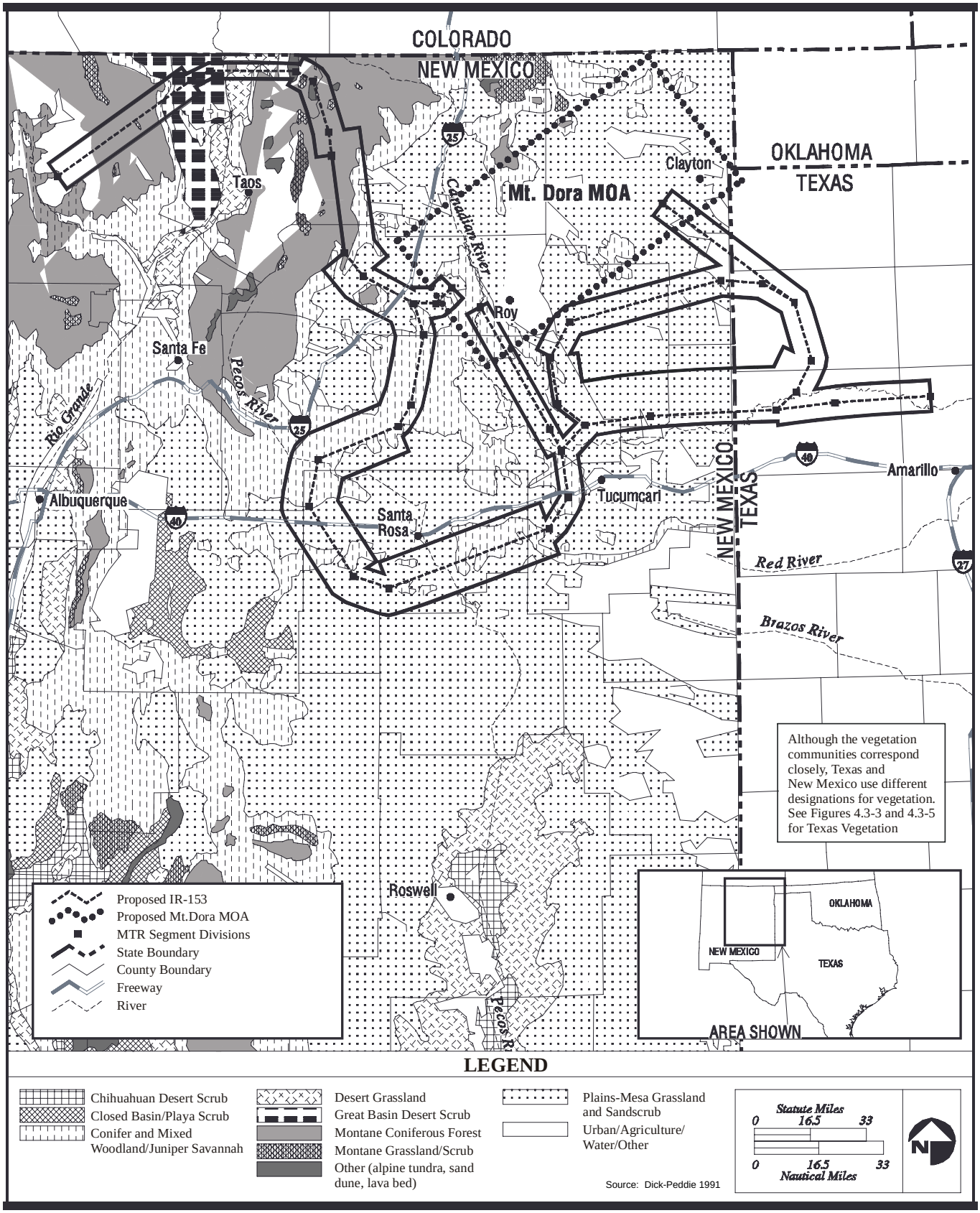
The Valle Vidal Management Unit underlies the portion of the MTR directly adjacent to the Colorado-New Mexico border (segments BC-CD). This is a critical elk calving and wintering habitat that supports a substantial number of resident and migratory elk, which generally occupy the area in December and stay until April (Stephenson, personal communication 1999).

Threatened, Endangered, and Sensitive Species. A total of 12 federal endangered or threatened species occur within northeastern New Mexico under and around the affected area for Alternative D. Appendix H (Table H-12) lists these species. Of this total, one is a plant and three are fish. Surveys of the candidate emitter sites and Electronic Scoring Sites demonstrate that none of these species or their habitat occur on or near the sites. Since aircraft overflights do not affect these species, and construction would not affect their habitat, these species warrant no further analysis.

Eight federally listed amphibian, bird, and mammal species have the potential to occur in this part of New Mexico: bald eagle, Mexican spotted owl, southwestern willow flycatcher, interior least tern, piping plover, whooping crane, brown pelican, and black-footed ferret. Four of these species are considered to occur only rarely, if at all, in the region: piping plover, whooping crane, brown pelican, and black-footed ferret. One species, the mountain plover, is a federal candidate species for listing as threatened or endangered.

The piping plover inhabits open beaches, alkali flats, and sandflats of North America. The piping plover breeds primarily along the Atlantic coast from southern Canada to North Carolina, along portions of the Great Lakes, and along rivers and wetlands of the northern Great Plains from southern Canada, south along major prairie rivers (Yellowstone, Missouri, Platte), and into alkali wetlands in northeastern Montana, the Dakotas, Nebraska, and Iowa. During the winter, the bird is found along coastal beaches and mudflats from the Carolinas and Gulf States to Yucatan, Mexico (Haig 1992). In New Mexico, piping plover are considered very rare migrants at wetlands in Colfax, Eddy, Guadalupe, and Socorro counties. They have been reported in the state on only six occasions (Santa Rosa, Brantley, and Springer lakes, Bosque del Apache National Wildlife Refuge [NWR] and Maxwell NWR; and Avalon Reservoir), including twice in April 1995 (NMGF 1997c).

The whooping crane is the rarest of the world's 15 crane species. A combination of habitat preservation, legal protection, and international cooperation between Canada and the U.S. has allowed the only self-sustaining natural wild population, the Aransas/Wood Buffalo population, to increase from a low of 16 known individuals in 1941 to 165 in 1997. This population breeds in Wood Buffalo National Park in northern Alberta and winters at Arkansas NWR on the south coast of Texas, hundreds of miles from the RBTI study area. The whooping crane currently exists in



New Mexico Vegetation Under Alternative D: IR-153/Mt. Dora MOA

Figure 4.3-6

two other wild populations and four captive locations, totaling 185 birds (Meine and Archibald 1996, USFWS 1997).

In 1975, experimental efforts to establish a migratory wild flock through cross-fostering of whooping crane eggs with sandhill crane adults began at Grays Lake NWR in southeastern Idaho. Sandhill crane "foster parents" raised the whooping cranes and taught them their traditional migration route to wintering grounds along the Rio Grande Valley at Bosque del Apache NWR, New Mexico. They winter here from approximately November through February. However, due to high mortality rates, a prolonged drought in the summer range, and the failure of the birds to pair and breed with conspecifics, it was decided to end the cross-fostering program. In 1996 an alternative technique, using ultralight aircraft to teach captive-reared whooping cranes an appropriate migration route and wintering area, was attempted with limited success (Meine and Archibald 1996, USFWS 1997).

Currently only four adult whooping cranes survive from the experimental population: two from the cross-fostered experiments and two from the ultralight technique. Since the only indication of prior occurrence of whooping cranes in New Mexico is in the form of unverified reports from the 1850s, 1938, and the 1960s, NMGF suggested that with the expected extirpation of the experimental flock, procedures of the Wildlife Conservation Act should be initiated to delist the whooping crane from the state list (NMGF 1997d).

The only area where aircraft may potentially affect the four whooping cranes is beneath IR-153, along the Rio Grande, during the fall and spring migration to Bosque del Apache NWR and from Grays Lake NWR, respectively. Although the whooping crane is listed as potentially occurring in that portion of the airspace that overlies the Texas Panhandle, due to the absence of suitable habitat, cranes would be considered rare transients migrating through the area.

The brown pelican was once found in large numbers along the Atlantic, Pacific, and Gulf coasts of the U.S. Today, the bird occurs throughout its historic range, but its numbers are reduced. Brown pelicans are considered rare visitors to New Mexico (and the Texas Panhandle), occurring primarily as immature wanderers during the summer and fall seasons and presumed to be storm-driven birds (NMGF 1997e).

The black-footed ferret has not been observed in Texas since 1963 and in New Mexico since 1934 and as of 1988, it was presumed extirpated in New Mexico. The primary causes of extirpation were habitat alteration, predator control, and prairie dog eradication (Campbell 1995, NMGF 1997a).

The southwestern willow flycatcher requires dense riparian vegetation associated with rivers, streams, springs, lakes, and other watercourses and wetlands for nesting (Tibbitts *et al.* 1994, Sogge *et al.* 1997). As of 1997, there were an estimated 200 breeding pairs in New Mexico, occurring in widely scattered, small populations in less than 25 general locales, predominantly in the southwestern portion of the state along the Gila River (Williams 1997). Critical habitat in New Mexico is restricted to portions of the Gila, San Francisco, and Tularosa rivers in the southwestern corner of the state and is not found under the affected airspace.

The interior least tern nests along coastal beaches and major interior rivers and reservoirs of North America on barren sand kept free of vegetation by natural scouring from tidal or river action. The New Mexico Department of Game and Fish considers the least tern a migratory transient along the Pecos River in Eddy County and a rare vagrant in Catron, De Baca, Rio Arriba, Dona Ana, Socorro, and Otero counties (NMGF 1997g). Interior least terns are regular vagrants at Bosque del

Since the publication of the RBTI Draft EIS, the U.S. Fish and Wildlife Service removed the peregrine falcon from the threatened and endangered species list.

Apache NWR on the Rio Grande. Since 1949, the bird has nested in New Mexico only at or in the vicinity of Bitter Lake NWR, near Roswell, and not under any airspace proposed for RBTI (BLM 1997). In Texas, interior least terns are not found in any counties underlying proposed RBTI airspace for Alternative B.

The bald eagle is a bird of aquatic ecosystems and frequents estuaries, large lakes, reservoirs, major rivers, and some seacoast habitats. However, to support bald eagles such areas must have an adequate prey base, perching areas, and nesting sites. In winter, bald eagles often congregate at specific wintering areas that are generally close to open water and that offer good perch trees and night roosts (Stalmaster 1987). These eagles move frequently and roost singly or in small groups throughout the winter in apparent response to the variable or marginal conditions of weather, prey, and habitat associated with peripheral range (Grubb and Kennedy 1982). Although New Mexico is on the edge of the winter range of bald eagles (Millsap 1986), the state supported an estimated 545 wintering bald eagles in 1996 and 1997 (NMGF 1998). They migrate and winter from the northern border along the San Juan, upper Rio Grande, and upper Pecos, southward regularly to the Gila, lower Rio Grande, middle Pecos, and Canadian valleys. Key winter roost and concentration areas include Navajo Lake, the Chama Valley, Cochiti Lake, the northeastern lakes from Raton to Las Vegas, the lower Canadian valley, Sumner Lake, Elephant Butte Lake, and the upper Gila Basin. The species is occasional elsewhere in summer, and only four nests are known for the state: Caballo Reservoir along the Rio Grande, the Maxwell-Springer area in the northeast, and two nests in the vicinity of Eagle Nest Lake (Williams 1995, 1996; NMGF 1997h).

In Texas, breeding populations of bald eagles occur primarily in the eastern half of the state and along coastal counties. Wintering populations occur primarily in the Panhandle, Central, and East Texas, and in other areas of suitable habitat throughout the state. Wintering populations of eagles occur at Lake Rita Blanca in northern Hartley County, Lake Meredith in the northeastern corner of Potter County, and Buffalo Lake NWR in Randall County (Campbell 1995).

Although the Mexican spotted owl's entire range covers a large area of the southwestern U.S. and Mexico, its distribution within this range is largely unknown. The owl does not occur uniformly throughout its range but rather occupies a fragmented distribution corresponding to the availability of forested mountains and canyons. Between 1990 and 1993, 91 percent of Mexican spotted owls known to exist in the U.S. occurred on land administered by the U.S. Forest Service. The majority of owls occur within 11 national forests in New Mexico and Arizona (USFWS 1995).

The Mexican spotted owl occupies a variety of vegetative habitats but these contain certain common characteristics including: high canopy closure, a multi-layered canopy, uneven-aged stands, downed woody matter, and numerous snags, all of which are indicative of old growth forests (usually greater than 200 years old) and the absence of active management. The mixed-conifer community is the most frequently used vegetative community. Common species of overstory trees are white fir, Douglas fir, and ponderosa pine. In the northern portion of their range, including southern Utah and Colorado, and northern Arizona and New Mexico, much of the owl habitat is characterized by steep slopes and canyons with rocky cliffs. Along the Mogollon Rim in central Arizona and New Mexico, habitat use is less restricted, and owls occur in mixed-conifer forests, ponderosa pine-Gambel oak forests, rocky canyons, and associated riparian forests (USFWS 1993, 1995).

The recovery plan for the Mexican spotted owl divides the owl's range into 11 Recovery Units, six in the U.S. and five in Mexico. Currently affected airspace encompasses a portion of the Southern Rocky Mountains, the New Mexico Recovery

Unit. This unit is the smallest of the six and contains the second lowest concentration of owl sites (4.5 percent). Owl occurrences within the affected area are disjunct and correspond to the mountain ranges where steep sloped and canyon habitats are available. Owls generally inhabit steep terrain and canyons of the Sangre de Cristo Mountains, and occupy canyons incised into volcanic rock in the Jemez Mountains. Patches of mixed-conifer forest which appear to contain attributes of owl habitat exist throughout northern New Mexico (USFWS 1995).

Portions of the Southern Rocky Mountains-New Mexico Recovery Unit underlie proposed IR-153. In general, owls inhabit steep terrain and canyons in this unit and typically occur in mixed-conifer forests on steep slopes in the Sangre de Cristo Mountains. Although privately owned lands comprise almost half the total land within this unit, owls have been found primarily on USFS lands which account for about 27 percent of the land within the unit (USFWS 1995). The Carson and Santa Fe national forests are found within this unit and have an estimated 1 (Carson) and 37 (Santa Fe) protected activity centers (PACs [an area established around a known owl nest or roost site for the purpose of protecting the area]).

Mountain plovers, recently proposed for federal listing as threatened, utilize shortgrass prairies and dry playas dominated by blue grama, buffalo grass, and scattered taller vegetation during the breeding season (Sager 1996). They appear to require some degree of bare ground which is compatible with livestock grazing, prairie dog towns, barren playas, or other disturbed areas (Graul 1975). In late summer and fall, the birds are occassionally observed on agricultural fields. The species does not require a free water source (Sager 1996). Other vegetation includes western wheat grass, four-wing saltbrush, rabbitbrush, snakeweek, cholla, prickly pear, yucca, and occassionally juniper. In north-central and northwestern New Mexico, they occur in basin sagebrush (Sager 1996). The mountain plover migrates to Mexico and the southern point of Texas during the winter which is not underneath any RBTI proposed airspace (Peterson 1990).

Of the 15 counties affected by Alternative D, the mountain plover is considered to potentially occur in all of them. The four Texas counties, Dallum, Hartley, Oldham, and Potter, have a low relative abundance; Dallum has the highest abundance of those four but it is underneath the MOA and would not experience low overflight (USGS PWRC 1999). Flights in Potter county and half of Oldham would be over 2,000 feet AGL, so any occurance of mountain plovers in these areas would not be disturbed by low overflight. Of the remaining New Mexico counties, the mountain plover is considered common in only three of them: Union, Colfax, and Torrance. Union and Colfax, the two counties identified by FWS as of high concern, are underneath the MOA and would not experience low overflight. Torrance is crossed by an MTR in the northeast corner, leaving most of the county undisturbed. The remaining eight counties only have uncommon to rare breeding populations (NMGF 1997i), but these popultaions might experience some disturbance during the breeding season. However, many populations in the state are not expected to suffer adverse effects, including those areas with the highest abundance of mountain plover.

Over 60 species considered sensitive by federal or state agencies occur within counties overlain by elements of Alternative D. These species range from federal candidate species to state species of concern. Most (46) of these species consist of plants, fish, insects, amphibians, and small mammals whose habitat would remain unaffected by construction or operation of ground-based assets in Alternative D. The remainder are primarily birds and mammals that are distributed throughout many portions of the region. The most commonly noted sensitive species match those also associated with Alternatives A, B, and C: ferruginous hawk, loggerhead shrike, burrowing owl, white-face ibis, and Texas horned-lizard.

ENVIRONMENTAL CONSEQUENCES

Airspace and Flight Operations. Potential sources of impacts to wildlife from aircraft overflights are the visual effect of the approaching aircraft and the associated subsonic noise. Any visual impacts would be most likely to occur along those portions of IR-153 that are below 1,000 feet AGL (e.g., segments AB-IJ), the altitude accounting for most reactions to visual stimuli by wildlife (Lamp 1989, Bowles 1995).

The lands under proposed IR-153 would experience an increase of approximately one to ten sortie-operations per day, depending upon the segments flown. The potential for impacts to wildlife and birds would be greatest where the segments permit flight at altitudes below 1,000 feet AGL but above 300 feet AGL. Of the 38 segments on proposed IR-153, 30 would permit overflights below 1,000 feet AGL (Appendix C, Table C-3). It is estimated that approximately 80 percent of the flight activity along these segments would occur below 1,000 feet AGL. The FWS raised concerns regarding the effects of low-altitude overflights on threatened or endangered bird species. None of the flight activity in the proposed Mt. Dora MOA/ATCAA would be below 3,000 feet AGL, and it should not affect wildlife.

The FWS, based on consultations, has indicated that low-altitude flights could result in adverse impacts to sensitive bird species such as the Mexican spotted owl and mountain plover.

Studies on the effects of noise on wildlife have been predominantly conducted on mammals and birds. Studies of subsonic aircraft disturbances on ungulates, in both laboratory and field conditions, have shown that effects are transient and of short duration, and suggest that the animals habituate to the sounds (Workman *et al.* 1992; Krausman *et al.* 1993, 1998; Weisenberger *et al.* 1996). Animals begin to show startle and avoidance behaviors when an intruding noise exceeds the ambient level by 10 to 30 dB (Bowles *et al.* 1991). A sound that is 50 dB over ambient conditions can cause animals to panic and leave a preferred habitat (Bowles *et al.* 1991). These animals habituate relatively rapidly to the noise disturbance, however. Although startle responses may never disappear completely, a continued disturbance that can be habituated to does not force abandonment of young or critical habitat (Bowles *et al.* 1991).

Similarly, the impacts to raptors and other birds from aircraft low-level flights were found to be brief, insignificant, and not detrimental to reproductive success (Smith *et al.* 1988, Lamp 1989, Ellis *et al.* 1991, Grubb and Bowerman 1997). The majority of the MTR will experience an average increase of 10 to 15 dB over the current condition under Alternative D. One section is 18 dB, and the MOA and higher MTR segment near the MOA increased in noise by 3 dB. At no time does the ambient noise range over 63 DNL. A summary of the aircraft overflight effects on wildlife studies reviewed for this analysis is discussed in detail in Appendix G. Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant, adverse impacts to wildlife or threatened, endangered, or sensitive species. Historically, and at present, most (about 90 percent) of the area and wildlife under proposed IR-153 has been subject to low-altitude military overflights.

However, the FWS considers that a greater potential for adverse impacts to threatened or endangered bird species may result from implementing Alternative D. The Carson and Santa Fe National Forests underlie parts of proposed IR-153 (segments AB and EF) and contain large areas of unsurveyed but potential Mexican spotted owl habitat. Recent studies (Malakoff 1997, Wasser *et al.* 1997) suggest that spotted owls may be susceptible to disturbance-induced stress, which could contribute to population declines. Under Alternative D, these areas could be overflown at an altitude of as low as 400 feet AGL approximately 12 times per day (an increase of roughly 10 per day). These areas overlap or intersect secondary MTRs, particularly IR-109. As part of the consultations associated with the Cannon

AFB action described previously, the FWS stipulated the Air Force would survey these areas to determine the locations of owl populations (if any) and avoid overflights by 1,600 feet AGL from March 1 through August 31 annually.

Concentrations of wintering bald eagles occur under the proposed IR-153 (segments HI and QR) and Mt. Dora MOA (Pecos and Canadian rivers, respectively). These segments currently underlie multiple secondary MTRs and have supported low-altitude flight activities for more than a decade. The FWS, however, indicated as part of consultations associated with the Cannon AFB action that flights at or below 2,000 feet AGL from October 1 through March 1 could result in significant adverse impacts to wintering bald eagles (USFWS 1998). On average, 12 to 14 sortie-operations would occur 260 days per year along these segments, with roughly 60 to 80 percent below 1,000 feet AGL. Since overflights associated with the Canadian River under the Mt. Dora MOA/ATCAA would occur at altitudes greater than 3,000 feet AGL, no significant impacts to bald eagles would be expected under the MOA.

Concentrations of bald eagles occur under segments of proposed IR-153.

Bird-aircraft strikes would be expected to remain minimal in the MTR and MOA/ATCAA. Aircrews would employ the Bird Avoidance Model when planning and conducting sorties. Use of this model has minimized the potential for bird-aircraft strikes.

Construction. During biological surveys, no water dependent species, critical habitat for said species, or wetlands were observed or identified at any of the candidate sites for Alternative D. Therefore, the construction of emitters or Electronic Scoring Sites would not impact water or wetland-dependent species.

No federally listed threatened or endangered species, or potential habitat, were observed during biological surveys of each of the candidate Electronic Scoring Sites and emitter sites in New Mexico. Construction would disturb a total of less than 20 acres. While this may cause a reduction in habitat for some wildlife, it would represent a minimal impact. The amount of habitat affected compared to the amount of similar habitat in the region would be miniscule. Additionally, all of the candidate sites have been subject to varying degrees of previous habitat-altering disturbance.

Ground Operations. Since ground operations would occur only at the candidate emitters and Electronic Scoring Sites, and no sensitive biological resources have been identified there, no impacts to biological resources due to ground operations under Alternative D would be expected.

4.3.6 Summary Comparison of Impacts

Table 4.3-1 compares the impacts for all four alternatives with regard to airspace and flight operations, construction, and ground operations. None of the alternatives would have more than moderate effects on natural resources.

The Air Force, in consultation with the FWS, has determined that none of the identified alternatives for the proposed action is likely to adversely affect any listed species or critical habitat. The FWS has concurred with this determination.

Table 4.3-1
Biological Resources Summary Comparison of Impacts

Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
Airspace and Flight Operations	Approximately 6 low-altitude overflights per day over estimated aplomado falcon historic range.	Approximately 10 low-altitude overflights per day over estimated aplomado falcon historic range.	Approximately 10 low-altitude overflights per day over estimated aplomado falcon historic range.	Increase of 10 low-altitude overflights over wintering bald eagle areas and Mexican spotted owl and mountain plover habitat.
Construction	No Effect	Disturbance of less than 20 acres of possible wildlife habitat.	Disturbance of less than 20 acres of possible wildlife habitat.	Disturbance of less than 20 acres of possible wildlife habitat.
Ground Operations	No Effect	No Effect	No Effect	No Effect
Decommissioning	No Effect	No Effect	No Effect	No Effect

4.4 SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE

This section describes and analyzes the general features of the economy--including employment, population, and income--that could be affected by the proposed alternatives. It also addresses environmental justice. Environmental justice, as defined in Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, looks at whether an action disproportionately affects these types of populations.

4.4.1 Methods and Approach

Most direct and indirect socioeconomic effects associated with implementation of any of the action alternatives (Alternative B, C, or D) would occur in the immediate vicinity of where Electronic Scoring Sites and emitter sites would be constructed and operated. Socioeconomics would also be affected in the vicinity of the Electronic Scoring Sites proposed for decommissioning in Harrison, Arkansas, and La Junta, Colorado. Therefore, the primary focus of this analysis is on these communities and the counties in which existing and proposed sites are located (Figure 4.4-1).

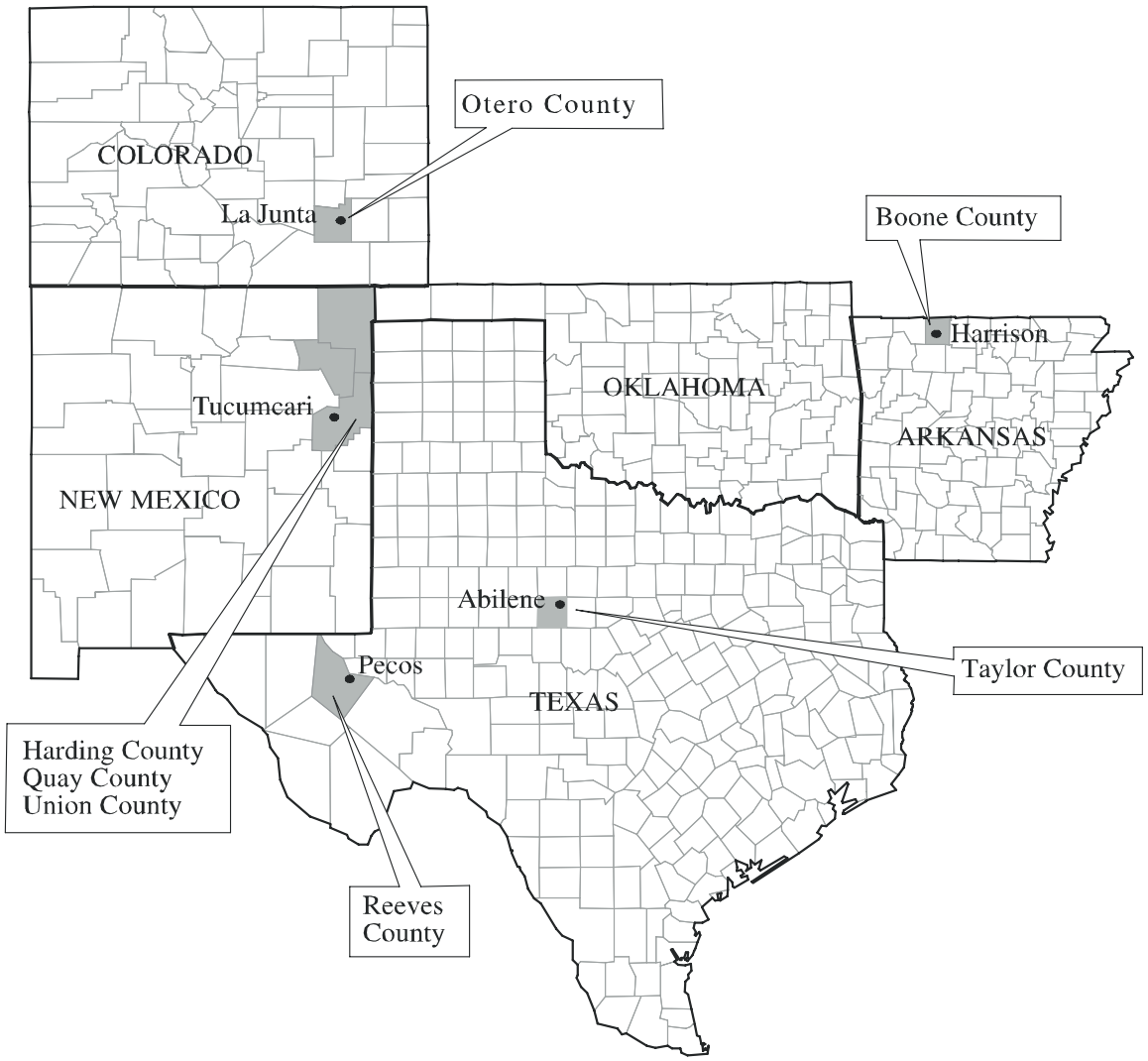
Impacts to the local economies would be generated by the one-time cost of construction and the yearly expenditures on operations and maintenance of the emitter and scoring sites, as well as by the decommissioning of existing Electronic Scoring Sites and the loss of jobs. The primary measures by which socioeconomic impacts were identified include changes to employment, population, and earnings associated with the proposed alternatives. The details of the methodology, assumptions, and calculations are discussed in Appendix I, Socioeconomics.

Other factors related to socioeconomics were identified throughout the public involvement process. Concerns were expressed that aircraft overflights could affect economic pursuits and land values. While these perceptions are recognized, there is little data to support these suppositions.

In 1980, the Air Force prepared an Environmental Impact Report (USAF 1980) analyzing communities in western Texas, southern New Mexico, and parts of Arizona and Nevada. The research focused on the potential impacts supersonic and increased subsonic flight would have on local economies. Factors examined included property values, employment opportunities, environmental amenities (such as hunting), and housing features, as well as community education and health-care services. It concluded that national and regional economic trends had substantially more impact than supersonic or subsonic overflights. While the study is almost 20 years old, the general economies of these communities (e.g., ranching, tourism, and hunting) have changed little. Therefore, drawing similar conclusions for RBTI proposed aircraft overflights are valid.

There is little to suggest that the sporadic and dispersed nature of RBTI overflights would impact land values. Land value studies have been conducted around urban airports and Air Force bases (Fidell *et al*. 1996) and measures of change in value (e.g., Noise Depreciation Sensitivity Index) have been defined. However, these are not applicable to the dispersed, higher altitude, episodic noise under an MTR or MOA. The variability of land values due to the diversity of land uses, locations, and improvements make it difficult to quantify potential impacts, if any, that might be associated with aircraft overflights.

Under an MTR or MOA, changes in conditions from daily overflights may or may not be readily discernable. In MOAs, no standard flight paths exist; in MTRs, overflights are dispersed across the width of the corridor. Both situations indicate



Communities Potentially Affected by RBTI Actions

Figure 4.4-1

that any single location would not likely be subject to consistent, direct overflights and the associated noise. In the present instance, given the rural nature of the region and the history of military use of the associated airspace (see Section 3.4), changes in numbers or types of overflights are not expected to produce measurable impacts on the economic value of the underlying land.

The likelihood of being overflown under the affected airspace varies depending upon the type of airspace unit the aircraft is using. In MTRs, flights are dispersed within the corridor both horizontally and vertically. The width of the MTRs proposed under the alternatives varies from 4 to 16 nm. In the narrower corridors, the potential for a person or a parcel of land to be overflown is greater than in the wider corridors. It is possible, however, that a recreationalist or rancher could be startled if an overflight took place at a specific point of time, but such an event is difficult to predict. In a MOA, the operations are random and widely dispersed. The random nature of operations and the wide altitude structure within the MOA make it unlikely that any one location would be repeatedly overflown. Therefore, no significant adverse consequences to economic activities are expected.

The region of analysis for environmental justice includes the geographic areas underlying the existing and proposed airspace for the alternatives in western Texas and northeastern New Mexico. These areas are located in block numbering areas (BNAs) or census tracts. The analysis examined the anticipated impacts associated with noise levels that communities underlying the affected airspace would experience. The analysis then determined whether these impacts would be disproportionately high and adverse for minority or low-income populations.

Comments received during the public involvement process revealed concerns about the potential effect of increased overflights on ranching and tourism due to increased annoyance of overflown population.

Environmental justice analysis examines disproportionately high or adverse impacts to low income and minority populations as a result of implementation of any of the alternatives. Information contained in the 1990 Census of Population and Housing (U.S. Census Bureau 1990) was used to identify these populations. Although these census data are more than 8 years old, there are no indications that regional trends since 1990 have significantly altered these population characteristics in this region of the U.S. Minority and low-income populations are defined as:

- *Minority Populations:* Persons of Hispanic origin of any race, Blacks, American Indians, Eskimos, Aleuts, Asians, or Pacific Islanders.

- *Low-Income Populations:* Persons living below the poverty level, based on a total annual income of $12,674 for a family of four persons as reported in the 1990 census.

Environmental justice concerns are measured using census tracts and BNAs. BNAs are the rough equivalent of census tracts in rural areas. Because of the rural nature of the region of comparison, BNAs were the predominant unit of measurement.

Socioeconomic effects on a community include the addition of both direct jobs associated with construction and indirect employment of service, retail, and wholesale industry workers.

In 1990, the number of persons living in the portion of each BNA/census tract that falls under MTR corridors and MOAs associated with all alternatives was calculated by dividing the area under the affected airspace within the BNA/census tract by the area of the BNA/census tract, then applying that proportion to the minority and low-income populations. The lands under the affected airspace currently support higher proportions of these groups than is found, on average, nationwide.

In accordance with the *Interim Guide for Environmental Justice with the Environmental Impact Analysis Process* (USAF 1997c), noise levels under the affected airspace were examined. The review of the area established that no populations of any kind, including minority or low-income populations, would be

subject to noise levels of 65 DNL or higher under any alternative. Use of this 65 DNL guideline for the evaluation of environmental justice issues in relation to sporadic military training flights is consistent with the intent of E.O. 12898. Other components of RBTI, including construction, decommissioning of facilities, and operation of new facilities in new areas, are also relevant to evaluating environmental justice. Individually and collectively, these various factors indicate minority and low-income populations would not be adversely affected. For this action, no further assessment of environmental justice is warranted.

Under the Alternative A: No-Action, current socioeconomic activities would remain unchanged. For Alternatives B, C, and D, an approximate 1 to 2 percent increase in the affected county revenues is anticipated and about 45 new jobs would be created. These jobs would be derived from direct employment of construction workers and facility operators and indirect employment of additional service workers in the community. Decommissioning of the two Electronic Scoring Sites in Harrison, Arkansas, and La Junta, Colorado, would decrease county revenues by approximately 1 percent and about 15 indirect jobs would be lost. Under all three action alternatives, minority and low-income populations would not be disproportionately affected by noise generated by aircraft overflights.

4.4.2 Alternative A: No-Action

AFFECTED ENVIRONMENT

For Alternative A: No-Action, the current economic activities associated with the Harrison and La Junta Electronic Scoring Sites would continue unchanged.

The Harrison Electronic Scoring Site, near the city of Harrison, is located in north-central Arkansas in Boone County. The population is approximately 11,500 and represents about 40 percent of Boone county's population (28,297) (U.S. Census 1990). Total employment for the county is about 12,500, primarily employed in wholesale and retail trade, manufacturing, as well as educational and health services industries (U.S. Census 1990). The unemployment rate in the county is 5.9 percent (Arkansas Employment Security Division 1998), and total personal income is $398 million (Geostat 1990). The Harrison Electronic Scoring Site, which began operation in the mid-1990s, employs 30 personnel whose annual salaries contribute $900,000 per year to the local economy (average $30,000 salary) (USAF 1993a). The Air Force contracts a private corporation to manage and maintain this facility and the four associated emitter sites.

The city of La Junta, Colorado, is located in Otero County. City population is approximately 11,300 and represents approximately 56 percent of county population (20,185) (U.S. Census 1990). County employment is 7,656, primarily employed in health and educational services, wholesale and retail trade, manufacturing, and

agriculture (U.S. Census 1990). The unemployment rate is 4.7 percent (Colorado Department of Labor 1998). Total personal income is $274 million (Geostat 1990). The La Junta Electronic Scoring Site began operation in the late 1980s and employs 31 civilian personnel. The annual salaries contribute $930,000 per year to the local economy (average $30,000 salary) (USAF 1993b). Similar to the Harrison site, a private corporation is contracted by the Air Force to manage and maintain this facility and its four associated emitter sites.

ENVIRONMENTAL CONSEQUENCES

No change in socioeconomic conditions would result from implementation of the No-Action Alternative. The Electronic Scoring Sites and associated emitter sites would continue their current operations. Revenues generated from the operation of these sites would continue to accrue to the local communities.

4.4.3 Alternative B: IR-178/Lancer MOA

AFFECTED ENVIRONMENT

For Alternative B, the en route Electronic Scoring Site (with operations and maintenance facilities) would be constructed on one of two sites owned by DoD and currently managed by the Air Force. Located near Dyess AFB in Abilene, Texas, the Electronic Scoring Site would employ 31 civilian personnel.

The city of Abilene, in Taylor County, supports a population of around 110,000 and accounts for approximately 92 percent of the county population (119,655) (U.S. Census 1990). Total county employment is 50,278 and the largest employment sectors are professional services, government, wholesale and retail trade, and manufacturing (U.S. Census 1990). The county unemployment rate averages 4 percent (Texas Labor Market Information 1998). Total personal income is $2.1 billion (Geostat 1990).

For the MTR Electronic Scoring Site, the two candidate sites are located near the town of Pecos, Texas, on private land. The site chosen would be leased by the Air Force. This scoring site would employ 30 civilian personnel.

The city of Pecos is located in Reeves County. Pecos population is 12,000 and represents 76 percent of the county population (15,852) (U.S. Census 1990). Total employment in the county is 5,906 and the largest employment sectors are professional services, wholesale and retail trade, and government (Geostat 1990). The county unemployment rate averages 9 percent (Texas Labor Market Information 1998). Total personal income is $162 million (Geostat 1990).

Construction would create 8 direct short term jobs and 220 indirect, short-term jobs, 140 in Taylor County and 80 in Reeves County.

The candidate emitter sites associated with this alternative would be located in the rural counties of Borden, Brewster, Garza, Pecos, Presidio, Scurry, and Upton, Texas. Since these sites are unmanned and would be managed from the Abilene and Pecos Electronic Scoring Site facilities, the socioeconomic conditions for each county would not be measurably affected and are not described further.

ENVIRONMENTAL CONSEQUENCES

Construction. Under Alternative B, construction costs are estimated to range from $3.6 million to $5 million for each site at Abilene and Pecos. Construction costs for the associated emitter sites would range from $300,000 to $680,000 per site. Construction would take place in the year 2001 and last for 12 to 18 months for each Electronic Scoring Site and about 2 months for each emitter site.

Construction expenditures for the Abilene and Pecos sites would generate temporary, increased revenues of $11,500,000 and $9,000,000 within Taylor and Reeves counties, respectively (for details, see Appendix I, Socioeconomics). Construction of the ten emitter sites would also generate temporary, but lower amounts of revenue in the seven other counties.

Construction activities would employ an average of eight workers at any one time. The required construction force would be drawn from the local labor supply, and no changes to population would occur from construction activities. Indirect short-term jobs associated with construction expenditures would be approximately 140 in Taylor County and 80 in Reeves County. Typically, most indirect jobs are created in the services, wholesale, and retail trade industries. This would represent about 1 percent of current employment in both counties. No one would be expected to move into the area as a result of indirect job growth. Increased earnings as a result of construction activities would total $3,400,000 for Taylor County and $1,900,000 for Reeves County and would represent approximately 1 percent of current county personal income. This 1 percent temporary increase of revenue from construction would be easily absorbed by the local economies.

Ground operations at the Electronic Scoring Sites would create 61 direct jobs and 29 indirect jobs, 17 in Taylor County and 12 in Reeves County.

Ground Operations. The facilities in Abilene and Pecos would employ 31 and 30 people, respectively, at an average salary of $30,000. It is assumed that these personnel would move into the area for employment. Annual maintenance costs for each scoring site would be approximately $150,000. The emitter sites would be unmanned; annual maintenance costs would be less than $50,000.

Ground operations would result in a minor increase of revenues to local economies of $1,300,000 for Taylor County and $900,000 for Reeves County (Appendix I). Given an average household size of 2.8 in Taylor County and 3.3 in Reeves County (U.S. Census 1990), estimated direct population change as a result of operations would be 87 in Taylor County and 99 in Reeves County. This would represent less than 1 percent of either county population. No impacts would be expected to population-affected resources such as schools, libraries, fire and police protection, and housing.

Indirect jobs created as a result of facility operations are estimated to be 17 in Taylor County and 12 in Reeves County. Indirect job growth would represent less than 1 percent of county employment. The local labor pool would be expected to absorb this additional demand; no significant change in the unemployment rates and no in-migration of labor would be expected. Increased earnings of $1,200,000 and $1,100,000 for Taylor and Reeves Counties, respectively, as a result of operations would represent approximately 1 percent of current county personal income. The local communities would easily absorb these additional revenues into their economies.

Lost earnings as a result of decommissioning would represent approximately 1 percent of current county personal income for both Boone and Otero Counties.

Decommissioning. Under Alternative B, the existing Harrison Electronic Scoring Site in Boone County, Arkansas, and the La Junta Electronic Scoring Site in Otero County, Colorado, would be decommissioned, and all current employees would move from the area. The equipment from the Electronic Scoring Site facilities and their associated emitter sites would be removed. The building would be offered for sale to other federal and local governmental agencies, and the leased emitter site properties would be returned to the landowners.

Decommissioning would result in decreases in revenue of $1,100,000 and $1,000,000 for the economies of Boone (Harrison site) and Otero (La Junta site) Counties (Appendix I). Given an average household size of 2.5 in Boone and 2.7 in Otero (U.S. Census 1990), direct population loss as a result of decommissioning would be approximately 75 in Boone County and 84 in Otero County. This would

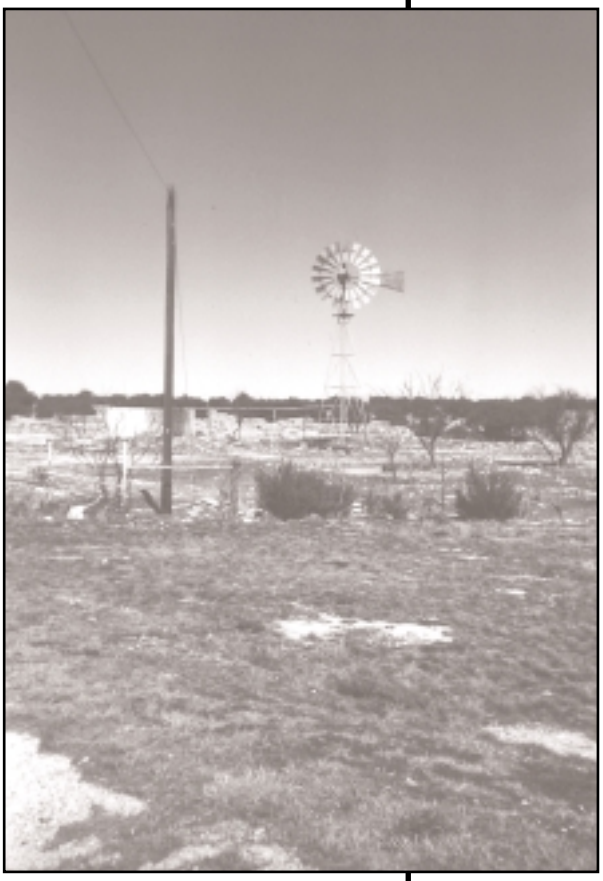
represent less than 1 percent of the total county population. No impacts would be expected to population-affected resources such as schools, libraries, fire and police protection, and housing.

As a result of decommissioning, indirect jobs lost are anticipated to be 15 in Boone County and 14 Otero County. Typically, most indirect job loss occurs in the services, wholesale, and retail trade industries. Indirect job loss would represent less than 1 percent of total county employment. The county economies would be expected to absorb this additional capacity of labor; no significant change in the unemployment rates or out-migration of labor would be expected. Lost earnings of $1,100,000 for Boone County and $1,200,000 for Otero County as a result of decommissioning would represent approximately 1 percent of current county personal income. These 1 percent decreases to the local economies from decommissioning would not represent a significant loss of revenue to the local communities.

4.4.4 Alternative C: IR-178/Texon MOA

Affected Environment

The affected environments for the Abilene and Pecos, Texas, en route and MTR Electronic Scoring Sites are the same as described for Alternative B. The ten candidate emitter sites would also be located in the rural counties of Brewster, Irion, Pecos, Presidio, Reagan, Schleicher, and Upton, Texas. Since these emitter sites would be unmanned and managed from the Abilene and Pecos facilities, the socioeconomic environment for each of these rural counties is not described. Also included in the affected environment would be the communities associated with the Harrison and La Junta Electronic Scoring Sites, as described under Alternative B.



Environmental Consequences

With regard to socioeconomics, the effects of proposed construction, decommissioning, and ground operations under Alternative C would match those described for Alternative B. Changes in population, employment, and earnings would represent only a small fraction of the local economies. It is expected that the changes, both increases and decreases of revenue, population, and jobs, would be easily absorbed by the local communities.

4.4.5 Alternative D: IR-153/Mt. Dora MOA

AFFECTED ENVIRONMENT

Under Alternative D, the proposed Abilene en route Electronic Scoring Site would be developed, and the affected environment would be the same as described for Alternative B. This alternative would also include an MTR Electronic Scoring Site, with operations and maintenance facilities on private land leased by the Air Force near Tucumcari, New Mexico. The facility would be located at one of the three candidate Electronic Scoring Sites and would employ 30 people. These candidate sites are located in Quay, Union, and Harding counties; one would be chosen.

Tucumcari is located in Quay County. The greater Tucumcari population is 8,644 and represents about 80 percent of the county population (10,823) (U.S. Census 1990). Total county employment is 4,359 and the largest employment sectors are professional services, wholesale and retail trade, transportation, and agriculture (U.S. Census 1990). The county unemployment rate is 4.4 percent (New Mexico Department of Labor 1998). Total personal income is $142 million (Geostat 1990).

The population of Union County is 4,124, about half that of Quay County. Agriculture, retail trade, and construction dominate the employment sectors; total employment is 1,671 (U.S. Census 1990). The county unemployment rate averages 3 percent (New Mexico Department of Labor 1998). Total personal income is approximately $24.6 million (U.S. Census 1990).

Harding County's population is 987 and total employment is approximately 400 (U.S. Census 1990). The largest employment sectors are agriculture, retail trade, and construction (U.S. Census 1990). The county unemployment rate averages 4.8 percent (New Mexico Department of Labor 1998). Total personal income is approximately $4.9 million (U.S. Census 1990).

The ten emitter sites associated with Alternative D are located in the rural counties of Colfax, Guadalupe, Harding, Mora, and Union, New Mexico. Since these sites would be unmanned and managed from the Abilene and Tucumcari facilities, the socioeconomic environment for each county is not described.

ENVIRONMENTAL CONSEQUENCES

Construction. For the proposed Abilene site, construction impacts would be the same as described under Alternative B. Construction costs for the proposed Tucumcari scoring site would range from $3.6 million to $5 million. Construction costs for the associated emitter sites would range from $300,000 to $680,000 per site. Construction would take place in the year 2001 and last for 12 to 18 months for the Electronic Scoring Site and less than 2 months for each emitter site.

Construction would create 8 direct short-term jobs and 133 indirect short-term jobs.

Construction expenditures of $9,700,000 would generate temporary, beneficial impacts in the regional economy of either Quay, Union, or Harding Counties depending on the site chosen (Appendix I). Construction of the emitter sites would also generate temporary, minor revenue increases in the local economies.

Construction activities would employ an average of eight workers at any one time. The required construction force would be drawn from the local labor supply. No changes to population would occur from construction activities. Short-term indirect jobs associated with construction expenditures would be approximately 133. Typically, most indirect jobs are created in the services, wholesale, and retail trade industries. This would represent about 2 percent of current regional employment. No in-migration would be expected as a result of new indirect job growth. Increased

earnings of $2,700,000 as a result of construction activities would represent approximately 2 percent of current regional personal income. These relatively small revenue and job increases from construction would be absorbed by the local economy.

Ground Operations. For the proposed Abilene site, ground operations impacts would be the same as described for Alternative B. The facility near Tucumcari would employ 30 people at an average salary of $30,000. It is assumed that all personnel would move to the area for employment. Annual maintenance costs for the Tucumcari site would be approximately $150,000. The emitter sites would be unmanned; annual maintenance costs would be less than $50,000.

Ground operations would result in revenue increases of $1,000,000 for the regional economy (Appendix I). Given an average household size of 2.6 in the tri-county region (U.S. Census 1990), direct population change as a result of operations would be 78. This would represent less than 1 percent of regional population. No impacts would be expected to population-affected resources, such as schools, libraries, fire and police protection, and housing.

Ground operations near Tucumcari would employ 30 people directly and create 14 indirect jobs.

Indirect jobs created as a result of operations would be 14, less than 1 percent of regional employment. The local labor pool would be able to absorb this additional demand; no significant change in the unemployment rates and no in-migration of labor would be expected. Increased earnings of $1,100,000 as a result of operations would represent approximately 1 percent of current regional personal income. These relatively small increases in revenues and job opportunities from operations would be absorbed by the local economies.

Decommissioning. Impacts from decommissioning the La Junta and Harrison Electronic Scoring Sites would be the same as those described under Alternative B. Both Electronic Scoring Sites represent only a 1 percent contribution to the local economies of Harrison and La Junta; therefore, it is not anticipated to noticeably impact economic activities in these communities.

4.4.6 Summary Comparison of Impacts

Table 4.4-1 compares the socioeconomic and environmental justice impacts associated with all four alternatives. Only slight increases and decreases of revenue and job gain or loss would result from Alternatives B, C, or D.

Table 4.4-1.
Socioeconomics and Environmental Justice Summary Comparison of Impacts

Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
Airspace and Flight Operations	No Change	No measureable impacts to socioeconomics. No disproportionate impacts to minority and low-income populations.	Same as Alternative B	No measureable impacts to socioeconomics. No disproportionate impacts to minority and low-income populations.
Construction	No Change	Taylor County: Increase in expenditures and revenue of $11.5 million, earnings of $3.4 million, and short-term, indirect jobs of 140. Reeves County: Increase in expenditures and revenue of $9 million, earnings of $1.9 million and short-term, indirect jobs of 80.	Same as Alternative B	Taylor County: Same as Alternative B. Tri-County Region: Increase in expenditures and revenue of $9.7 million, earnings of $2.7 million and short-term, indirect jobs of 133.
Ground Operations	No Change	Taylor County: Increase in expenditures and revenue of $1.3 million, earnings of $1.2 million and direct (31) and indirect (17) jobs of 48. Reeves County: Increase in expenditures and revenue of $0.9 million, earnings of $1.1 million and direct (30) and indirect (12) jobs of 42.	Same as Alternative B	Taylor County: Same as Alternative B. Tri-County Region: Increase in expenditures and revenue of $1 million, earnings of $1.1 million, and direct (30) and indirect (14) jobs of 44.
Decommissioning	No Change	Boone County: Loss in expenditures and revenue of $1.1 million, earnings of $1.1 million, and direct (31) and indirect (14) jobs of 45. Otero County: Loss in expenditures and revenue of $1 million, earnings of $1.2 million, and direct (30) and indirect (15) jobs of 45. Lost earnings would represent approximately 1 percent of current county personal income for each county.	Same as Alternative B	Same as Alternative B

4.5 CULTURAL RESOURCES

4.5.1 Methods and Approach

Cultural resources are prehistoric and historic sites, buildings, districts, or objects that are important to a culture or community. Cultural resources are divided into three categories: archaeological resources, architectural resources, and traditional cultural resources.

- *Archaeological resources* are places where people changed the ground surface or left artifacts or other physical remains (e.g., arrowheads, bottles). Archaeological resources can be classified as either sites or isolates. Isolates often contain only one or two artifacts, while sites are usually larger and contain more artifacts.

- *Architectural resources* are standing buildings, dams, canals, bridges, windmills, oil wells, and other structures.

- *Traditional cultural properties* are resources associated with the cultural practices and beliefs of a living community that link the community to its past and help maintain its cultural identity. Most traditional cultural properties in New Mexico and Texas are associated with Native Americans. Traditional cultural properties can include archaeological resources, locations of historic events, sacred areas, sources of raw material for making tools and sacred objects, or traditional hunting and gathering areas.

Under the National Historic Preservation Act and various federal regulations, only significant cultural resources are considered when assessing the possible impacts of a federal action. Significant archaeological, architectural, and traditional resources include those that are eligible or recommended as eligible for inclusion in the National Register of Historic Places (National Register). The significance of archaeological and architectural resources is usually determined by using the specific criteria (listed in 36 CFR 60.4), including association with a famous individual, ability to contribute to scientific research, and ability to add to an understanding of history and prehistory. Cultural resources must usually be at least 50 years old to be considered eligible for listing. However, more recent structures such as Cold War-era resources may warrant protection if they manifest "exceptional significance." Traditional cultural resources can be evaluated for National Register eligibility, as well. However, even if a traditional cultural resource is determined to be not eligible for the National Register, it may still be significant to a particular Native American tribe. In this case, such resources may be protected under the Native American Graves Protection and Repatriation Act, the American Indian Religious Freedom Act, and Executive Order 13007, which addresses Indian sacred sites. The significance of a Native American traditional cultural property is determined by consulting with the appropriate Native American tribes.

Under federal laws and regulations, significant cultural resources are considered when assessing the impacts of a federal action.

For this EIS, impacts to cultural resources are evaluated for lands beneath the primary airspace (MTRs and MOAs) and for the locations of the candidate emitter sites and Electronic Scoring Sites and present Electronic Scoring Site locations at Harrison, Arkansas, and La Junta, Colorado.

Information on archaeological and architectural resources within the affected environment was derived by:

- Conducting background research to identify previously recorded National Register properties underneath the affected airspace, and archaeological sites within 1 mile of each candidate emitter, candidate or existing Electronic Scoring Sites.

- Conducting on-the-ground surveys of all candidate emitter sites and Electronic Scoring Sites.

As part of the background research, records searches of the following data sources were carried out:

- The Archaeological Records Management Section of the New Mexico Historic Preservation Division;

- The Texas Archaeological Research Laboratory;

- The database of the National Register of Historic Places; and

- The Colorado Historical Society.

For areas under the affected airspace, only cultural resources listed in the National Register were considered. The Air Force recognizes that hundreds of other cultural resources--some documented and some not yet discovered--exist under the airspace. However, aircraft operations are most likely to affect historic structures and districts where setting is an important criterion for significance. These resources are ones typically found on the National Register. Conversely, if National Register listed properties are not affected by the project elements, then nonlisted resources are unlikely to be affected.

All candidate emitter and Electronic Scoring Sites were examined for cultural resources.

For the candidate emitter sites and Electronic Scoring Sites, all cultural resources were identified. Twenty 15-acre sites in New Mexico and 22 sites in Texas were intensively surveyed for cultural resources. The survey involved close inspection of the ground surface at intervals spaced no more than 25 meters apart. All archaeological resources were identified--even isolated artifacts were recorded. No subsurface excavation of any sort was conducted during the survey and no artifacts were removed.

The results of the field investigations and the Air Force's determinations of National Register eligibility were submitted to the New Mexico and Texas SHPOs for review as part of Section 106 consultation. All archaeological sites recorded during the survey are eligible for the National Register. No archaeological isolates are eligible for the National Register based upon the policies of both the New Mexico and Texas SHPOs. No architectural resources or traditional cultural properties were found during the field survey. The Texas and New Mexico SHPOs are reviewing the Air Force's findings and the Air Force anticipates concurrence with those findings and eligibility determinations. The selected alternative will not be undertaken before measures, if any, are taken to reduce, avoid, or mitigate any adverse effects the action may have on historic properties.

In an ongoing effort to identify traditional cultural properties, the Air Force is in the process of consulting with Native American groups according to the *Presidential Memorandum on Government-to-Government Relations with Native American Tribal Governments, Executive Order 13084,* and *DoD Policy on Indian and Native Alaskan Consultation*. Table 4.5-1 lists the 32 Native American pueblos, tribes, and other organizations contacted by the Air Force regarding RBTI. Groups contacted included those who live in the vicinity of the study area today and those who lived there in the past.

Table 4.5-1
Native American Groups Contacted by the U.S. Air Force

Pueblo of Acoma	Pueblo of San Felipe	Jicarilla Apache Tribe
Pueblo of Cochiti	Pueblo of Santa Ana	Mescalero Apache Tribe
Pueblo of Isleta	Pueblo of Santo Domingo	Navajo Nation
Pueblo of Picuris	Pueblo of Santa Clara	Navajo Nation Council
Pueblo of Pojoaque	Pueblo of Taos	Apache Tribe of Oklahoma
Pueblo of San Ildefonso	Pueblo of Tesuque	Cheyenne-Arapaho Tribes of Oklahoma
Pueblo of Jemez	Zia Pueblo	Caddo Tribe of Oklahoma
Pueblo of Laguna	Pueblo of Zuni	Comanche Tribe of Oklahoma
Pueblo of Sandia	Pueblo of Nambe	Kiowa Tribe of Oklahoma
Pueblo of San Juan	Eight Northern Indian Pueblo Council	Wichita and Affiliated Tribes
All Indian Pueblo Council	Five Sandoval Indian Pueblo, Inc.	

The Air Force contacted 32 Native American pueblos, tribes, and other organizations regarding RBTI.

Procedures for assessing adverse effects to cultural resources are discussed in regulations for 36 CFR 800, National Historic Preservation Act. An action results in adverse effects to a cultural resource eligible to the National Register when it alters the resource characteristics that qualify it for inclusion in the register. Adverse effects are most often a result of physical destruction, damage, or alteration of a resource; alteration of the character of the surrounding environment that contributes to the resource's significance; introduction of visual, audible, or atmospheric intrusions out of character with the resource or its setting; and neglect of the resource resulting in its deterioration or destruction; or transfer, lease, or sale of the property.

Possible sources of adverse effects can include ground disturbance, vandalism, noise, vibrations, visual intrusions, and change in land status that reduces legal protection to the resource. Ground disturbance and vandalism can damage or destroy all types of cultural resources. However, the ground disturbance would be restricted to between 0.25 and 3.0 acres of the 15-acre site, and avoidance of the resources may be possible.

Previous studies have indicated that subsonic noise-related damage to structures is unlikely.

Vandalism is usually associated with increased public access to a resource, and impacts due to visual intrusion or to noise may occur when the setting is altered, either through overflights or construction in an area not primarily exposed to these elements. Changes in land status can adversely affect a significant resource if, under the new owner, the resource is protected by less stringent historic preservation laws or not protected at all. If significant resources are found on federal lands that would be transferred to nonfederal sources, this loss of legal protection is considered to be an adverse effect to the resource. The damage potentially caused by noise, vibrations, and visual intrusion is more difficult to evaluate.

Experimental data and models (Battis 1988, Sutherland 1990, King 1985, King *et al.* 1988) show that damage to architectural resources, including adobe buildings, is unlikely to be caused by subsonic noise and vibrations from aircraft overflights. Subsonic, noise-related vibration damage to structures requires high decibel levels generated at close proximity to the structures and in a low frequency range (USFS 1992, cf. Battis 1983, 1988). Aircraft must generate a maximum sound level (L_{max}) of at least 120 dB at a distance of no more than 150 feet to potentially result in structural damage (Battis 1988) and, even at 130 dB, structural damage is unlikely (Appendix G). Sutherland (1990) found that the probability of damage to a poorly

constructed or poorly maintained wood frame building is less than 0.3 percent even when the building is directly under a large, high-speed aircraft flying only a few hundred feet above the ground. In other words, the probability of an aircraft, such as a B-1, operating at 300 feet AGL and generating a maximum sound of 117 dB directly over such a structure is extremely unlikely to cause damage. Operations at higher altitudes would have a lower potential for causing damage, and structures offset from the flight track have an even lower probability of being affected by low-flying aircraft. Since many archaeological resources consist of buried deposits or artifacts lying on the ground surface, noise, vibration, or visual impacts to archaeological sites and isolates are also considered extremely unlikely.

The effects of noise on cultural resources may also be related to setting. Noise impacts to Native American traditional cultural properties may be related to interference with ceremonies and other traditional activities at sacred sites. Undisturbed habitats, resources, and settings are considered to be critical to religious practices (NPS 1994). Potential impacts can be identified only through consultation with the affected groups.

For RBTI, impacts to cultural resources beneath the affected airspace were assessed by using noise analysis data and sortie-operations numbers to determine whether there would be an increase in noise or visual intrusion from overflights sufficient to affect cultural resources known to exist underneath the airspace. Impacts to cultural resources at the Electronic Scoring Site and emitter locations focused on ground disturbance, land ownership transfers, and increased access to resources.

4.5.2 Alternative A: No-Action

AFFECTED ENVIRONMENT

The affected environment for cultural resources includes the land under the affected airspace and the ESSs at Harrison, Arkansas, and La Junta, Colorado. The affected airspace involves the primary MTRs and MOAs currently used by bombers from Barksdale and Dyess AFBs.

Airspace. As part of the background research, cultural resources currently listed in the National Register near or directly underneath existing primary MTRs and MOAs were identified. Twenty-two properties are currently listed in the National Register (Table 4.5-2). They consist of historical districts, petroglyphs, prehistoric pueblos, houses, courthouses, hotels, and roads. The Santa Fe Trail, the Folsom site, Rabbit Ears, and Wagon Mound (the latter three are National Historic Landmarks) are included in these historic properties.

Table 4.5-2
National Register-Listed Cultural Resources Under Alternative A: No-Action Affected Airspace

Resource Type	*Number of Resources*
Petroglyph sites	2
Pueblos, ruins and other archaeological sites	3
Historic districts	6
Courthouses, schools, and other government and public buildings	5
Houses, mansions, and cabins	1
Farms, ranches, barns, windmills, and other agricultural features	0
Hotels, stores, mills, and other commercial buildings	2
Roads, trails, bridges, dams, ditches, etc.	2
Other cultural resources	1
Total	**22**

There are no Native American reservations beneath the existing MTRs and MOAs (Figure 4.5-1). The Mescalero Apache Reservation is 80 to 115 miles from segments of IR-178 and IR-128/180. Taos Pueblo is less than 10 miles from IR-109 and portions of IR-109 overlie the Jicarilla Apache Reservation. In addition to these two communities, groups within 30 miles of IR-109 and VR-1175/1176 include Santa Clara, San Juan, and Picuris Pueblos. However, these MTRs are secondary routes not used by the bombers. Consultation with Native American groups and organizations did not reveal any information about traditional cultural properties under the existing airspace.

Electronic Scoring Sites. Two existing Electronic Scoring Sites would continue to be used under the No-Action Alternative. Harrison Electronic Scoring Site was constructed in 1994 and surveyed for archaeological sites at that time. The land was leased from a private landowner. No sites were recorded on the property. Since the building is less than 50 years old, it is not considered to be significant. The La Junta Electronic Scoring Site was constructed in 1990. It has not been surveyed for archaeological or architectural resources. The La Junta Electronic Scoring Site is currently located on Federal property.

ENVIRONMENTAL CONSEQUENCES

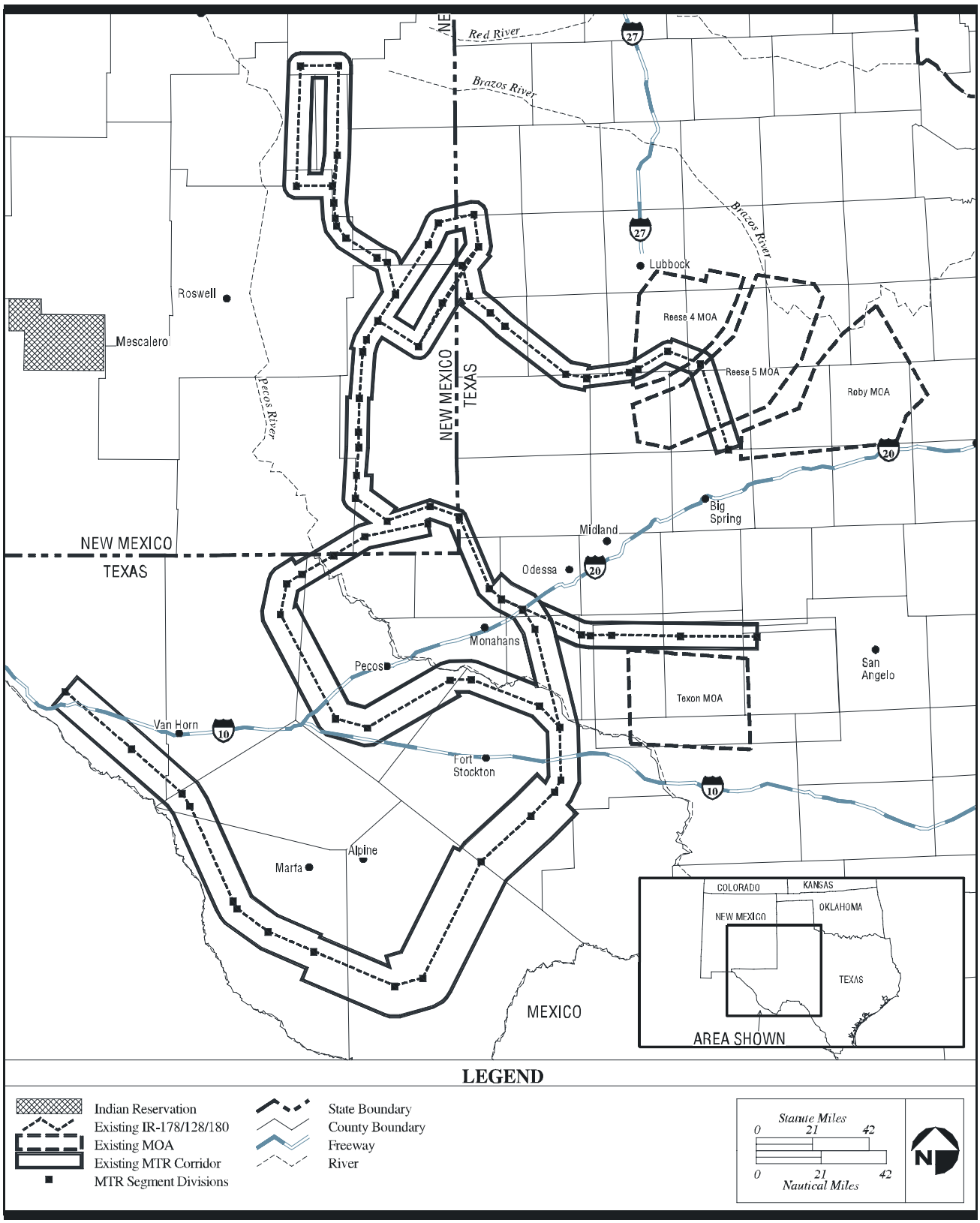
Airspace and Flight Operation. In Alternative A: No-Action there would be no changes to airspace structure, altitude, numbers of sorties, or noise levels (Table 4.5-3). The existing noise levels beneath the airspace do not exceed 59 DNL. Sound exposure levels range from 86 to 116 dB; however, these levels are not expected to cause physical damage to architectural resources. The No-Action Alternative would result in no impact to archaeological sites, historic buildings, traditional cultural properties, or other cultural resources.

Table 4.5-3
Location of National Register-Listed Properties Under Alternative A Affected Airspace

Airspace	*Segment*	*Number of Properties*	*Property Type*	*Affected Environment Noise Level (DNL)*	*Average Daily Sortie-Operations*
IR-178	AB	1	Other	56	6
IR-178	AFAG	1	Courthouse	49-50	1
IR-178	GH	4	Historic District	58-59	6
Mt. Dora MOA		2	Courthouse	<45	1
Mt. Dora MOA		1	Historic District	<45	1
Mt. Dora MOA		1	House	<45	1
Mt. Dora MOA		1	Hotel	<45	1
Mt. Dora MOA		1	Pueblo	<45	1
Mt. Dora MOA		2	Roads	<45	<1
Reese 4 MOA		2	Petroglyph	<45	<1
Reese 4 MOA		1	Hotel	<45	<1
Reese 4 MOA		2	Courthouse	<45	<1
Reese 4 MOA		2	Pueblo	<45	<1
Reese 5 MOA		1	Historic District	<45	<1

Refer to Figure 2.3-1 for segment locations.

Electronic Scoring Sites. Under the No-Action Alternative, the existing operations at the Harrison and La Junta Electronic Scoring Sites would continue at current levels. There would be no construction associated with Alternative A: No-Action or changes to existing operations. Therefore, no changes to cultural resources would occur.



Reservations Within the Region of Alternative A: No-Action

Figure 4.5-1

4.5.3 Alternative B: IR-178/Lancer MOA

AFFECTED ENVIRONMENT

The affected environment includes the lands under the affected airspace and the locations for the candidate emitters, candidate Electronic Scoring Sites, and existing Electronic Scoring Sites at Harrison and La Junta. The affected airspace includes the primary MTRs and MOAs, especially IR-178, as well as Reese 4, Reese 5, and Roby MOAs.

Airspace. As part of the background research, cultural resources currently listed in the National Register underneath the proposed MTRs and MOAs for Alternative B were identified. Fifteen properties are currently listed on the National Register. Among these 15 properties are historic districts, archaeological sites, courthouses, hotels, and other structures (Table 4.5-4). No National Historic Landmarks are located within 20 miles of the affected airspace.

Table 4.5-4
National Register-Listed Cultural Resources
Under Alternative B Affected Airspace

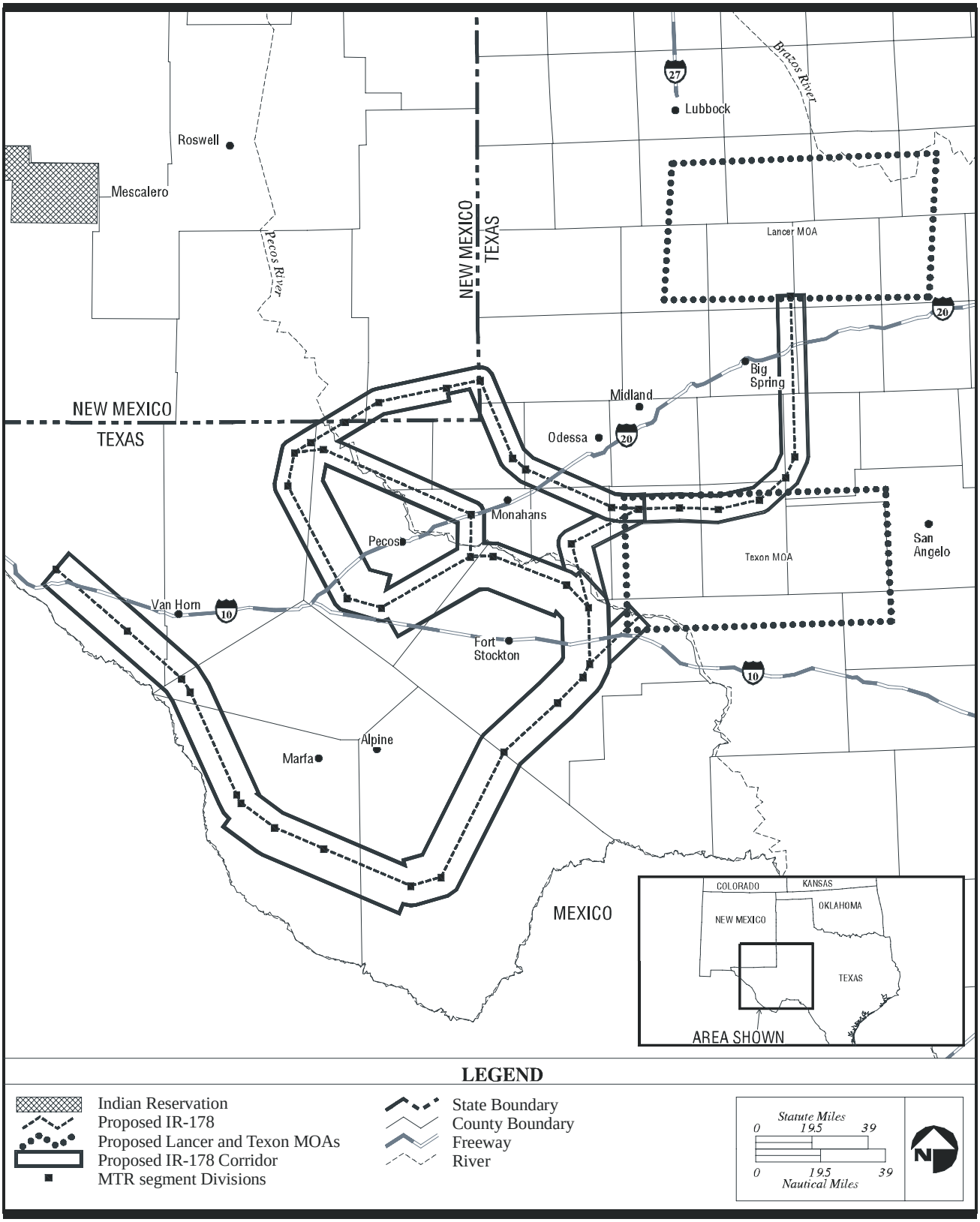
Resource Type	*Number of Resources*
Petroglyph sites	2
Pueblos, ruins, and other archaeological sites	2
Historic districts	5
Courthouses, schools, and other government and public buildings	3
Houses, mansions, and cabins	2
Farms, ranches, barns, windmills, and other agricultural features	0
Hotels, stores, mills, and other commercial buildings	0
Roads, trails, bridges, dams, ditches, etc.	0
Other cultural resources	1
Total	**15**

There are no Native American pueblos or reservations underneath IR-178 or the proposed Lancer MOA. The Mescalero Apache Reservation is about 100 miles from the nearest segment of IR-178 (Figure 4.5-2). No traditional cultural properties have been identified under the affected airspace.

Table 4.5-5
Cultural Resources Associated with Emitter and Scoring Site Locations Under Alternative B

Resource Type	*Number of Resources*
Sites	
Prehistoric	1
Historic	0
Subtotal	**1**
Isolates	
Prehistoric	11
Historic	0
Subtotal	**11**
High Probability Locations	0
Subtotal	**0**
Total	**12**

Emitters and Electronic Scoring Sites. Of the 16 emitter and scoring site locations in Alternative B inspected for cultural resources, 11 contained no prehistoric or historic resources. Of the remaining 5, the survey recorded a prehistoric quarry at 1 site and 11 prehistoric isolated artifacts on 5 emitter/Electronic Scoring Site locations (Table 4.5-5). All of the isolates are stone flakes or tools. The quarry site is considered eligible for listing in the National Register; none of the isolates are considered eligible. The SHPO is reviewing the survey and eligibility determinations; the Air Force anticipates concurrence with the findings and determinations.



Reservations Within the Region of Alternatives B and C **Figure 4.5-2**

ENVIRONMENTAL CONSEQUENCES

Airspace and Flight Operations. Fifteen National Register properties are located underneath the airspace; however, all of these sites are currently overflown by the military. Properties listed on the National Register would be exposed to noise levels from 46 to 61 DNL, with a 1 to 2 dB change in most segments (Table 4.5-6). In segment AB of proposed IR-178, there would be a 5 dB increase and a 12 dB increase in segment AFAG. The property type in segment AB is a multiple property district and in AFAG, a courthouse. Although subject to a 5 dB and 12 dB increase, noise levels would not exceed 61 DNL and the area is already exposed to overflights from military aircraft. For GH, the historic district, noise levels would increase 2 to 3 dB. The increases in noise levels are unlikely to adversely affect resource significance.

Table 4.5-6
National Register Properties Under Alternative B: Proposed IR-178/Lancer MOA

Airspace	*Segment*	*Number of Properties*	*Property Type*	*RBTI Minimum Flight Altitude*	*Baseline Noise Level (DNL)*	*Projected Noise Level*	*Change in Noise level (dB)*	*Increase in Average Daily Sortie-Operations*
IR-178	AB	1	Other	400	56	61	5	4
IR-178	GH	4	Historic District	300	58-59	60-61	2	4
IR-178	AFAG	1	Courthouse	800	46	58	12	4
Lancer MOA		2	Petroglyphs	3,000	<45	46	1	9
Lancer MOA		2	House	3,000	<45	46	1	9
Lancer MOA		2	Courthouse	3,000	<45	46	1	9
Lancer MOA		1	Historic District	3,000	<45	46	1	9
Lancer MOA		2	Pueblos	3,000	<45	46	1	9

Refer to Figure 2.4-3 for segment locations.

Overflights on the MTR segments would increase by four, on average, per day with an increase in nine overflights per day in the MOA. However, MTR segments are 8 to 14 nm wide and the MOA/ATCAA is over 3,200 square nm in size. National Register properties are unlikely to be overflown in the MOA and would only occasionally be overflown on MTRs. Visual intrusions are unlikely to occur.

Sound exposure levels would range from less than 86 to 116 dB. Studies indicate that low altitude overflights, even with noise levels above 120 dB, do not usually cause damage to buildings. It is extremely unlikely that architectural or archaeological resources would be physically damaged by overflights under this alternative.

Because no traditional cultural properties have been identified and because there are no nearby Native American groups, impacts to traditional cultural resources are considered unlikely.

Construction. Construction associated with this alternative could impact one archaeological site eligible for listing in the National Register. However, this site is located on a portion of an existing Air Force facility and may be avoided during construction. Therefore, no adverse impacts to archaeological sites would occur. No architectural resources or traditional cultural properties would be affected by construction.

Ground Operations. One archaeological site could be affected by ground operations if materials were disturbed or collected by personnel. Established procedures for

informing personnel of federal protection of significant resources will be enforced and no impacts to cultural resources would result from operations or maintenance.

Decommissioning. Decommissioning of La Junta Electronic Scoring Site could result in the transfer of land out of federal ownership. No sites or significant structures are known, but the area has not been surveyed and the Colorado SHPO has expressed concern about the significance of the structure. However, since it was constructed in 1990, it is unlikely to be significant. Nevertheless, if the lands were transferred out of federal ownership, then an archaeological and architectural survey would be conducted to record resources and assess their significance. No sites occur at the Harrison Electronic Scoring Site, and no impact from decommissioning would result.

4.5.4 Alternative C: IR-178/Texon MOA

AFFECTED ENVIRONMENT

The affected environment includes the lands under the affected airspace and the locations for the candidate emitters, candidate Electronic Scoring Sites, and existing Electronic Scoring Sites at Harrison and La Junta. The affected airspace includes the primary MTRs and MOAs, especially IR-178 and the proposed Texon MOA/ATCAA.

Airspace. As part of the background research, cultural resources currently listed in the National Register near or directly underneath the proposed MTRs and MOAs for Alternative C were identified. Six properties are currently listed on the National Register. These six properties include historic districts, multiple property listings, and a courthouse (Table 4.5-7). No National Historic Landmarks are located within 20 miles of the affected airspace.

Table 4.5-7
National Register-Listed Cultural Resources Under Alternative C Affected Airspace

Resource Type	*Number of Resources*
Petroglyph sites	0
Pueblos, ruins, and other archaeological sites	0
Historic districts	4
Courthouses, schools, and other government and public buildings	1
Houses, mansions, and cabins	0
Farms, ranches, barns, windmills, and other agricultural features	0
Hotels, stores, mills, and other commercial buildings	0
Roads, trails, bridges, dams, ditches, etc.	0
Other cultural resources	1
Total	**6**

There are no Native American reservations or pueblos underneath IR-178 or the proposed Texon MOA (refer to Figure 4.5-2). The Mescalero Apache Reservation is about 100 miles from the nearest segment of IR-178. No traditional cultural properties have been identified under the affected airspace. Background research on the Harrison and La Junta Electronic Scoring Sites is discussed under Alternative B.

Table 4.5-8
Cultural Resources Associated with Emitter and Scoring Site Locations Under Alternative C

Resource Type	*Number of Resources*
Sites	
Prehistoric	1
Historic	1
Subtotal	**2**
Isolates	
Prehistoric	10
Historic	0
Subtotal	**10**
High Probability Locations	0
Subtotal	**0**
Total	**12**

Emitter and Electronic Scoring Sites. Of the 16 emitter and Electronic Scoring Site locations inspected for cultural resources for Alternative C, 12 contained no prehistoric or historic resources. Of the remaining four, the survey recorded one prehistoric quarry site, one historic trash scatter used from 1910 to 1930, and ten prehistoric isolates (Table 4.5-8), all of which were stone flakes or tools. The two sites are eligible for listing in the National Register; none of the isolates is considered eligible. The SHPO is reviewing the Air Force survey and eligibility determinations, and the Air Force anticipates concurrence.

ENVIRONMENTAL CONSEQUENCES

Airspace and Flight Operations. Six National Register properties are located underneath the airspace; however, all of these sites are currently overflown by the military. Properties listed on the National Register would be exposed to noise levels from 45 to 61 DNL, with a 1 to 2 dB change in most segments (Table 4.5-9). In segment AB of IR-178, there would be a 5 dB increase. The property type in segment AB is a multiple property district. Although subject to a 5 dB increase, noise levels would not exceed 61 DNL and the area is already exposed to overflights from military aircraft. The increases in noise levels are unlikely to adversely affect resource significance.

Table 4.5-9
National Register Properties Under Alternative C: Proposed IR-178/Texon MOA

Airspace	*Segment*	*Number of Properties*	*Property Type*	*RBTI Minimum Flight Altitude*	*Baseline Noise Level (DNL)*	*Projected Noise Level*	*Change in Noise level (dB)*	*Increase in Average Daily Sortie-Operations*
IR-178	AB	1	Other	400	56	61	5	4
IR-178	GH	4	Historic District	300	58-59	60-61	2	4
Texon MOA		1	Courthouse	6,000	<45	46	1	9

Refer to Figure 2.4-6 for segment locations.

Overflights on the MTR segments would increase by 4, on average, per day with an increase in 9 overflights per day in the MOA. However, MTR segments are 12 to 14 nm wide and the MOA/ATCAA is over 3,200 square nm in size. National Register properties are unlikely to be overflown in the MOA and would only occasionally be overflown on MTRs. Visual intrusions are unlikely to occur.

Sound exposure levels would range from less than 86 to 116 dB. Studies indicate that low-altitude overflights, even with noise levels above 120 dB, do not usually cause damage to buildings. It is extremely unlikely that architectural or archaeological resources would be physically damaged by overflights under this alternative.

Because no traditional cultural properties have been identified and because there are no nearby Native American groups, impacts to traditional cultural resources are considered unlikely.

Construction. Construction associated with Alternative C could impact two archaeological sites eligible for listing in the National Register. However, one of the sites is located on a portion of Air Force property and may be avoided during construction. The remaining site is located at the edge of the emitter location and can also be avoided. No impact is expected to archaeological resources. No architectural resources or traditional cultural properties would be affected by construction.

Ground Operations. Two significant sites could be affected by operations. Impacts would be the same as those for Alternative B and could be avoided.

Decommissioning. Impacts due to decommissioning the La Junta Electronic Scoring Site are the same as in Alternative B. No impacts would result from decommissioning Harrison Electronic Scoring Site.

4.5.5 Alternative D: IR-153/Mt. Dora MOA

AFFECTED ENVIRONMENT

The affected environment includes the lands under the affected airspace, the locations for the candidate emitters and Electronic Scoring Sites, and existing Electronic Scoring Sites at Harrison and La Junta. The affected airspace includes the primary MTRs and MOAs, especially proposed IR-153 and the proposed Mt. Dora MOA/ATCAA.

Fifteen National Register-listed properties underlie the affected airspace for Alternative D.

Airspace. As part of the background research, cultural resources currently listed in the National Register near or directly below the proposed MTRs and MOAs for Alternative D were identified. Fifteen properties are currently listed on the National Register (Table 4.5-10). These 15 properties include historic districts; Wagon Mound and Rabbit Ears, both National Historic Landmarks; part of the Santa Fe Trail; courthouses; a store; a hotel; and houses. The Clayton Complex, four sites associated with early settlements, is partially within the area underlying the MOA.

Table 4.5-10
National Register-Listed Cultural Resources
Under Alternative D Affected Airspace

Resource Type	*Number of Resources*
Pueblos, ruins, and other archaeological sites	2[1]
Historic districts	4[2]
Courthouses, schools, and other government and public buildings	3
Houses, mansions, and cabins	4[2]
Hotels, stores, mills, and other commercial buildings	1
Roads, trails, bridges, dams, ditches, etc.	1
Total	**15**

[1] Two historic properties under the airspace are also National Historic Landmarks (Wagon Mound, Rabbit Ears).

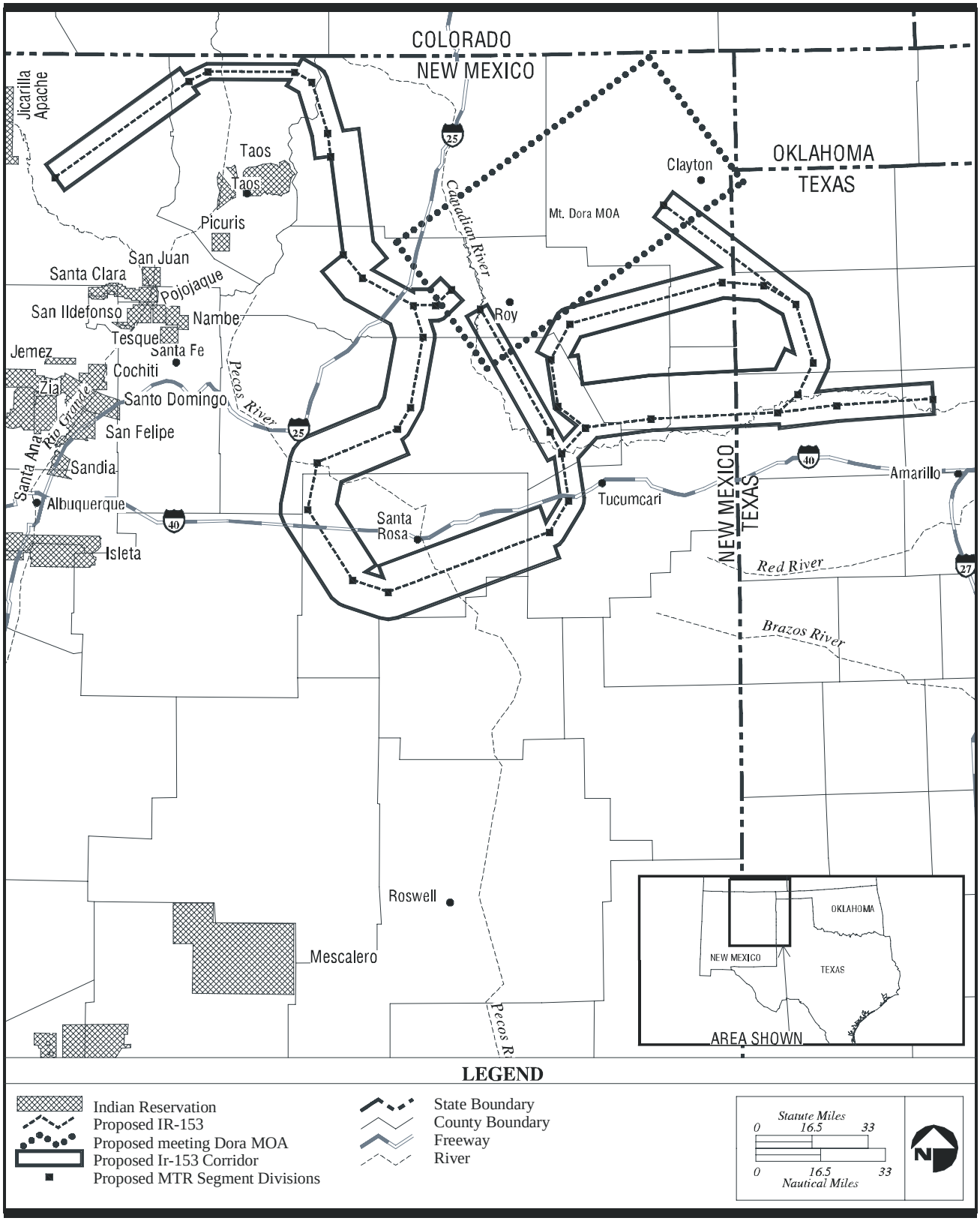
[2] Includes Villa Philmonte Historic District and Maxwell-Abreu House.

There are no Native American reservations or pueblos underneath proposed IR-153 or the proposed Mt. Dora MOA/ATCAA (Figure 4.5-3). Taos Pueblo and the Jicarilla Apache Reservation are each less than 10 miles from different segments of proposed IR-153. In addition to these two communities, Santa Clara, San Juan, and Picuris pueblos are within 30 miles of proposed IR-153. Concern about traditional resources was expressed for areas more than 5 miles from the proposed MTR corridor; however, no traditional cultural properties have been identified under the affected airspace. Background research on the Harrison and La Junta Electronic Scoring Sites are discussed under Alternative B.

Table 4.5-11
Cultural Resources Associated with Emitter and Scoring Site Locations Under Alternative D

Resource Type	*Number of Resources*
Sites	
Prehistoric	4
Historic	1
Subtotal	**5**
Isolates	
Prehistoric	4
Historic	0
Subtotal	**4**
High Probability Locations	1
Subtotal	**1**
Total	**10**

Emitter and Electronic Scoring Sites. Of the 22 emitter and scoring site locations inspected for cultural resources for Alternative D, 14 contained no prehistoric or historic resources. Of the remaining eight, the survey recorded one prehistoric quarry, one historic homestead, three lithic scatters, and four prehistoric isolates (Table 4.5-11). Each of the isolates is a stone tool fragment or flake. The five sites are eligible for listing in the National Register; none of the isolates are eligible. Also, one emitter location did not contain surface evidence of cultural resources, but is believed to have a high potential for buried cultural resources. The New Mexico SHPO is reviewing the Air Force findings and eligibility determinations; the Air Force anticipates concurrence with these findings.



Reservations Within the Region of Alternative D: IR-153/Mt. Dora MOA **Figure 4.5-3**

A summary of the cultural resource investigations for Harrison and La Junta Electronic Scoring Sites is found under Alternative B.

ENVIRONMENTAL CONSEQUENCES

Airspace and Flight Operations. Fifteen National Register properties are located underneath the airspace; however, all of these sites are currently overflown by the military. Properties listed on the National Register would be exposed to noise levels from 45 to 62 DNL, with a 0 to 18 dB change in affected segments (Table 4.5-12). In segments NO and QR of proposed IR-153, there would be a 9 to 10 dB increase, a 17 dB increase in segment IJ, and an 18 dB increase in segment GH. The property types in segments NO and QR are a house and historic district and in GH are the Santa Fe Trail, hotel, houses, and two historic districts. Although subject to an 18 dB increase, noise levels would not exceed 62 DNL, and the area is already exposed to overflights from military aircraft. The increase in noise levels is unlikely to adversely affect the resource significance since these sites are not within a traditional setting. There would be a noticeable change in noise levels for portions of the Santa Fe Trail and Wagon Mound, National Historic Landmarks. The increase in noise could distract from visitors' appreciation of the area, although it would not alter the cultural significance of the resource.

Table 4.5-12
National Register Properties Under Alternative D: Proposed IR-153/Mt. Dora MOA

Airspace	*Segment*	*Number of Properties*	*Property Type*	*RBTI Minimum Flight Altitude*	*Baseline Noise Level (DNL)*	*Projected Noise Level*	*Change in Noise level (dB)*	*Increase in Average Daily Sortie-Operations*
IR-153	GH	2	Historic District[2]	400	<45	62	18	10
IR-153	GH	1	Road	400	<45	62	18	10
IR-153	GH	1	Hotel	400	<45	62	18	10
IR-153	GH	2	House[2]	400	<45	62	18	10
IR-153	IJ	1	Site[1]	400	<45	61	17	10
IR-153	NO	1	Historic District	300	50	60	10	10
IR-153	QR	1	House	300	51	60	9	9
IR-153	ACAD	1	Courthouse	2,000	<45	<45	0	1
Mt. Dora MOA	not applicable	1	Site[1]	1,500	<45	46	1	9
Mt. Dora MOA	not applicable	1	Courthouse	1,500	<45	46	1	9
Mt. Dora MOA	not applicable	1	House	1,500	<45	46	1	9
Mt. Dora MOA	not applicable	1	Historic District	1,500	<45	46	1	9
Mt. Dora MOA	not applicable	1	School	1,500	<45	46	1	9

[1] Two historic properties under the airspace are also National Historic Landmarks (Wagon Mound, Rabbit Ears)
[2] Includes Villa Philmonte Historic District and Kit Carson/Maxwell-Abreu House

Overflights on the MTR segments would increase by 9 to 10, on average, per day. However, MTR segments are 8 to 14 nm wide and the MOA/ATCAA is over 3,200 square nm in size. National Register properties are unlikely to be overflown in the MOA and would only occasionally be overflown on MTRs. Visual intrusions are unlikely to occur.

Sound exposure levels would range from less than 86 to 116 dB. Studies indicate that low-altitude overflights, even with noise levels above 120 dB, do not usually cause damage to buildings. It is extremely unlikely that architectural or archaeological resources would be physically damaged by overflights under this alternative.

No traditional cultural properties have been identified underneath the affected airspace. Reservations and pueblos are found less than 10 miles from portions of the affected airspace. The Air Force will continue its ongoing dialogue with Native American groups to solicit their input about traditional cultural properties and the effects of overflights on their traditional lifestyles.

Construction. Construction associated with Alternative D could impact five archaeological sites eligible for listing in the National Register. However, two of the sites are located at the edge of the parcel or in an area that could be avoided. Three sites were located in the center of the 15-acre parcels and cannot be avoided. If these parcels are selected, then data recovery would be conducted to reduce impacts. Specific mitigation measures are presented in section 2.6.2. No architectural resources or traditional cultural properties would be affected by construction.

Ground Operations. Three significant sites could be affected by operations. Impacts would be the same as Alternative B and could be avoided.

Decommissioning. Impacts due to decommissioning the La Junta Electronic Scoring Site are the same as in Alternative B. No impacts would result from decommissioning the Harrison Electronic Scoring Site.

4.5.6 Summary Comparison of Impacts

Table 4.5-13 compares the impacts for all four alternatives with regard to airspace and flight operations, construction, ground operations, and decommissioning. None of the alternatives would have more than minimal effects on cultural resources.

Table 4.5-13
Cultural Resources Summary Comparison of Impacts

Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
Airspace and Flight Operations	No change to archaeological, architectural, or traditional cultural resources. 22 National Register-listed properties, including 3 National Historic Landmarks currently overflown.	A) No likely effects to archaeological, architectural, or traditional cultural resources. B) 15 National Register-listed properties exposed to changes of 1 to 12 dB in noise levels; average daily sorties increase by 5 in MTR and 9 in MOA but area already overflown.	A) No likely effects to archaeological, architectural, or traditional cultural resources. B) 6 National Register-listed properties exposed to changes of 1 to 5 dB in noise levels; average daily sorties increase by 4 in MTR and 9 in MOA but area already overflown.	A) No likely effects to archaeological, architectural, or traditional cultural resources. B) 15 National Register-listed properties including 2 National Historic Landmarks exposed to changes of 0 to 18 dB in noise levels; average daily sorties increase by 10 in MTR and MOA but area already overflown.
Construction	No Effect	No adverse effects to archaeological, architectural, or traditional resources. Existing site would be avoided.	No adverse effects to archaeological, architectural, or traditional resources. Two existing archaeological sites would be avoided.	No adverse effects to archaeological, architectural, or traditional resources. Five existing archaeological sites would be avoided or mitigated.
Ground Operations	No Effect	No adverse effects to archaeological, architectural, or traditional resources.	Same as Alternative B.	Same as Alternative B.
Decommissioning	No Effect	Transfer of property could affect resources if present, but effects could be avoided or mitigated to insignificant levels.	Same as Alternative B.	Same as Alternative B.

4.6 SOILS AND WATER RESOURCES

4.6.1 Methods and Approach

For this EIS, earth resources--soil (unconsolidated) and bedrock (consolidated) materials--have been narrowed by the scoping process to an analysis of soil. In particular, the EIS focused on soil erosion and loss. Water resources--the occurrence, circulation, and distribution of surface water and groundwater--have been narrowed to water availability and use issues. Surface waters such as rivers, perennial streams, ponds, or lakes, are not examined because none of the candidate emitter and Electronic Scoring Sites would be located within 1 mile of these natural resources. The potential for impacts to paleontological (fossil) resources and groundwater contamination were reviewed at each of the sites but neither was present; therefore, further analysis was not carried forward. Any mineral or water development rights would be retained by the landowner and are not analyzed. Potential adverse effects to soils could result from ground disturbance leading to soil erosion, fugitive dust propagation, and sedimentation. Adverse effects to water resources could result from erosion, runoff, and surface contamination of groundwater.

At the two Electronic Scoring Sites, construction would disturb 3.3 acres; 0.6 acres would be disturbed at each of the ten emitter sites.

Soils and water resources can be affected by ground-disturbing activities, such as construction or grading. Therefore, this analysis focuses on construction and ground operations at the candidate emitter sites and Electronic Scoring Sites that could potentially impact these resources. Aircraft operations in airspace are not considered to be a source of impact to either soil or water resources and are not evaluated.

The Air Force chose level candidate sites with existing access to the maximum extent possible to reduce erosion and soil loss during construction.

Potential erosion losses were predicted for every candidate site using the Universal Soil Loss Equation (Fuller 1984). Estimated gully losses through water erosion were also assessed. Likewise, potential wind erosion losses were predicted using a similar equation (Fuller 1987) and Natural Resource Conservation Service methodologies. Losses attributable to fugitive dust generated during construction activities were estimated using an accepted USEPA relationship. Overall, no significant impacts to soil and water resources are anticipated at any of the proposed emitter and electronic scoring sites. One ton of soil spread over 1 acre is less than the thickness of a dime. When identifying sites, the Air Force looked for level sites with pre-existing access to the maximum extent possible. Existing gravel roads would be graded and/or improved. Best management practices would be followed to minimize any erosion possibilities when constructing emitter and electronic scoring sites or improving any access roads.

4.6.2 Alternative A: No-Action

AFFECTED ENVIRONMENT

The affected environment for the No-Action Alternative includes the La Junta, Colorado, and Harrison, Arkansas, Electronic Scoring Site facilities. Access and parking areas at the La Junta site are paved. At the Harrison location, both the driveway and parking area are graveled. Access roads and parking areas at both locations are regularly maintained and procedures followed to minimize any soil or water erosion.

General water use averages about 5,000 gallons per month at either Electronic Scoring Site. Harrison draws water from the Valley Springs Municipal water supply and La Junta, from the City of La Junta. Wastewater at La Junta is disposed of through city sewer lines; the Harrison site has a 1,800-gallon septic tank on site.

ENVIRONMENTAL CONSEQUENCES

Under the No-Action Alternative, no changes to the current conditions at the Harrison and La Junta Electronic Scoring Sites would occur. Therefore, no changes in the soil and water resources are anticipated.

4.6.3 Alternative B: IR-178/Lancer MOA

AFFECTED ENVIRONMENT

Under Alternative B, two Electronic Scoring Sites and ten emitter sites would be constructed in western Texas. These proposed facilities would be located primarily in the Trans-Pecos, Edwards Plateau, and southern High Plains (Llano Estacado) physiographic provinces. Erosion (the action of particle removal) and sedimentation (the action of particle deposition) forces are responsible for much of the landscape found today. Gradual uplifting of the Rocky Mountains to the northwest, combined with erosional forces of wind and water, reworked the geologic materials, forming layered deposits of varied textures and thickness across eastern New Mexico and western Texas.

Six of the candidate emitter sites and one Electronic Scoring Site have the potential for loss or impact to soil and water resources due to erosion and/or steepness of terrain. Five candidate sites (54, 59, 65, 67, 81) have a moderate to high potential for erosion. Three (59, 91, 93) candidate sites are partially covered with slopes from 5 to 45 percent near their margins; however, no construction or road development would occur on these steeper areas. The access road leading to site 91 has portions that slope about 20 percent.

The proposed Electronic Scoring Sites, 61 and 62, are located at previously disturbed locations. There are pre-existing facilities at both sites; however, the wells supplying potable water and septic tanks have been closed.

ENVIRONMENTAL CONSEQUENCES

Construction. The soil erosion hazard from both wind and water for all construction activities is generally slight to moderate. Potential wind and water erosion losses are expected to be less than 5 tons per site during a 1-month construction period at any one of the candidate emitter sites, including fugitive dust emissions of about 0.4 tons. Because all sites would be graveled or paved (or protected by other best management practices in the case of disturbed road rights-of-way), long-term erosion losses would be negligible. Erosion loss calculations for these sites are found in Appendix J. Potential wind and water erosion losses at the Electronic Scoring Sites are expected to be less than 5 tons per site during a 1-month construction period at any one of the proposed sites, including fugitive dust emissions of about 2.0 tons per site. Because all sites would be graveled or paved (or protected by other best management practices in the case of disturbed road rights-of-way), long-term erosion losses would be negligible.

Long-term erosion losses due to construction under Alternative B would be negligible.

One site (65) has a moderate to high potential for wind erosion. However, this site has been historically farmed, and wind erosion potential could be minimized by application of vegetation cover. Soils at other sites (54, 59) have shrink-swell potentials with ratings that range from slight to severe. In those areas rated as severe, soils may have reduced load-bearing strengths when wet, and may swell or shrink (depending on soil moisture levels), causing damage to foundations, underground pipes, and other structures. Appropriate road and building design methods would be used to minimize these hazards. Because the majority of these sites are located on relatively flat terrain and receive low levels of precipitation, the potential for water erosion would be minimal. While the ground would be disturbed during site preparation and road construction, best management practices for proper grading and stabilizing the site would be undertaken. The potential for erosion from construction in these areas, therefore, is expected to be minimal.

. . . Alternative B IR-178/Lancer MOA

While some candidate emitter sites have erosive soils (54, 81) and steep slopes (91, 93), the potential for runoff and erosion problems occurring are low because these sites would incur little surface disturbance in the long term. Storm runoff management practices would be used to minimize any potential erosion impacts on or off site. To reduce erosion hazard on steep sites, appropriate management practices will be used to direct potential storm runoff from road or pad surfaces into safe outlets.

No significant impacts are anticipated due to ground operations activities under Alternative B.

Ground Operations. Soil and water erosion along access routes and sites would be minimal due to road grading and gravel or paved site pads; therefore, impacts would not be significant. Potable water at any of the proposed Electronic Scoring Sites would come from existing groundwater supplies; either stored in a water tank, or delivered by pipeline. No long-term environmental consequences are expected for groundwater supplies since water consumption is estimated to be approximately 5,000 gallons per month at any of the proposed scoring site facilities.

Because the emitter sites are unmanned, and require only short weekly visits by personnel, no permanent water supply or wastewater treatment would be installed. All standard Air Force precautions would be taken to prevent contaminants (e.g., motor oils, pesticides, septic drainfield discharge, etc.) from reaching old well heads, waterways (intermittent or perennial), and aquifers. No significant impacts are anticipated due to ground operations activities.

4.6.4 Alternative C: IR-178/Texon MOA

AFFECTED ENVIRONMENT

The candidate Electronic Scoring Sites are the same for this alternative as in Alternative B, and the candidate emitter sites are in the same general vicinity as that found in Alternative B. All candidate MOA and MTR emitter sites have a low to moderate potential for erosion. Please refer to section 4.6.3 for an additional discussion of the affected environment.

Under Alternative C, the candidate Electronic Scoring Sites and the six MTR emitter sites are the same. The MOA candidate emitter sites have low to moderate wind and water erosion potential.

ENVIRONMENTAL CONSEQUENCES

The concerns expressed in Alternative B are the same for Alternative C. No significant long-term impacts to soil and water resources are anticipated due to construction or ground operations activities. Erosion losses are expected to be less than 5 tons per site during a 1-month construction period at any one of the proposed sites, including fugitive dust emissions of about 0.4 to 2.0 tons per site. Sites would be treated in a manner similar to that described for Alternative B, and long-term erosion losses would be negligible. Erosion loss calculations for these sites are found in Appendix J.

No significant long-term impacts to soil and water resources are anticipated for Alternative C.

4.6.5 Alternative D: IR-153/Mt. Dora MOA

AFFECTED ENVIRONMENT

Construction activities proposed for Alternative D would be located in northeastern New Mexico and within the High Plains (Llano Estacado) physiographic province, extending from the Texas panhandle westward to the southern Rocky Mountains (Chronic 1987, Sheldon 1979). Geologic processes described in Alternative B are similar for Alternative D (refer to section 4.6.3, Alternative B).

With the exception of the Electronic Scoring Site in Abilene, Texas, all other proposed sites under Alternative D would be located in northeastern New Mexico. The other Electronic Scoring Site would be located in New Mexico.

Fourteen of the seventeen candidate emitter and two Electronic Scoring Site locations have potential for loss or impact to soil and water resources due to erosion and/or steepness of terrain (6, 7, 14, 15, 16, 17, 20, 21, 28, 33, 35, 36, 37, 39, 40, 41). Sites with erosion potential generally occur with steeper slopes; however, none of these sites are located on areas with more than a 5 percent slope.

Currently, no permanent potable water supplies or wastewater disposal systems exist at candidate Electronic Scoring Sites 28, 33, and 34. Sites 28 and 33 have restrictive soil layers and may require specific engineering solutions for septic drainfield construction.

ENVIRONMENTAL CONSEQUENCES

Construction. Several emitter sites (16, 20, 28, 33, 36, 37, 40, and 41) have road and building construction limitations due to soils exhibiting high shrink-swell properties (see section 4.6.3). However, best management practices would be followed to minimize any hazards for newly constructed roads and existing roads would be improved and routinely maintained. To reduce erosion hazard, appropriate management practices would be used to direct potential storm runoff from road or pad surfaces into safe outlets. Wind erosion could occur at six sites (6, 7, 15, 34, 37, and 39).

Potential wind and water erosion losses are expected to be less than 5 tons per site during a 1-month construction period at any one of the proposed sites, including fugitive dust emissions of about 0.4 to 2.0 tons per site. Because all sites would be graveled or paved (or protected by other best management practices in the case of disturbed road rights-of-way), long-term erosion losses would be minimal. Erosion loss calculations for these sites are found in Appendix J.

Ground operations and construction are not expected to cause significant impacts to soil or water resources.

Ground Operations. Potable water at any of the proposed Electronic Scoring Sites would come from existing groundwater supplies; either stored in a water tank or attached to a pipeline where possible. No long-term environmental consequences are expected for groundwater supplies since water consumption is estimated to be approximately 5,000 gallons per month at any of the proposed scoring site facilities in New Mexico or Texas.

Because the proposed scoring facilities would have septic systems installed to support personnel, chances for surface water and groundwater contamination are unlikely. As with Alternatives B and C, the emitter sites are unmanned, and would not require any permanent water supply or wastewater treatment. All Air Force precautions would be taken to prevent contaminants (e.g., motor oils, pesticides, septic drainfield discharge, etc.) from reaching old well heads, waterways

(intermittent or perennial), and aquifers. No significant impacts are anticipated due to ground operations activities on either surface or groundwater resources.

4.6.6 Summary of Comparison Impacts

Table 4.6-1 summarizes impacts to soil and water resources for all four alternatives. Overall, no significant long-term impacts to soil or water would occur due to any alternative. Best management practices would reduce potential impacts to negligible levels.

Table 4.6-1.
Soils and Water Resources Summary Comparison of Impacts

Project Elements	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
Airspace and Flight Operations	No Effect	No Effect	No Effect	No Effect
Construction	No Effect	Potential for soil erosion exists on 7 sites but effects would be avoided or mitigated to insignificant levels. Soil losses of no more than 5 tons per 15-acre site with fugitive dust at 0.4 tons for emitters and 0.6 tons for Electronic Scoring Sites. Best Management Practices would reduce effects to negligible levels. No effect due to water use or availability.	Potential for soil erosion exists on 6 sites but effects would be avoided or mitigated to insignificant levels. Soil losses of no more than 5 tons per 15-acre site with fugitive dust at 0.4 tons for emitters and 0.6 tons for Electronic Scoring Sites. Best Management Practices would reduce effects to negligible levels. No effect due to water use or availability.	Potential for soil erosion exists on 16 sites but effects would be avoided or mitigated to insignificant levels. Soil losses of no more than 5 tons per 15-acre site with fugitive dust at 0.4 tons for emitters and 0.6 tons for Electronic Scoring Sites. Best Management Practices would reduce effects to negligible levels. No effect due to water use or availability.
Ground Operations	Soil and water erosion negligible.	Soil and water erosion negligible.	Soil and water erosion negligible.	Soil and water erosion negligible.
Decommissioning	No Effect	No Effect	No Effect	No Effect

CHAPTER 5

CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

CHAPTER 5
CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

5.1 CUMULATIVE EFFECTS

A cumulative effects analysis within an EIS should consider the potential environmental impacts resulting from "the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions" (40 CFR 1508.7). Assessing cumulative effects involves defining the scope of the other actions and their interrelationship with the proposed action (and alternatives) if they overlap in space and time (CEQ 1997). Cumulative effects are most likely to arise when a proposed action is related to other actions that could occur in the same location or at a similar time. Actions geographically overlapping or close to the proposed action would likely have more potential for a relationship than those farther away. Similarly, actions coinciding in time with a proposed action would have a higher potential for cumulative effects.

To identify cumulative effects, the analysis needs to address three questions:

1. Could affected resource areas of the proposed action interact with the affected resource areas of past, present, or reasonably foreseeable actions?

2. If one or more of the affected resource areas of the proposed action and another action could interact, would the proposed action affect or be affected by impacts of the other action?

3. If such a relationship exists, are there any potentially significant impacts not identified when the proposed action is considered alone?

5.1.1 Scope of Cumulative Effects Analysis

The scope of the cumulative effects analysis involves both the geographic extent of the effects and the time in which the effects could occur. This cumulative effects analysis includes the boundaries of the affected areas for the action alternatives (Alternatives B, C, and D). Actions not occurring within or near these are not considered in the analysis. The time frame for cumulative effects starts in early 2000 when airspace changes proposed under RBTI would most likely be implemented and would continue into the foreseeable future. Construction activities would not likely start until 2001. For the purposes of this analysis, public documents prepared by federal, state, and local government agencies were the primary sources of information for identifying reasonably foreseeable actions.

This analysis considers the cumulative effects of Alternatives B, C, and D. Alternative A: No Action represents status quo conditions, and would form part of the existing environment. As evidenced by the analysis of environmental consequences in Chapter 4 of this EIS, Alternatives B and C are very similar; for this reason, they are treated in a combined fashion in this cumulative analysis.

Cumulative effects analysis also needs to consider the combined additive, or interactive impacts of the accumulation of all elements (refer to section 2.4.1) associated with a single action alternative (e.g., construction plus aircraft operations). In Chapter 4, each resource not only assesses the specific environmental consequences of individual elements, it also accounts for the combined effects of all elements. Since this aspect of cumulative effects was presented in Chapter 4, it will not be discussed further in this section.

5.1.2 Past and Present Actions

Known past and present actions that might result in cumulative effects are all Air Force activities. These past and present actions involve use of primary airspace, or secondary (intersecting) airspace included in one of the RBTI action alternatives (Table 5.1-1). The flight operations of each of these actions have been incorporated into the analysis in this EIS as part of the baseline conditions in the affected airspace environment for the No-Action Alternative and the action alternatives, then incorporated into the analysis for each of the alternatives. Sortie-operations of

Table 5.1-1
Past and Present Actions Already Considered in No-Action and Action Alternatives

Action	Year Implemented	Relationship to RBTI
Stationing of 60 F-16s at Cannon AFB; removal of 99 F/EF-111s[1]	1995	◆ F-16s use Pecos, Mt. Dora, and Bronco MOAs ◆ F-16s fly on eight MTRs that intersect or overlap with proposed IR-153 in Alternative D
Establish the Bronco MOA by consolidating Reese 1, 2, and 3 MOAs[2]	1998	◆ Dyess and Barksdale AFBs aircrews fly 1 percent of the sortie-operations in the Bronco MOA in all alternatives
Relocation and revision of MTR VR-1174/1574 to VR-1175/1176 in northern New Mexico	1998	◆ VR-1175/1176 intersects and overlaps with portions of proposed IR-153 in Alternative D
Changes in type of F-16s at Cannon AFB and training by the Republic of Singapore Air Force[3]	1998	◆ Cannon and RSAF F-16s fly in Pecos and Bronco MOAs associated with Alternatives B, C, and D ◆ Cannon and RSAF F-16s fly in Mt. Dora MOA associated with Alternative D ◆ F-16s fly on eight MTRs that intersect or overlap with proposed IR-153 in Alternative D
Expand German Air Force Operations at Holloman AFB, New Mexico[4]	1999-2000	◆ GAF Tornado aircraft fly in Pecos and Mt. Dora MOAs ◆ GAF Tornado aircraft fly on an MTR that intersects or overlaps with proposed IR-178 in Alternatives B and C, with five MTRs that intersect or overlap with proposed IR-153 in Alternative D
Establishment of 13th Bomb Squadron (B-1s) at Dyess AFB[5]	1997-2000	◆ B-1s from 13th Bomb Squadron use airspace as do other Dyess AFB B-1s in Alternatives B, C, and D

[1]Source: USAF 1995
[2]Source: USAF 1997b
[3]Source: USAF 1998b
[4]Source: USAF 1998a
[5]Source: USAF 1996

overlapping or intersecting airspace units with RBTI alternatives were added to obtain a combined total number of sortie-operations. Past and present actions affecting the RBTI primary airspace were also included within the total use. In each relevant instance, the aircraft noise, air emissions, and aircraft safety rates were integrated with those generated by the RBTI components. This approach applied to all resource categories, so the analysis of impacts presented in Chapter 4 also includes the cumulative effects of these past and present Air Force actions.

5.1.3 Future Proposed Actions

Three proposed actions warrant examination for cumulative effects. Two of the three proposed actions do not directly interact with aspects of any RBTI alternative. The third involves only some additional activities on MTRs associated with the RBTI alternatives. A fourth possible, but not proposed, action could involve flight activities on secondary MTRs within the RBTI study area.

New Drop Zone, Dyess AFB

In addition to bombers, Dyess AFB also supports two squadrons of C-130 transport aircraft. A substantial portion of this squadron's mission involves accurately dropping equipment, food, and other supplies to support ground troops. To train for this mission, C-130 aircrews need to practice a variety of parachute and other drops. The Air Force is proposing to establish a new drop zone training area about 50 miles southwest of Dyess AFB to assist with training. The Air Force has prepared a Draft Environmental Assessment (USAF 1999) and preliminarily determined that the proposed drop zone would not result in any significant impacts. The proposed drop zone would not involve use of any of the same airspace associated with the RBTI alternatives, but would lie northeast of the Texon MOA. The C-130 would fly at 300 feet AGL to accomplish drop zone training, whereas the bombers using the proposed RBTI en route Electronic Scoring Site near Dyess AFB would fly at higher altitudes. The presence of the drop zone at or near the base would not alter the way in which bomber aircrews use the RBTI alternatives. No interaction would occur between the drop zone training and RBTI activities.

Proposed IR-323 in Utah

To improve low-altitude access to the Utah Test and Training Range (west of Salt Lake City), especially for bomber aircraft, the Air Force is proposing to establish a new MTR linked to the range. This proposal, while well outside the RBTI study area, would involve bombers from Barksdale and Dyess AFBs. Approximately 400 annual sortie-operations on the proposed MTR are projected for the bombers from these two bases. Other bomber units from Minot AFB, Ellsworth AFB, Mt. Home AFB, McConnell AFB, Robins AFB, and Whiteman AFB would also fly on the proposed MTR.

However, no interaction exists between the location of proposed IR-323 and the proposed RBTI action alternatives. The sortie-operations conducted by Barksdale and Dyess AFBs' bombers on proposed IR-323 would not be subtracted from the sortie-operations projected under any RBTI action alternative. Rather, use of proposed IR-323 would represent a continuation of training activities by Barksdale and Dyess AFBs' bombers in remote airspace units outside the RBTI study area. For the same reason, RBTI sortie-operations would not increase if proposed IR-323 were not established. No part of the proposed IR-323 activities would involve any airspace in the RBTI study area, nor would they alter the training operations of other (not from Barksdale and Dyess AFBs) users of RBTI primary and secondary airspace. Based on those factors, no cumulative effects would occur.

Defense Training Initiative, Cannon AFB, New Mexico

The Air Force is preparing environmental documentation for increasing the defensive training capability for combat aircrews. This initiative includes the proposed use of chaff and flares by F-16 aircraft from Cannon AFB in New Mexico and Texas in the Pecos/Taiban and Bronco MOAs with associated ATCAAs and the use of chaff on VR-100/125. Chaff consists of hair-thin strands of aluminum-coated silicon ejected by aircraft in order to counter enemy radar and electronic tracking systems. Defensive countermeasure flares (not like those used for light) are pellets of teflon and magnesium designed to burn for about 4 seconds after ejection from an aircraft. Flares "trick" heat seeking missiles by providing an alternative heat source to the targeted aircraft.

The Pecos/Taiban and Bronco MOAs and associated ATCAAs represent neither primary nor secondary airspace for RBTI, and VR-100/125 represents secondary airspace under RBTI alternatives.

Proposed chaff use on VR-100/125 would not increase the number of sortie-operations above that analyzed under RBTI Alternative D. Chaff use would not alter the altitudes used by aircraft in VR-100/125. For these reasons, no additive or cumulative effects would result from the interaction of the proposal and RBTI; environmental conditions in VR-100/125 would not differ from those associated with RBTI Alternative D alone.

German Air Force (GAF) Aircraft Operations, Holloman AFB, New Mexico

The GAF has been conducting sortie-operations within airspace in the RBTI study area since 1992. In 1997, the Air Force proposed to establish a new MTR (IR-102/141) that would support the GAF need for low-altitude training. An Environmental Assessment (USAF 1997a) was completed in June 1997 for this new MTR, along with altitude and boundary expansion of the existing Talon MOA and establishment of an air refueling route. In 1999, the Air Force rescinded its decision to establish the low-altitude route; however, the Talon MOA and air refueling route proposals have proceeded.

Although the proposal to establish a low-altitude route was withdrawn, the need for GAF Tornados to conduct low-altitude training on an MTR may still exist. To meet this training need, the Air Force may, at some time, present a new MTR proposal that could include alternatives consisting of new routes, existing routes, or modifications to the original IR-102/141 proposal. The Air Force would prepare appropriate NEPA documentation for any proposal of this nature.

If one or more alternative MTRs fall within the RBTI study and interact with RBTI primary airspace, the potential for cumulative effects would exist. At this time, no proposal has been advanced and no specific MTRs are being considered, so assessment of potential cumulative effects under RBTI would be highly speculative and unwarranted. Should the Air Force at some time in the future consider a proposal for an MTR to support GAF training, the NEPA documentation related to that action will evaluate the cumulative effects (if any) between the MTR proposal and RBTI.

5.2 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

NEPA requires that environmental analysis include identification of "…any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented." Irreversible and irretrievable resource commitments are related to the use of nonrenewable resources and the effects this use could have on future generations. Irreversible effects primarily result from the use or destruction of a specific resource (e.g., energy and minerals) that cannot be replaced within a reasonable time frame. Irretrievable resource commitments involve the loss in value of an affected resource that cannot be restored as a result of the action (e.g., extinction of a threatened or endangered species or the disturbance of a cultural resource).

For the RBTI action alternatives (Alternatives B, C, and D), most resource commitments are neither irreversible nor irretrievable. Most impacts are short-term and temporary, or longer lasting, but negligible. Those limited resources that may involve a possible irreversible or irretrievable commitment are discussed below.

Implementing an RBTI alternative would require fuels used by aircraft and surface vehicles. The flight activities would result in fuel use for as long as the program continued. Flight activities and surface vehicles supporting aircraft maintenance and operations would use similar amounts of fuels, oils, and lubricants as at present.

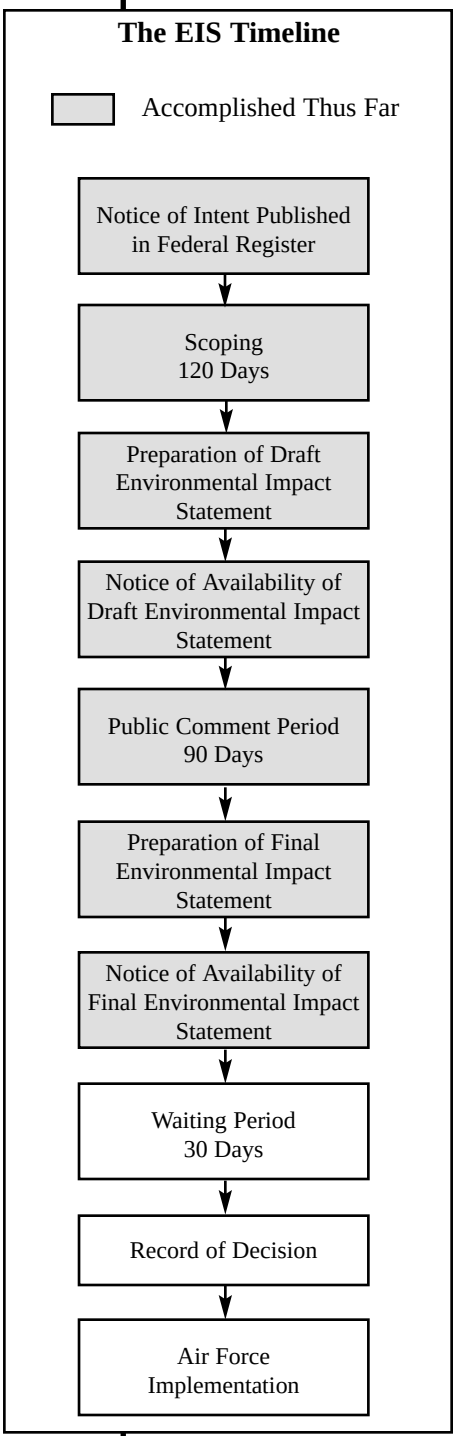
Personal vehicles used by the additional personnel proposed to support the action would consume fuel, oil, and lubricants. The amount of these materials used would not likely exceed that currently used by these same individuals and their families. As such, the proposed action would not increase consumption of these resources. In addition, quantities of steel and other materials used in construction would be committed under the proposed action. The increase in the use of these materials would be minimal.

CHAPTER 6

PUBLIC INVOLVEMENT

CHAPTER 6
PUBLIC INVOLVEMENT PROCESS

The Air Force's environmental impact analysis process (AFI 32-7061) outlines the necessary requirements for public involvement as well as agency and government-to-government consultation when preparing an EIS. For RBTI, public involvement, agency consultation, and government-to-government relations have been conducted in accordance with AFI 32-7061, NEPA and its associated CEQ regulations, and other applicable laws and regulations.



PUBLIC INVOLVEMENT

AFI 32-7061 and CEQ regulations require an early and open process for identifying significant issues related to a proposed action and obtaining input from the public prior to making a decision that could significantly affect the environment. These regulations specify public involvement at various times during the development of an EIS. The public involvement process followed by the Air Force for RBTI has included:

- Community meetings prior to issuing a Notice of Intent (NOI) to prepare the RBTI EIS;
- Scoping comment period and meetings;
- Intergovernmental/ Interagency Coordination of Environmental Planning (IICEP) and agency consultation;
- Newsletters;
- Additional attendance at public meetings following the official scoping period; and
- Public comment period and hearings.

Community Meetings. Efforts for early public involvement began in December 1997, prior to issuance of the NOI to prepare the RBTI EIS. These efforts consisted of six informal community meetings in Texas and New Mexico. Representatives from Dyess and Barksdale AFBs met with community members in Texas (Monahans, Crane, and Ft. Davis) and New Mexico (Roy, Santa Rosa, and Santa Fe) to gain input on the RBTI alternative identification process. These meetings were announced, in advance, in local newspapers and through other media sources. At the meetings, the Air Force described the ideas behind RBTI and then discussed them with the attendees. Input from these community meetings helped shape the RBTI proposal and alternatives.

Scoping Comment Period and Meetings. Official notification of the Air Force RBTI proposal began with publication of the NOI on December 19, 1997, in the Federal Register. This started the scoping period during which the Air Force solicited comments from the public, interest groups, and agencies to help define the scope of analysis for the EIS and to aid in identification of additional alternatives. Press releases announcing the NOI publication were sent that same day to 50 newspapers covering the potentially affected areas in Texas, New Mexico, Arkansas, and Colorado.

In the week that followed, approximately 100 letters were sent to local, state, and federal government agencies and organizations outlining the Air Force proposal and announcing scoping meetings. This notification was performed as part of IICEP (described below). Then, during the first week of January 1998, another set of press releases was faxed to the same 50 newspapers to announce the

locations and schedule for scoping meetings. Advertisements were also placed in local newspapers a week before the meetings. They included in Texas, Alpine Avalanche, Pecos Enterprise, Snyder Daily News, The Big Lake Wildcat, and The Van Horn Advocate; in New Mexico, Quay County Sun (Tucumcari), The Taos News, Union County Leader (Clayton), and Harding County Leader (Roy); in Arkansas, Boone County Headlight (Harrison); and in Colorado, La Junta Tribune-Democrat. The press releases and notices described the proposal and alternatives. They also provided the time, dates, and locations of the meetings.

In late January and early February 1998, scoping meetings were held in the following communities:

- New Mexico: Clayton, Roy, Tucumcari, and Taos
- Texas: Snyder, Pecos, Van Horn, Alpine, and Big Lake

Meetings were also held in Harrison, Arkansas, and La Junta, Colorado, due to the proposed decommissioning of Air Force Electronic Scoring Site facilities at both locations. The official scoping comment period continued from the NOI publication (December 19, 1997) until February 17, 1998. However, this period was extended to April 3, 1998, in response to public interest. About 530 people attended these 11 scoping meetings and almost 250 provided comments. In addition, the public and agencies submitted about 300 comment letters during the scoping period. All comments and letters were reviewed and used to help develop the scope of analysis for the draft EIS (refer to section 2.5).

IICEP and Agency Consultation. IICEP is a federally mandated process for informing and coordinating with other governmental agencies regarding proposed actions. Both NEPA and CEQ regulations require intergovernmental notification prior to making any detailed statement of environmental impacts. Through the IICEP process, concerned federal, state, and local agencies must be notified and allowed sufficient time to evaluate potential environmental impacts of a proposed action. In total, over 100 IICEP letters were sent to agencies and officials including (but not limited to) the FWS, Texas Parks and Wildlife Department, New Mexico Game and Fish, Governors' offices, as well as the State Historic Preservation Officers (SHPOs) in Texas, New Mexico, Colorado, and Arkansas. The FAA, although a cooperating agency for the RBTI EIS, was also included in the IICEP letter distribution. In addition, elected officials from New Mexico, Texas, Colorado, Arkansas, and Louisiana were notified of the proposal. Comments from these agencies and officials were reviewed for incorporation into the environmental analysis.

The IICEP process, which began in January 1998, also offered the Air Force the opportunity to seek data on resources under the jurisdiction of the agency or organization, and to gather information on issues with the RBTI proposal. In particular, the SHPOs from New Mexico and Texas, as well as the regional offices of the FWS, provided important data used in the EIS analysis. Meetings with several agencies have been conducted, including those with the FWS as part of consultation for Section 7 of the Endangered Species Act (refer to section 4.3 for further discussion of this consultation).

Newsletters. To provide additional information on the proposal and the environmental impact analysis process, the Air Force has, to date, sent out three newsletters to interested members of the public and agencies. Newsletter One was mailed to those agencies and individuals that had received IICEP letters. Sent two weeks prior to the scoping meetings, this newsletter described the proposal and alternatives, provided maps illustrating project elements, solicited public comments, and identified an Air Force point-of-contact for those wishing to gather more information. Newsletter Two, sent out following completion of the scoping period, was distributed to all those who received Newsletter One as well as to people who attended scoping meetings or submitted scoping comment letters. This newsletter, sent to over 900 individuals or agencies, described the results of scoping and previewed the next steps in the environmental impact analysis process. Newsletter Three announced the public comment period and the times and locations for public hearings. This newsletter was sent out prior to public distribution of the draft EIS to over 1,000 recipients.

Post-Scoping Public Meetings. Further public involvement came in April 1998 (following the formal scoping period), when Air Force representatives were invited to participate in two meetings held in Taos and Angel Fire by New Mexico Senators Domenici and Bingaman. As invited speakers, the Air Force presented the RBTI proposal. After the presentation, interest groups and the public had the opportunity to present their views and comments. While not part of the formal scoping process, the Air Force considered the comments raised at these meetings in the preparation of the draft EIS. Over 370 people attended in Taos and about 180 in Angel Fire; approximately 50 commentors spoke at each location.

Public Comment Period. The public comment period provided opportunities for government agencies, interest groups, and the public to express concerns regarding analyses conducted for the draft EIS. The official public comment period began with the publication of the Notice of Availability (NOA) on March 19, 1999, in the Federal Register. Over 900 copies of the draft EIS were sent out for public and agency review, including copies to approximately 50 public libraries. In addition, an electronic copy of the draft EIS and appendices was available via the Air Force web site. A six-page newsletter summarizing the proposal and alternatives and soliciting public comments was also distributed to over 900 individuals.

To further inform the public of the draft EIS availability, press releases were sent to approximately 50 newspapers in Texas, New Mexico, Arkansas, and Colorado. All press releases, newspaper advertisements, and newsletters invited the public to express their concerns. In response to the public, a 45-day extension was granted; therefore, the official comment period ended on June 16, 1999.

During the 90-day comment period, public hearings were conducted in communities potentially affected by the proposed action. Fifteen meetings were held in 11 locations in New Mexico (Roy, Angel Fire, Dulce, and Taos), Texas (Abilene, Snyder, Pecos, Alpine, and Big Lake), Harrison, Arkansas and La Junta, Colorado. Meetings in Arkansas and Colorado were held due to the proposed closure of the Air Force Electronic Scoring Site facilities. To ensure proper public notification of the public hearings, notices were placed, at least one week prior to the meetings, in 14 local newspapers advertising the time, dates and location of the meetings. During the hearing meetings, the public was given three means for comment: verbal testimony, written comment sheets, and computerized comment forms.

The public hearings were divided into three sessions. The first session was an "open house" format where displays were presented and Air Force personnel were available for individual questions. The second session was a formal presentation of the proposal and alternatives by the Air Force. The third session allowed the public to

provide verbal comments on the draft EIS. The verbal testimony was presided over by a judge and everyone was allowed a three-minute chance to speak. If time allowed, speakers were allowed additional time to testify. A court reporter recorded all testimony verbatim. The total attendance for all meetings was 1,576 people, with 387 oral and 246 written comments received. In addition, over 1,110 letters were received.

While RBTI public participation opportunities were designed to meet the requirements of NEPA, it was the Air Force's intent to provide the highest level-of-effort and go beyond these basic requirements. The goal was to provide everyone interested in RBTI an ample opportunity to review the information, ask questions, discuss concerns, and provide comments.

GOVERNMENT-TO-GOVERNMENT CONSULTATION

Several laws and regulations require federal agencies to notify or consult with Native American groups or otherwise consider their interests when planning and implementing federal undertakings. In particular, the *Memorandum on Government-to-Government Relations with Native American Tribal Governments, Executive Order 13084,* and *DoD Policy on Indian and Native Alaskan Consultation* specifies the commitment to develop more effective day-to-day working relationships with sovereign tribal governments. As part of Government-to-Government Consultation for RBTI, 32 tribes and/or tribal-affiliated organizations that historically resided in the affected area were notified. At their request, ongoing discussions and consultations have continued throughout the NEPA process with the Jicarilla Apache Tribe and the Taos Pueblo in New Mexico.

CHAPTER 7

REFERENCES AND PERSONS AND AGENCIES CONTACTED

CHAPTER 7
REFERENCES

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CHAPTER 8

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LIST OF PREPARERS

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Debbie Turner	Principal Investigator: GIS	8		*		*	*	*	*							

CHAPTER 9

GLOSSARY

CHAPTER 9
GLOSSARY

Above Ground Level (AGL). The altitude expressed in feet measured above the ground's surface.

Aerial Refueling (AR). The act of receiving fuel efficiently and safely while in flight. Refueling operations are performed in designated aerial refueling tracks or FAA approved airspace.

Aerospace Power. The projection of military force by or from aircraft operating above the earth's surface.

Air Combat Command (ACC). The Air Force Command that operates combat aircraft assigned to bases within the contiguous 48 states, except those assigned to the Air National Guard and the Air Force Reserve Command.

Aircrew. The military personnel whose primary duty is to fly the unit's aircraft. Aircrews must work as an integrated team, with each person performing his or her particular skill as part of a combat team. B-1 aircrews consist of four individuals: the pilot (aircraft commander), copilot, offensive systems officer, and defensive systems officer. B-52 aircrews consist of five individuals: the pilot (aircraft commander), copilot, radar navigator, navigator, and electronic warfare officer.

> *Pilot.* The aircraft commander is responsible for the aircraft and crew. The pilot is primarily responsible for maneuvering the aircraft, avoiding terrain, responding to calls by the defensive system officer and electronic warfare officer, and visual acquisition of threats. The successful accomplishment of the mission is of major importance.
>
> *Copilot.* Assists the pilot in proper flight of the aircraft and shares the responsibilities for the safe, successful completion of the mission. During all critical phases of flight, the copilot monitors aircraft configuration, flight and engine instruments, and terrain clearance to ensure immediate recognition of potentially dangerous conditions. The copilot visually searches for threats as well as supporting the defensive systems officer or electronic warfare officer. More importantly, the copilot is the person integrating offensive and defensive inputs as well as aircraft systems and visual cues. The copilot maintains the situational awareness for the aircrew.
>
> *Offensive Systems Officer (OSO).* Operates and manages the B-1's Offensive Avionics Systems and is directly responsible for all navigation and ordnance delivery. The offensive systems officer also coordinates routing for optimum terrain masking and concentrates on safely accomplishing defensive maneuvers.
>
> *Defensive Systems Officer (DSO).* Operates and manages the defensive avionics to provide electronic and physical defense against ground-based or airborne radar and missile systems that pose a threat to the B-1. The defensive systems officer's primary role is defending the aircraft. The defensive systems officer is responsible for not only management of the defensive systems, but integration of defensive aspects of other aircrew members' duties.

Radar Navigator (RN). This navigator is directly responsible for B-52 ordnance delivery and shares navigational responsibilities with the navigator.

Navigator. Primarily responsible for B-52 navigation from take-off to landing; the navigator shares ordnance delivery responsibilities with the radar navigator. The navigator coordinates routing for optimum terrain masking and avoidance. In case of avionics failures, the navigator is responsible for alternate forms of navigation.

Electronic Warfare Officer (EWO). Operates and manages the B-52 defensive avionics to provide threat detection and countermeasures against all ground and airborne threats.

Air Intercept Training. Air intercept training generally consists of multiple aircraft engaged in air-to-air training. The "friendly" aircraft use visual and electronic techniques to locate and intercept "enemy" aircraft.

Air-to-Air Defensive Maneuvering. These maneuvers are designed to counter attacks by enemy fighter aircraft and consist of air combat maneuvers, basic fighter maneuvers, defensive maneuvers, and dissimilar air combat training.

Air-to-Air Training. Air-to-air training prepares aircrews to achieve and maintain air superiority over the battlefield and defeat enemy aircraft. Air-to-air training often includes some aircraft playing the role of adversaries, or enemy forces. Air-to-air training activities include advanced handling characteristics, air combat training, low-altitude air-to-air training, and air intercept training. This training also requires the use of defensive countermeasures.

Air-to-Ground Training. Air-to-ground training employs all the techniques and maneuvers associated with weapons use and includes low- and high-altitude tactics, navigation, formation flying, target acquisition, and defensive reaction. Training activities include surface attack tactics, different modes of weapons delivery, electronic combat training, and the use of defensive countermeasures.

Air Support of Ground Forces. Air operations supporting ground forces.

Air Traffic Control (ATC). The system used to safely direct aircraft in flight, using controllers from both the FAA and the military.

Air Traffic Control Assigned Airspace (ATCAA). Airspace of defined vertical and lateral limits, assigned by ATC, for the purpose of providing air traffic separation between the specified activities being conducted within the assigned airspace and other instrument flight rules air traffic.

Alternate Exit. Segment of a military training route that permits aircrews to exit without flying to the primary exit point. This procedure optimizes training by allowing aircraft to leave the military training route at a point that best fits the desired training profile.

Anti-Aircraft-Artillery (AAA). Guns used by air defense forces against aircraft.

Average Sortie Duration (ASD). A Bomb Wing's total number of flying hours divided by the number of sorties that must be flown.

Combat Maneuvering. Training designed to achieve proficiency in formation maneuvering and the coordinated application of skills to achieve desired mission results or effectively defend against one or more aircraft or threat systems.

Contingency Operations. An emergency involving military forces caused by natural disasters, terrorists, subversives, or by other military operations.

Conventional Weapons Delivery Training. Training that involves practice ordnance deliveries in a structured, repetitive learning environment. Aircrews fly predetermined flight tracks against visible targets and receive feedback from an on-site range control officer.

Council on Environmental Quality (CEQ). An Executive Office of the President composed of three members appointed by the President, subject to approval by the Senate. Members are to be conscious of and responsive to the scientific, economic, social, esthetic, and cultural needs of the nation; and to formulate and recommend national policies to promote the improvement of the quality of the environment.

Defensive Countermeasures. Coordination of maneuvers and use of aircraft defensive systems designed to negate enemy threats. Those maneuvers (which include climbing, descending, and turning) requiring sufficient airspace to avoid being targeted by threat systems. Aircraft use sophisticated electronic equipment to jam air and ground radar-tracking systems.

Defensive Maneuvers. Maneuvers designed to negate the attack or ordnance of an adversary, either surface-based or airborne.

Electronic Combat. Electronic combat training requires aircrews to interpret radar warning receiver displays, activate electronic countermeasure equipment, and perform evasive maneuvering. This training also includes recognition of the effects of jamming in aircraft systems as well as operating and employing effective electronic counter-countermeasures. Electronic emitters provide the signals that aircrews require for electronic combat training. Electronic combat training is conducted on military training routes, military operation areas, and restricted airspace at a variety of altitudes.

Electronic Countermeasures (ECM). The electronic response to enemy threat radar and associated weapons. Most military aircraft are equipped with sophisticated equipment that can jam or otherwise negate the enemy's equipment that is designed to destroy friendly aircraft.

Electronic Combat Range (ECR). An ECR is a training range that provides capabilities for simulating enemy radar signals. The type of equipment, the ability to simulate a variety of electronic threats, and the flexibility provided varies depending upon the mission of the host unit.

Electronic Scoring Site. The real estate, equipment, and personnel that provide simulation of enemy threat radar and scoring capability for training bomber aircrews. The equipment is specifically designed to provide the realism and flexibility required for integrated aircrew training when the equipment is located in conjunction with other training assets.

Electronic Scoring Site (ESS) System. Electronic emitters that simulate threats, when combined with an Electronic Scoring Site, provide an opportunity for aircrews to conduct realistic training. Arrays of emitters linked with Electronic Scoring Sites and appropriate airspace assets and ground conditions form an ESS system.

Emitter. An electronic device that simulates enemy radar threats used to train aircrews to defend themselves and their aircraft from destruction by enemy air defense forces.

Emitter Site. The piece of land (for RBTI, 15 acres) where an emitter is located.

Environmental Justice. As defined in Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, review must be made as to whether an action disproportionately impacts minority and/or low-income populations.

Formation Training. Two or more aircraft which operate as a single aircraft with regard to navigation and position reporting.

Geographic Information System (GIS). A geographic information system is a computer system that compiles, analyzes, and models information relevant to proposals that require environmental analysis. It is also a tool that assists decision-making by providing a visual depiction of complex data, customized for the situation and circumstances associated with the decision.

Inert Ordnance. Ordnance without the explosive or incendiary material that is found in live ordnance. This inert (non-explosive) ordnance is used by training aircrews authorized to verify that aircraft systems are functioning properly, without the use of live ordnance. Inert ordnance is only used at authorized air-to-ground training ranges.

Instrument Flight Rules (IFR). A standard set of rules that all pilots, both civilian and military, must follow when operating under flight conditions that are more stringent than visual flight rules. These conditions include operating an aircraft in clouds, operating above certain altitudes prescribed by FAA regulations, and operating in some locations like major civilian airports. Air traffic control agencies ensure separation of all aircraft operating under IFR. See Visual Flight Rules.

Instrument Routes (IR). Routes used by military aircraft for conducting low-altitude, high-speed navigation, and tactical training under both Instrument and Visual Flight Rules.

Integrated Aircrew Training. Integrated aircrew training is achieved when all members of an aircrew conduct combat training including the simultaneous accomplishment of weapons employment and defensive actions in reaction to realistic air-to-air or surface-to-air threats.

Interdiction. Interdiction missions are conducted to destroy, disrupt, or delay enemy military potential before this potential can be used against friendly forces. Interdiction is intended to affect the enemy's ability to sustain combat operations by attacking targets like: mass transportation systems, troop staging/concentration points, communications systems, industrial facilities, and material stockpiles. These targets are generally located inside enemy territory, beyond the range of most fighter-bomber assets.

Jet Routes. A route designed to serve aircraft operations from 18,000 feet MSL up to 45,000 feet MSL.

Low-Altitude Navigation. This type of navigation is an activity that aircrews use to find their way to and from a target while flying at low altitudes. Aircrews develop these skills on military training routes and in military operations areas.

Low-Altitude Operations. These operations ensure proficiency in low-altitude navigation, electronic combat training, and low-altitude maneuvering. Low-altitude operations include navigation, formation flying, development of situational awareness of aircrews, and aircraft handling performance characteristics. Low-altitude operations are conducted on military training routes and in military operations areas at or below 5,000 feet AGL.

Maritime Operations. Maritime operations are conducted against enemy naval forces, primarily in international and enemy territorial waters. The primary objective is to hinder or destroy enemy naval forces before they can be employed against friendly forces.

Mean Sea Level (MSL). Altitude expressed in feet measured above average sea level.

Military Operations Area (MOA). Airspace below 18,000 feet MSL established to separate military activities from Instrument Flight Rule traffic and to identify to the pilots of Visual Flight Rule traffic where these activities are conducted.

Military Training Route (MTR). A military training route is a corridor of airspace with defined vertical and lateral dimensions established for conducting military flight training at airspeeds in excess of 250 nm per hour.

Multiple Threat Emitter System (MUTES). Equipment used to mimic over 100 enemy signals located at the electronic scoring sites.

Nautical Mile (nm). Equal to 1.14 statute miles.

No-Drop Ordnance Delivery. This type of delivery allows aircrews to simulate the normal operations of all weapons delivery operations without actually dropping any ordnance. This includes all normal display indications and functions associated with a release.

Nuclear Strategic Attack. Strategic attacks carried out using nuclear weapons as directed by the National Command Authority.

Offensive Counter Air (OCA). Offensive counter air is conducted in the enemy's airspace to attain and maintain air superiority by destroying, neutralizing, or disrupting enemy air power capabilities. The objective is to destroy targets such as aircraft on the ground; air defense facilities; command, control, and communication facilities; airfields and supporting facilities; munitions storage sites; and petroleum, oil, and lubricant storage sites. These targets can significantly impact the enemy's ability to influence the air war.

Offensive Maneuvering. Maneuvers performed by an aircraft to negate the enemy threat.

Ordnance. Any item carried by an aircraft for dropping or firing, including but not limited to, live or inert bombs, ammunition, air-to-air missiles, chaff, and flares. All ordnance delivery associated with RBTI would be electronically simulated.

Re-Entry Route. A re-entry route is an MTR segment designed to re-establish aircraft on a specific route segment for repeating training events, (i.e., multiple passes at an electronic scoring site).

Scoring Site. See Electronic Scoring Site.

See and Avoid. When weather conditions permit, pilots operating under instrument and visual flight routes are required to observe and maneuver to avoid other aircraft.
Surface-to-Air Missile (SAM). A surface-to-air missile is launched from the ground and is designed to destroy aircraft. These missiles can be guided by ground-based radar, visual equipment, or heat-seeking sensors. Aircrews prevent their aircraft from being destroyed by performing defensive countermeasures.

Sortie. A sortie is a single flight, by one aircraft, from takeoff to landing.

Sortie-Operation. The use of one airspace unit (military operations area, military training route, aerial refueling, or restricted area) by one aircraft. The number of sortie-operations is used to quantify the number of uses by aircraft and to accurately measure potential impacts; e.g., noise, air quality, and safety impacts. A sortie-operation is not a measure of how long an aircraft uses an airspace unit, nor does it indicate the number of aircraft in an airspace unit during a given period; it is a measurement of the number of times a single aircraft uses a particular airspace unit.

Special Use Land Management Areas (SULMA). Land areas, designated by federal or state governments, requiring consideration for protection of the values associated with the land.

Strike Package. A strike package is a group of aircraft working together to accomplish an attack intended to inflict damage, seize, or destroy an objective. This package could involve differing types of aircraft.

Suppression of Enemy Air Defenses. This operation is conducted to neutralize, destroy, or temporarily degrade enemy air defensive systems in a specific area by physical attack, deception, and/or electronic warfare.

Tactics. Maneuvers and/or actions designed to effectively defeat enemy threats and deliver ordnance.

Tactical Ordnance Delivery. Tactical ordnance delivery involves using various patterns and techniques to minimize flight path predictability while allowing sufficient time for accurate ordnance delivery. Tactical ranges provide a greater array of targets, configured and spaced to simulate conditions like those expected in combat. Aircrews must acquire the target and accurately deliver ordnance while simultaneously avoiding detection and targeting by air defenses.

Terminal Airspace. A general term used to describe the airspace near a commercial airport, in which approach control service or airport traffic control service is provided.

Terrain Avoidance. The use of B-52 aircraft radar and visual cues to fly a consistent clearance above the terrain at very low altitudes. Successful terrain avoidance will utilize terrain masking and minimize aircraft exposure to enemy threats when flying over mountainous terrain.

Terrain Following. Aircrews use an electronic system to maintain the lowest possible altitude above the ground while following a straight flight path. The system maintains a relative constant altitude above the ground by climbing and descending over terrain features. Navigation is easier, but the aircraft may be exposed to threats when climbing over high terrain. Aircrews plan their flight route to minimize the degree and length of this exposure.

Terrain Masking. Terrain masking blocks visual and electronic detection of the aircraft. The best way is to fly with terrain, such as a mountain or ridgeline, between the aircraft and the threat. To destroy an aircraft with a surface-to-air weapon, a threat system operator must be able to see it, either visually or electronically.
Terrain Variability. Terrain variability is a combination of slope differences and elevation differences. The greater the slope and the higher the elevation, the more terrain variability is found. Or in other words variable terrain has peaks and troughs so that aircraft can fly up and down or around the terrain. Aircraft use this variability to practice terrain avoidance and terrain following maneuvers.

Transient Aircraft. For RBTI, all other military aircraft, other than B-1s stationed at Dyess AFB or B-52s stationed at Barksdale AFB.

Visual Flight Rules (VFR). A standard set of rules that all pilots, both civilian and military, must follow when not operating under Instrument Flight Rules. These rules require that pilots remain clear of clouds and avoid other aircraft. See Instrument Flight Rules.

Visual Routes (VR). Routes used by military aircraft for conducting low-altitude, high speed navigation, and tactical training. These routes are flown under Visual Flight Rules.

Weapons System Officer (WSO). A dual qualified aircrew member that is trained as both an offensive systems officer and defensive systems officer.

CHAPTER 10

LIST OF REPOSITORIES

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RBTI FINAL ENVIRONMENTAL IMPACT STATEMENT REPOSITORIES

Library	*Address*	*City*	*State*	*Zip Code*
New Mexico				
Zimmerman Library	University of New Mexico	Albuquerque	NM	87131
Angel Fire Library	P.O. Box 298	Angel Fire	NM	87710
Cannon AFB Public Affairs Office	100 S. DL Ingram Blvd.	Cannon AFB	NM	88103
Carlsbad Municipal Library	101 S. Halagueno St.	Carlsbad	NM	88220
Eleanor Daggett Library	299 4th	Chama	NM	87520
New Mexico State Library	356 E. 9th St.	Cimarron	NM	87714
Clayton Public Library	17 Chestnut St.	Clayton	NM	88415
Clovis-Carver Library	701 N Main St	Clovis	NM	88101
Jicarilla Apache Reservation Library	Jicarilla Apache Reservation	Dulce	NM	87528
Fort Sumner Public Library	300 E. Sumner Ave.	Ft. Sumner	NM	88119
Las Vegas Carnegie Library	500 National Ave	Las Vegas	NM	87701
David Cargo Public Library	Main St.	Mora	NM	87732
Portales Public Library	218 S. Ave. B	Portales	NM	88130
Raton City Library	244 E. Cook Ave	Raton	NM	87740
Santa Fe Public Library	145 Washington	Santa Fe	NM	87501
Springer Library	600 Colbert Ave	Springer	NM	87747
Taos Public Library	402 Camino De La Placita	Taos	NM	87571
New Mexico State Library	105 W. Main St.	Tucumcari	NM	88401
Texas				
Abilene Public Library	202 Cedar St.	Abilene	TX	79601
Alpine Public Library	203 N. 7th St.	Alpine	TX	79830
Amarillo Public Library	P.O. Box 2171	Amarillo	TX	79189
Stonewall County Library	P.O. Box H	Aspermont	TX	79502
Reagan County	County Courthouse	Big Lake	TX	76932
Howard County	312 Scurry St.	Big Spring	TX	79720
Crane County Library	701 S. Alford St.	Crane	TX	79731
Dallam County Library	420 Denrock Ave.	Dalhart	TX	79022
Dyess AFB Public Affairs Office	466 5th St.	Dyess AFB	TX	79607
Jeff Davis County Library	Court and Main Streets	Ft. Davis	TX	79734
Ft. Stockton Public Library	400 N. Water	Ft. Stockton	TX	79735
Kent County Library	P.O. Box 28	Jayton	TX	79528
Winkler County Library	307 South Poplar	Kermit	TX	79745
Dawson County Public Library	P.O. Box 1264	Lamesa	TX	79331
Lubbock Library	1306 9th St.	Lubbock	TX	79401
Marfa City Municipal Library	P.O. Drawer U	Marfa	TX	79845
Irion County Library	P.O. Box 766	Merzton	TX	76941
Ward County Library	409 S. Dwight St.	Monahans	TX	79756
Ector County Library	321 W. 5th St.	Odessa	TX	79761
Reeves County Library	505 S. Park St.	Pecos	TX	79772
Post Public Library	105 East Main Street	Post	TX	79356
City of Presidio Library	P.O. Box K	Presidio	TX	79845
Rankin Public Library	P.O. Box 6	Rankin	TX	79778
Rotan Public Library	404 E. Snyder Ave.	Rotan	TX	79546
Tom Green County System	113 W. Beauregard Ave.	San Angelo	TX	76903
Sierra Blanca Public Library	Sierra Blanca	Sierra Blanca	TX	79851
Scurry County Public	1916 23rd St.	Snyder	TX	79549
Sterling County Public	P.O. Box 1130	Sterling City	TX	76951
City-County Library	Box 1018	Tahoka	TX	79373
Van Horn Library	P.O. Box 129	Van Horn	TX	79855
Arkansas, Colorado, Louisiana				
North Arkansas Regional Library	3749 Antique Ct.	Harrison	AR	72601
Woodruff Memorial Library	522 Colorado Ave.	La Junta	CO	81050
Barksdale AFB Public Affairs Office	841 Fairchild Ave. Ste.103	Barksdale AFB	LA	71110

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DEPARTMENT OF THE AIR FORCE

Realistic Bomber Training Initiative

Final
Environmental Impact Statement
Comments and Responses
Volume II

January 2000

In cooperation with the Federal Aviation Administration

VOLUME II

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INTRODUCTION

This volume contains comments received from federal, state, and local agencies, private organizations, and the general public during the public hearings on the draft Environmental Impact Statement (EIS) and during the entire draft EIS comment period. The comment period began on March 19, 1999 and closed on June 16, 1999. In accordance with the National Environmental Policy Act (NEPA), public and agency comments were reviewed and incorporated into this final EIS. These public and agency comments will be used by the decisionmaker for the project evaluation.

Comment Response Process

Comments on the draft EIS were generated through written correspondence and oral testimony during the draft EIS public comment period. The following process was used for reviewing and responding to these comments:

- All comment letters and oral testimony were reviewed carefully and assigned a unique number. This number was also assigned to the commentor.

- Within each comment letter or testimony, substantive comments were identified and bracketed. These bracketed comments were then reviewed by a resource specialist and provided a response. Three guidelines were used for determining substantive comments.

    1. The comment questioned the proposed action, alternatives, or other components of the proposal.

    2. The methodology of the analysis or results were questioned.

    3. The use, adequacy, and/or accuracy of data were questioned.

- The individual bracketed comments were assigned a response code corresponding to a specific response. These responses (and codes) were organized according to resource. For example, all responses to comments regarding biological resources were grouped together, and likewise for each resource area covered in the EIS. The responses to comments appear in the Response section of this volume. Due to the similarity of many comments, some comments were assigned the same response.

- Seven common topics were identified from all of the comments received during the public comment period. The most effective way to address these types of comments was to provide a detailed, broad response for each of these seven topics. For example, all comments regarding concerns about the noise methodology used within the draft EIS were addressed in response BR-1, concerns about effects to civil aviation were addressed in response BR-2. BR-3 expanded the discussion of the effects of noise on livestock, while BR-4 discussed the effects of overflights on the economy (tourism, hunting, property values). BR-5 dealt with the issues of the ownership of airspace, BR-6 with several concerns pertaining to Philmont Scout Ranch, and BR-7 discussed the possible effects of overflights in the quality of life.

An alphabetical directory of commentor's names, with their associated comment number, was also generated and is provided in this volume.

Locating Your Comment Letter or Public Testimony

The directory provides an alphabetical listing of commentors by last name. After locating your name, note the number in the third column. This number was assigned to your comment letter and is stamped on the upper right-hand corner of the letter or wherever space was provided.

The comment letters are printed in numerical order and are organized into three sections: written comments from the public, oral comments made at the public hearing, and government or agency comments. Public comment letters begin with 00001; oral comments begin with 08000; and government or agency comment letters begin with 09000.

Locating Responses to Comments

All comment letters were given a response code. Response codes are printed next to one or more bracketed areas in the left margin of the comment letters. The response categories and codes are listed below. All letters not requiring additional responses were given a "Thank You" (TY) response. Many of the substantive comments were addressed by one of the Broad Issue responses. Others needed more specific responses dealing with the project description or the resource analysis. Responses are found in the Response section of this volume.

Resource	*Response Code*
Broad Issues	
Noise Analysis Methodology	BR-1
Civil Aviation Conflicts	BR-2
Overflight Effects on Livestock	BR-3
Overflight Effects on the Economy and Land Use	BR-4
Airspace Ownership and Compensation	BR-5
Effects on Philmont Scout Ranch	BR-6
Quality of Life	BR-7
Thank You	TY
General	GE
Editorial	ED
Purpose and Need, Description of the Proposed	PD
Action and Alternatives, Cumulative Effects	CE
Airspace and Aircraft Operations	AO
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Biological Resources	BI
Socioeconomics and Environmental Justice	SE
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001013	395	Adame	Jessica
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001097	429	Alderman	Billie
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000964	370	Haynes	Virginia
000153	52	Healey	Gerilyn
001010	394	Hearne	Travis
000874	329	Heasell	Linda & Jeremy
000942	356	Heavey	Thomas, Sr.
000739	269	Hecht	Belinda
000668	244	Hecht	Jim
000588	219	Hedeen	Robert
000001	1	Heffron, Jr.	James
000621	227	Hegi	F.B.
000590	219	Hegi	Madeline
000357	124	Helms	D.W.
000138	48	Helms	Ella Raye
000422	148	Hemminghaus	Roger
000729	267	Henderson	Charles
000063	22	Henderson	John
000611	224	Henley	Rebecca
000542	198	Henrich	Don & Sharon
000255	89	Hephner	John
000256	89	Hephner	Tracy
000562	210	Heraway	Keith
000813	293	Hernandez	Rosemary

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000389	139	Herrick	Nancy
000276	94	Herrley	Karen
000275	94	Herrley	Keith
000415	145	Hershorn	Sonha
000240	83	Hesse	Charlotte
000622	622	Hicks	Richard
000318	110	Hicks	Thomas
000156	53	Higginbothem	Matthew
000298	105	High	Hayden
000661	242	Hill	Bruce
000581	217	Hill	William
000226 / 416	80 / 146	Hilton	Robert
001118	438	Hines	James & Barbara
001099	430	Hinton	Carol
000963	369	Hinton	D. P.
000885	334	Hinze	Lula Faye
000573	215	Hobbs	Edmund
000641	235	Hobbs	Gregory
000504	178	Hobbs	Roddie
000152	52	Hockmeyer	Brad
001111	435	Hodges	Harold & Debbi
000776	280	Hodgeson	Cheryl
000470	168	Hodgkins	Chris & Linda
000690	250	Hofer	L.L. Bert, Jr
001128	442	Holland	Scott
000079	26	Hollenbeck	Phil
001121	439	Holman	Rick
000730	267	Holt	Julianna & Peter
000652	240	Hooper	Marguerite
000191	63	Hope	Cathy
000552	205	Hopper	Robert
000310	108	Hotch	Phyllis
000495	174	Houssaye	Autumndela
000407	143	Houston	Ann & Eugene
000122 / 900	43 / 340	Howell	Rick & Patti
000768	278	Howell	William
001081	423	Hoyt	Nancy
000894	337	Huber	Chuck
000186	61	Huddleston	Estacia
000376	135	Hudgins	Paul
000249	87	Hudson	Craig
000943	357	Hudson	David
000747	271	Huffaker	Grace

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000175	58	Hughes	Barbara
000197	66	Hughes	Robert
000682	248	Hughes	Sallie
000989	386	Hughes & Guberman	Renny & Chad
000979	377	Hummel	Kyoko
000237	83	Hurst	Tricia
000912	345	Hyman	Richard
000296	104	Ifera	Raymond
000743	270	Illegible	
000642	236	Jackson	Imogene & Charles
000967	371	Jackson	Raymond
000134	46	Jackson	Robert
000167 / 221 / 904	56 / 78 / 342	Jacobs	Susan
000207	71	Jenkins	Richard
001132	489	Johnson	Raymond
000519	186	Johnson	Roger
000804	290	Johnson	Sidney & Sherry
000505	178	Johnson	W. Lee
001039	403	Johnston	Chetan
000990	386	Johnston, Myers, & Hughes	Chase, Jacob, & Gary
000612	225	Jones	Charles
000592	220	Jones	Fred & Judy
000250	88	Jones	Miranda
001119	438	Jones	Trip
000987	386	Jordan, Freeman, Bosserman, & Shecwin	David, Jeremy, Chris, & Robert
001077	420	Joyner	David & Bonnie
000859	324	Judson	Donald
000211	73	Kagel	Satrupa
000442	157	Kain	George, III
000529	191	Kalbach	J. E.
000547	202	Kallus	Martha & Dan
000391	139	Kane	Suzy
000420	148	Kazmenski	Susan
000264	91	Keeper	John & Sonia
000910	345	Keith	Daniel
000635	232	Kelley	Harold Bryan
000976	375	Kelley	Kay
001000	389	Kelln	Deborah
001076	420	Kelln	John
000073	24	Kenin	Dylan
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000080	26	Kenin	Noah

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001046	407	Kerr	Gregory
001048	409	Kerry & Fritz	John & Jason
000911	345	Kersey	Gerald
000100	33	Keth	Iris
000088	28	Kiefa	Roy
000714	260	Kiker	Dennis
000814	293	Kilpatrick	Kent
000313	109	Kinder	Matt
000599	221	Kinder	
000684	248	King	Courtney
000388	139	King	Gary
000780	282	King	James
000064	22	King	Keith
000756	274	King	Ryan
000554	205	Kinsman	Bradley
000952	362	Kious	Anne
000400	142	Kircher	Mike
000683	248	Kirkpatrick	John Drew
000041	14	Kiser	Norma
000723	264	Klima	Steven
000936	352	Knapp	Merlyn
000688	249	Koble	Marc
000607	223	Koenecke	Eric
000359	125	Koonsman	Peggy
000341 / 558	120 / 208	Kramer	James
000418	147	Kropf	Diana
000679	247	Kuglar	David
000760	275	Kuska	Richard & Marcia
000471	168	LaBauve	Phyliss
000169	57	LaMell	Lesley
000161	54	Landa	Cynthia Marie
000929	350	Langford	Mary
000797	287	Laraway	Scott
000330	115	Latimer	D. Gale
000685	248	Latorraca	James
000812	292	Lauderdale	Margo
000160	54	LaVasquez	Enrique
000205	70	Lawson	Kim
000908	344	Leach	Christopher
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001043	405	LeDoux	Hilario
000411	144	Lee	Brenda

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000595	220	Lee	Leo & Jerry
000655	241	Leech	Lois
000678	247	Leibmann	David
000155	53	Levy	Jean
000346	121	Lewis	A.J.
000531	193	Lewis	D. Chandler
000340	120	Lewis	Jerry
000108	37	Libman	Elliot
000104	35	Limma	Damon
000265	91	Lindley	Clark
000270	93	Linthicum	Lad
000231	81	Lipani	Lorraine
000183	60	Little	Kati
000203	69	Little	Yamuna
000800	289	Littlepage	Mary Lee
000795	287	Littler	Bob
000262	91	Lively	Earl
000640	235	Locke	Stacey
000509	180	Lockridge	Mark
000316	109	Lollar	Roger
000689	250	Long	Catherine
000732	268	Long	Jeremy
000233	82	Longo	Donna
000334	117	Lorance	James
000385	138	Loree	Patricia
000507	179	Lowe	Mary
001049	409	Lowe	Victoria
000627	228	Lucas	Martin
000957	367	Ludvigson	H. Wayne
001015	395	Lujan	Pearl
000625	228	Lynch	Tracy
000085	28	Mabry	G.E.
000397	141	MacArthur	John & Pam
000557	207	Macduff	R.B.
000216	75	Maeder	Mahuela
001044	406	Maestas	LoriAnn
001021	397	Maestas	Ruby
000351	123	Manny	Elizabeth
000476	169	March	Meegan
000761	276	Mareci	Thomas
000460	163	Mark	Adair
000789	285	Markel	Edwin, Jr.

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001042	405	Martinez	Amanda
001033	401	Martinez	Ariana
001036	402	Martinez	Lynette
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000784	284	Mason	Harold
000252	88	Massey	Martha & Dale
000847	320	Masters	Irene
000434	153	Mathews	Bruce
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000834	316	May	Clyde
000381	136	McCaleb	James
000927	349	McCall	Clyde, Jr.
000653	240	McCall	Mrs. Clyde
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001129	444	McCoy Land & Cattle Company, Emmett F. McCoy, Brian F. McCoy, Kaare J. Remme, Bill Goddard, L.R. French, Jr., and Marcia Fuller French	
000004	2	McCracken	Richard
000454	161	McCracken	Robert
000650	246	McCrary	Giles
000227	80	McCurdy	Nadia
000601	222	McDowell	Robert
000006	3	McFalaul	J.S.
000306	107	McFarland	Bobby
000302	106	McFarland	Stephen
000863	325	McGough	B.
000674	246	McGough	Bobby
000884	334	McGough	Rena
000390	139	McGraw	Jim
000809	292	McGraw	Robert
000536	195	McKelvey	Paul
001080	422	McKenzie-Murray	Dorothy
000738	269	McKown	Bill
000589	219	McKown	Kathleen
000369	129	McLarry	Lynn
001106	43	McLernon Brown	Eleanor
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000493	174	Meenehan	Michael
000796	287	Mellick	Fred
000764	277	Melton	Paul
000716	261	Menn	James
000097	31	Messick-Boyd	Mitzi
000836	316	Metcalf	Billy Jo
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000845	319	Miller	Bob
000107	36	Miller	Denise
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000496	174	Miller	Derick
000837	316	Miller	Donna
000015	6	Miller	Fred
000779	281	Millington	Timothy
000462	163	Mingerbach	Jane
001005	392	Mitchell	Douglas
000014	5	Mitchell	Kasey
001026	398	Montonio	Jeremy
001009	394	Montoya	Laina
001016	396	Montoya	Marlene
000633	230	Monty	L.L.
000291	101	Moody	Jerry
000870	328	Moon	Gary
000790	285	Moore	Betty
001114	437	Moore	Jimmy
000873	329	Moore	John
001071	417	Moore	Paul
001020	397	Morfin	Cristal
001023	397	Morfin	Juanita
000322	111	Morgan	Gretchen
000939	355	Morgan	Tim
000235	82	Morland	Wes
000651	240	Morris	John
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000698	256	Murphy	Tom
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000478	170	Nance	Tye
000058	21	Nelson	Jan
000103	34	Nesbitt	Laura
000922	348	Neubauer	Scott
000803	290	Neubaum	Anna
000811	292	Neubaum	Clifford
000038	13	New	Robert
000213	74	Newby	Carilene
001065	415	Nimmo	Delia
001066	415	Nimmo	John
001125	441	Noel	John
000361	125	Norris	Teresa
000750	272	Nunn	Keith
000030	11	O'Brien	Sean
000463	164	O'Brien	Thomas
000299	105	O'Brien	W. Gerry, Jr
000754	273	Oehrtman	Greg
001003	391	Oehrtman	Robert
000734	268	Ohull	Charles
000358	124	Orner	Bob
001022	397	Orviz	Mark
000003	2	Ostrander	Henry
000877	330	Oudt	John
000770	278	Owens	Elmer
000733	268	Ozment	Danny
001030	399	Pacheco	Jennifer
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000872	328	Parker	David
000192	64	Parker	L.R.
000891	336	Parks	Norma Lou
000744	271	Parsons	Don
000245	85	Patton	David
000253	88	Patton	David & Therese
000701	257	Peach	Charles
000445	159	Peak Ferrante	Patricia
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000472	168	Phillips	J. David
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000956	366	Pierce	Betsy
001050	410	Pierce	James & Sara
000459	163	Pierson	Michael
000639	234	Pihlaja	Roger
000267	92	Pineda	Mac Arthur
000268	92	Pineda	Steven
000687	249	Pirtle	Jean
000263	91	Pitman	E.O.
000663	243	Pitts	Elizabeth
000513	183	Plond	David
000736	269	Porter	Jonathan
000666	244	Porter	Pat
000646	238	Posey	David
001122	439	Posey	Robert
000259	90	Posner	Steven
000127	45	Potter	Michele
000517	185	Powell	Lisa
000645	238	Powell	Thomas
000229	81	Pozzi	Grove
000154	53	Pratt	C.
000329	115	Pratt	George
000748	272	Presecan	Anne
000040	13	Puckett	Gerald
000202	69	Pulver	Dean
000657	241	Purcell	Eric
001090	427	Purcell	Peter James Patrick
000604	223	Quigley	Paul
000337	119	Radbruch-Hall	Dorothy
000096	31	Rael	Joe
000170	57	Rafferty	Charles
000920	348	Ralrish	B.
000114	40	R.A.M.A.	
000998 / 1001	389 / 390	Ramsdell	Vittz-James
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000664	243	Reasoner	David
000649	239	Redford	John
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000970	372	Reimers	Karen
000286	98	Reinkemeyer	David
000054	20	Remmie	Silvia
000731	267	Remsberg	Bruce
000820	295	Renn	Charles
000778	281	Renner	Ray
000021	8	Rex	Rochelle
001028	399	Reza	Nathan
000518	185	Richmond	Kate
001088	425	Riddel	Ralph, Jr.
001103	432	Riedel	David
001126	441	Riewe	Michael
000189	62	Riley	Sarah
000129	45	Rinker	Ron
000654	241	Riscky Burkhalter	Jody
000195	65	Ritchie	Alisa
001031	400	Rivera	Eric
000146	50	Rivera	Lloyd
000099	32	Rivera-Crouch	Patricia
000034	12	Roberts	Freddy
000825	297	Robinson	Harry
000792	286	Robison	Don
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000771	279	Robison	Johnny
000525	189	Robson	Frank
000676	246	Rocha	Antonio
000198	67	Rod	Brian
000399	141	Rohloff	Maurita
000188	61	Rolland	Seth
001041	404	Romero	Clorinda
000609	224	Rosenberg	Scott, Rabbi
000173	58	Rosette	Guilleumo
000087	28	Ross	Ryan
000142	49	Rotan Economic Development Corp.	
000869	328	Rowe	Herbert
000841	317	Rowen	Craig
000757	274	Russell	Greg
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000179	59	Salamon	David
001110	435	Salandra	Marie
000722	263	Sanders	Betsy & Harold
000524	189	Sanders	Christopher
000719	263	Sanders	Harold
001083	424	Sanders	Kelly
000858	324	Sanderson	Arnold
000342	120	Sandoval	E.J.
000580	217	Saner	Henry
000446	159	Sankey	John
000320	110	Santa Rita Underground Water Conservation District	
000437	154	Sassani	William
001095	429	Saxton	Barb
001094	428	Saxton	J. Michael
000084	27	Sayre	Melody
000535	195	Scanio	Vince
001096	429	Schattel	Ernest
000913	346	Scheffler	Arvin
000468	167	Scheiffner	Douglas
000828	313	Schiller & Fabbrini	Arthur & Richard
000918	347	Schnipper	Lanny
000615	225	Schofield	Charlotte
000917	347	Schuck	Joseph
000007	4	Schull	George
000430	151	Schultz	Wallace, II
000953	362	Schwartz	Ani
000955	364	Schwartz	Betsy
000187	61	Schwartz	Kenneth
000985	384	Schwartz	Suzanne
000451	161	Schweiger	Philip
000060	21	Schweitzer	D J
000293	102	Scott	Charles & Norma
000632	230	Scott	Doug
000297	104	Scrivner	Christine
000424	149	Seidman	Carrie
000961	369	Sforza	Anthony
000366	128	Shade	Ellen
000105	35	Shalev	Lorenna
000440	156	Sharp	Morgan
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000724	264	Sickmiller	Debra
000251	88	Sider	Carla
000027	10	Siebers	Ruth Ann
000629	229	Siegel	Joe
001070	417	Sill	Earl
000178	59	Simms	Ellany
000644	237	Sims	Ron
000328 / 406	114 / 143	Sindel	Albert & Lillian
001040	404	Sisneros	Roger
000321	111	Sitzberger	Karl
000002	1	Sizemore	Benson
000185	61	Slook	Ed
001078	420	Smith	Denise
000327	114	Smith	Donald & Edna
000620	227	Smith	Gerald
000486	172	Smith	Jeff
000020	8	Smith	Lawrence
000852	322	Smith	Michael
000574	215	Smith	Scott
000591	219	Smith	Truett
000992	387	Smith	Jeremy
000671	245	Sneed Family	
000184	60	Soloway	Mary Kay
000261	90	Sommer	Francis
000788	285	Sorrells	J.E.
000849	321	Specht	Andy
000844	319	Specht	Ann
000850	321	Specht	Matthew
000067	23	Sperling	Stuart
001127	442	Spires	Cindy
000494	174	Spooner	Pamela
000182	60	Sporrong	Christina
000648	239	Sribble	W.C.
000225	80	St. John-Hawley	Ann
000433	152	Stafford	James, III
000777	281	Stalnaker	Thomas
000172	57	Stapleford	Amanda
000151	52	Stapp	Nancy
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000061	21	Stewart	Jysmine
001105	433	Stinnet	Mark
000921	348	Stockham	Steven
000491	173	Stoeber	Tiffany
000116	41	Stone	George
000906	343	Stone	Hattie
000032	11	Stone	Jess
000066	23	Stout	John
000610	224	Strack	Thomas
001035	402	Struck	Eric
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001046	407	Stump & Kerr	Bob & Gregory
000050	19	Supple	M.
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000168	56	Sweeney	Jim
000121	42	Sweeney	Waneta
000210	72	Swordes Ferring	Toni
000579	216	Sylvester	Gerald
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000453	161	Tanner	Betsy
000514	183	Tanner	Carlos
000636	232	Tate	Jane
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000526	189	Taylor	Chuck & Joe & Bob
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000209	72	Templeton	Peter
000260	90	Tennessee	Mr.
000405	143	Thibeau	Denise
000201	68	Thielke	Neal
000843	318	Thigpen	Elva Mae
000480	170	Thomas	James, Jr.
000246	86	Thomason	Jeff
000455	162	Thompson	Barbara
000705	258	Thompson	Betty
000786	284	Thompson	Douglas
000118	41	Thompson	Laura
000787	285	Thompson	Louise
000128	45	Thompson	Todd
000915	346	Thornton	Cameron

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000532	193	Tinker	Jim
000626	228	Tippit	John
000791	286	Tippit	L.T.
000643	236	Tippit	Lahrue
000317	110	Tompkins	Joe
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000177	59	Totaro	Susan
000586	218	Trahan	Mr. & Mrs.
000901	341	Trambley	John
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000903	342	Traub	Eric
000013	5	Tretter	Kathryn
001017	396	Trujillo	Shannen
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000815	293	Turley	Henry
000166	56	Tweedy	David
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000549	203	Tye	Thomas, II
000675	246	Tylich	C.R.
000715	261	Tylich	Nita
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000794	286	Uphoff	Curt
000408	144	Uslan	Steve
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000935	352	Utterback	Lance
000194	65	Valentine	Tanya
000692	252	Van Lauwe	Mark
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000876	330	Vander Meer	Mark
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001018	396	Vigil	Kenny
001025	398	Vigil	Mario
001029	399	Vigil	Patricia
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000319	110	Vinson	Eugene
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000587	218	Walker	Jim
000637	233	Walker	John
001069	416	Wall	Horace & Joan
000767	277	Wall	Jeffrey
000019	7	Wallace	Bert
001115	437	Wallace	Lee
000926	349	Wallace	Susan
000467	166	Ward	William
000822	296	Wasilk	Clara
000755	273	Watlington	Marida
000608	224	Watlington	Robert
000937	352	Watson	Craig
000520	186	Watts	Richard
000508	180	Weatherby	Joe
000958	368	Weber	Frank, Jr.
000294	103	Webber	Kimberly
000727	266	Webster	William & Diane
000077	25	Wecester	Margaret
001116	438	Weeks	Scott
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000083	27	Weisfield	Jason
000971	373	Welch	Buster
000427	150	Welch	Lowber
001104	432	West	Julia
000307	107	West	Kristin
000028	10	West	R.A.
000556	207	Westberg	Alan
000994	387	Westbrook	Donna
000062	22	Westbrook	Gail
000806	291	Westbrook	S.J.
001131	480	Western Environmental Law Center	
000393	140	Wey	Julie
000133	46	Wheeler	Layne
000217	76	Wheeler	Linda
000414	145	White	Binie
001002	390	White	David
000717	262	White	Eric
000398	141	White	J.E., Sr.
000353	123	White Goodwyn	Denise
000147	51	Whiteman	Wendy

Letter #	*Page #*	*Last Name*	*First Name*
000838	317	Whorton	Ann
000394	140	Wiant	Jerry
000831	315	Wick	Rosale
000749	272	Wiggins	Mary Ellen
000272	93	Wilde	Leroy
000124	43	Wildman	Carol
000945	357	Wiley	Jon
000551	204	Williams	Craven
000044 / 983	16 / 379	Williams	Daniel
000546	201	Williams	Jere
000721	263	Williams	Kim
000720	263	Williams	Kirby
000273	93	Williams	W.C.
000681	247	Willis	George
000981	378	Wilson	Donald
000258	90	Wilson	Paige
000206	70	Wilson	Sheri
000618	226	Wilt	Raymond
000242	84	Winston	Abigail
000886	335	Winston Joyce	Florentz
000120	42	Wolfman	Katie
000292	102	Wolhandler	Steven
000703	257	Wood	Charles
000707	258	Wood	Gerald-Dean
000855	323	Wood	Lenda
000973	374	Woodward	Louis
000022	8	Wright	Stacy
000829	314	Yandell	Cynthia
000503	177	Yarnell	Craig
000735	268	Yeager	William
000600	222	York	Donald
000144	50	York	Van
000960	369	Young	Brandon
000352	123	Young	Landon
000737	269	Young	Lesley
000951	362	Young & Cabeza	C.W., Bill, & John
000895	337	Yount	Jon
001085	424	Yow	Kenneth
000456	162	Zerbey	Joseph, IV
000051	19	Zinn	Howard
000024	9	Zinno	Nancy
000158	54	Zirker	Robin
000098	32	Zook	Pamela

Oral Comments

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008360	655	Agnew	Cynthia
008290	621	Aitken	Mary
008036	507	Alderman	Ray
008350 / 8370	651 / 660	Allen	Josh
008299	625	Anderson	Agnes
008174	566	Anderson	Mark
008022	500	Anderson	Rich
008320	634	Anderson-Whiteaker	Cheron
008202	580	Andrews	Mike
008356 / 8371	653 / 660	Arthure	Richard
008176 / 8237 / 8235 / 8363	567 / 595 / 637 / 657	Bain	Cliff
008053	515	Baldridge	B.J.
008006	492	Baldridge	Buddy
008323	635	Banneau	Bonnie
008024	501	Baze	Roy
008097	532	Begay	Berta
008216	586	Belcastro	
008286	618	Belhore	Douglas
008231	592	Bell	Larry
008048	513	Bennett	Marshall
008283	617	Berral	Michael
008148	555	Bidegain	Phil
008058	516	Billup	Jason
008289	619	Blakemore	Mark
008186 / 8192	572 / 574	Blevins	David
008349	651	Bliven	Genoa
008344	649	Bolton	Billie
008146 / 8155	554 / 558	Bond	Frank
008244	598	Bonner	Dwarka
008025	502	Boswell	John
008208	583	Bota	Burt
008043	511	Box	Powell
008343	649	Boyd	Cory
008012	495	Braddock	Mike
008173	566	Bromley	Ron
008029	504	Brouchard	Preston
008111	538	Brown	Betsy
008112 / 8121	539 / 544	Brown	Jack
008296	624	Brown	William, Jr.
008057	516	Bullard	Carol

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008049	513	Bullard	Drew
008259	603	Burhre	Kim
008013	496	Burke	Vic
008182 / 8251	570 / 600	Burnett	Grove
008227	591	Calvert	Mary
008233	593	Calvert	Maury
008298	624	Cantu	Angie
008213 / 8328 / 8374	585 / 639 / 661	Carpenter	Alex
008209	583	Chaves	Vincent
008288	619	Chavez-Roze	Guillermo
008056	516	Chisholm	Roy
008225	590	Christ	Susan
008194	575	Cook	Harry
008078	523	Copekessler	Cathryn
008198	577	Cordova	Gustavo
008018	498	Crill	Dick
008339	646	Cudahy	Tim
008150	556	Culbertson	Joe
008333	642	Cunningham	Elizabeth
008124	545	Curry	Tom
008125 / 8136	545 / 551	Daileen	
008008	493	Dalby	Giles
008382	664	Davidson	Doyle
008164	561	Davidson	Kelly
008342	648	Davis	Fritz
008165	562	Davis	Les
008109 / 8120 / 8130 / 8134	537 / 543 / 548 / 550	Decker	Dan
008221	588	Deherrera	Gus
008035	507	Dennis	Joel
008250	600	DiCicco	David
008119	543	Eaton	Leigh
008169	564	Edens	Ken
008050	514	Edwards	Crawford
008000	490	Ehrie	
008059 / 8062	517 / 517	Eiland	Bill
008161	560	Erb	Eugene
008099	533	Evans	Charlotte
008089	528	Evans	Gloria
008206 / 8254	582 / 602	Fabbrini	Richard
008272	610	Farley	Morgan
008054	515	Fergeson	Richard
008329	639	Ferguson	Allen

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008108	537	Flanders	Hal
008249	599	Flowers	Roberta
008149	556	Flowers	Tamara
008118	543	Frances	Cheryl
008027	503	Freeman	David
008380	664	Freidenberger	Robert
008183	571	Frith	Marcia
008005	491	Fritz	Ricky
008142	553	Gard	John
008240	596	Gardiner	Ron
008252	601	Geroy	Lyra
008256 / 8295 / 8314	602 / 623 / 632	Gerston	Ron
008163 / 8187	561 / 572	Gibson	Hoot
008028	503	Gicklhorn	Sherry
008034	506	Gillam	Terry
008051	514	Godwin	Steve
008361	655	Goldsmith	Galen
008346	650	Gonzales	Erlinda
008160	559	Gonzales	Rita
008045	512	Graham	Mark
008330	640	Greenwall	Lumina
008178	568	Griffin	Mark
008003	490	Griffith	Stanley
008280	615	Halladay	Patrick
008228	591	Halvorsen	Bjorn
008319	634	Hardy	Renee
008070	520	Harris	Jack
008217 / 8229	586 / 592	Harrison	Jean
008264	605	Harrison	Stephanie
008222	589	Haye	Michael
008153 / 8159	557 / 559	Hayoz	Loretta
008152 / 8157	557 / 559	Hefner	Tracy
008010	494	Henley	Greg
008162	560	Henschkei	James
008139 / 8156	552 / 558	Henson	Clint
008199	578	Hermann	Michele
008060	517	Herring	Ray
008263	605	Higginbotham	Matthew
008214	585	Hiro	Aromi
008258	603	Hoff	Marilyn
008126	546	Holland	Edward
008072	521	Holland	Scott
008009	494	Holt	David
008369	659	Hope	

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008337	644	Huddleston	Stacey
008014	496	Huffaker	Calloway
008083	525	Huseland	Steve
008223	589	Jacobs	
008284	618	Johnston	Alicia
008091	529	Jones	Steve
008090	528	Keifer	John
008017 / 8061 / 8074 8093 / 8116 / 8128	498 / 517 / 522 / 530 / 542 / 547	Kelley	Bryan
008020 / 8073 / 8092 8129 / 8133	499 / 521 / 529 / 547 / 550	Kelley	Kay
008304	628	Kelley	Stephen
008023	501	King	Corky
008038	508	Kirkpatrick	Mark
008117	542	Kiser	Norma
008381	664	Klein	Rick
008239	596	Kruskil	Dave
008355 / 8372	653 / 660	Krussell	David
008236	594	Kuerschner	Eric
008268	608	Kushner	Jonathon
008291	621	Ladd	Bernie
008368	659	Lamar	Steve
008141 / 8154 / 8158	553 / 557 / 559	Lane	Jeffrey
008275	612	Lanoff	Donna
008326	637	LaRiva	Gloria
008042	510	Lawrence	Gary
008318	633	Lawrence	Pat
008338	646	Lazoroff	Josh
008200	579	Lemogge	Ann
008358 / 8365	654 / 657	Libman	Elliott
008076 / 8088 / 8100 8103	522 / 528 / 533 / 534	Lindley	Clark
008095	531	Lindley	Margaret
008068	520	Lithicum	Lad
008257	603	Little	Kali
008137	551	Littlefield	Gary
008114	541	Lively	Earl
008297	624	Lombard	Elana
008085	526	Love	Chip
008300	625	Luduigson	Teri
008271	610	Machardy	Scott

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008243	597	Maeder	Manuela
008175	566	Mahalik	Richard
008269	608	Makerewicz	Pete
008266	607	Mares	Franco
008015	497	Marshal	Jerry
008040	509	McClarity	Glenn
008246	598	McClemons	Dallas
008123	545	McCoy	Emmett
008276	612	McGarity	Charlie
008007	493	McGough	Bobby
008218 / 8279 / 8331	587 / 614 / 640	McGregor	Gretchen
008204	581	Meehan	Thomas
008191	574	Melzer	
008055	516	Merleson	LuAnn
008067	519	Meroney	Don
008235	594	Michaels	Cathleen
008267	607	Michaels	Patricia
008001	490	Miers	Bynum
008341	648	Miller	Carol
008143	553	Mitchell	Tom
008140	552	Montoya	Rebecca
008345	650	Morrison	Alva
008255	602	Morrison	Betsy
008066	519	Moseley	Dennis
008145	554	Mosimann	Beckie
008144	554	Mosimann	Martin
008052 / 8065	514 / 518	Murphee	Randy
008069 / 8080	520 / 523	Murray	Dorothy McKenzie
008215	585	Myers	Charlie
008334	642	Nachtab	Gunther
008241	597	Newby	Carilene
008039	508	Newman	George
008379	663	Noller	Dan
008277	613	O'Brien	Lisa
008019	498	Oudt	John
008004	491	Page	William
008203	580	Painter	John
008172 / 8189	565 / 573	Palmer	Doug
008322	635	Paponetti	Giovanna
008219	588	Parrish	Scott
008168 / 8190	563 / 574	Patton	David
008181	570	Patton	Terry
008210	584	Pfeiffer	Vicky
008305	628	Pieper	Chris

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008238	596	Pierson	Marcy
008086	527	Pineda	McArthur
008087	527	Pineda	Steven
008110	538	Pitman	Earl
008307	629	Pollard	Annegret
008107	537	Posner	Steven
008033	506	Pruitt	Greg
008115	541	Puckett	Gerald
008340	647	Rael	Joe
008324	637	Reid	Justin
008127 / 8138	546 / 551	Reimers	Karen
008122	544	Remme	Karl
008044	511	Remy	Tory
008347	650	Rennie	Sylvia
008292	622	Reyna	Ralph
008171	565	Ricklefs	Bob
008026	502	Riley	Doug
008309	630	Ring	Jane
008285	618	Rizzo	Nick
008184	571	Roberts	Jerry
008047	512	Robinson	Robie
008131	549	Ross	Hunter
008230	592	Ryan	Nancy
008265 / 8287	606 / 619	Ryer	Rachael
008260	604	Sabia	Julia
008151	556	Sanchez	Ed
008352 / 8367	652 / 658	Sanders	Jasmine
008301	626	Saunders	Gordon
008205 / 8253	581 / 601	Schiller	Arthur
008226	590	Schinlund	Gus
008096	531	Scudday	Jim
008132	549	Sforza	Tony
008348 / 8353 / 8373 8377	651 / 652 / 661 / 662	Shalev	Lorena
008312	631	Shepard	George
008310	630	Shepard	Shirley
008359	655	Shymanski	Damon
008270 / 8376	609 / 661	Simonini	Mary
008357 / 8364	654 / 657	Sipes	Tamma
008211 / 8232 / 8262 8335	584 / 593 / 604 / 643	Slook	Ed
008383	665	Smith	David

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008166	562	Smith	James
008105 / 8113	536 / 539	Smith	Mimi
008207	582	Spehar	Warren
008170 / 8197	564 / 576	Spice	Bill
008167	562	Sprowls	Lee
008016	497	Stanaland	Tommy
008075	522	Stokes	Joyce
008037	508	Strahan	Wendell
008071	520	Strautins	Aldis
008327	638	Strowhal	Ted
008079	523	Suddock	Robin
008031	505	Swafford	Jerry
008273 / 8362	611 / 656	Swenson	Sammy
008081 / 8104	524 / 536	Tarin	Herman
008321	634	Tate	Jane
008046	512	Tatum	Molly
008220	588	Taut	Grady
008261	604	Thielke	Neal
008234	593	Thomas	Frank
008201	579	Thomas	Scott
008195	575	Thomason	Jeff
008041	510	Thompson	Doug
008308	629	Thompson	Todd
008274 / 8336 / 8375	611 / 643 / 661	Toads	Three
008084	526	Toone	Sue
008242	597	Trujillo	Antonio
008302	627	Trujillo	Tony
008077	523	Turner	Tim
008135	550	Unidentified	
008064	518	Unidentified	
008303	627	Upadhyaya	Punya
008278	611	Ussery	John
008180	569	Vackar	David
008245	598	Valentine	Tanya
008248	599	Valerio-Healy	Trudy
008147	555	Vallejos	Frandis
008177	567	Vaughn	Linda
008082 / 8101	524 / 534	Vernon	Joe
008315	632	Vicinte	Gregorio
008306 / 8317	628 / 633	Visarraga	Helen
008384	666	Waldon	Rick
008224	590	Walters	Anna
008293	622	Wasowski	Andy
008294	623	Wasowski	Sally

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008021	500	Weida	Bill
008098 / 8102	532 / 534	Weinacht	Helen
008002 / 8030 / 8063	490 / 504 / 517	Welch	Buster
008247	599	Welsh	Lowbetz
008094	530	Wendt	William
008281 / 8332 / 8366	616 / 641 / 658	West	Shane
008179 / 8188 / 8193 8196 / 8282 / 8313 / 83168351 / 8354 / 8378	569 / 573 / 575 / 576 / 616 / 631 / 632 / 652 / 653 / 662	Williams	Daniel
008032	505	Wilson	Tim
008311	630	Wolfman	Katie
008185	572	Wood	
008212	584	Yamamota	
008011	495	York	Van
008385	666	Yornes	Denton
008106	537	Zelazny	Bernie

Agency Comments

Comment #	*Page #*	*Agency*	*Last Name*	*First Name*
009021	685	Assistant City Manager, La Junta	Kloin	Rick
009009	669	Bureau of Land Management, Area Manager	Henke	Steve
009018	682	Brewster County Judge	Beard	Val
009002	667	City Manager, La Junta	Noller	David
009001	667	City of Amarillo	Snell	Mary Kay
009004	668	Congressional Representative	LaTourette	Steven
009017	682	Congressional Representative	Pease	Edward
009023	686	Congressional Representative	Domenici	Pete
009000	667	Kent County Judge	Tommy	Stanaland
009022	685	Mayor, City of Tahoka		
009020	683	Mayor, Pro Tem, Angel Fire	Erb	Eugene
009005	668	Mayor, Snyder	Holt	David
009024	687	Reagan County Judge	Elkins	Mike
009015	676	State of New Mexico, Dept. of Game & Fish, Conservation Services Division, Chief	Stevenson	Tod
009011	670	State of New Mexico, Environmental Department, Enivronmental Impact Review Coordinator	Cibas	Gedi
009003	667	State of Texas, Office of the Governor	Adams	T.C.
009007	668	State of Texas, State Representative	Counts	David
009019	683	State of Texas, State Representative	Craddick	Tom
009006	668	Taos County Intergovernmental Council	Peralta	Frederick
009012	671	Texas Department of Agriculture, Commissioner	Combs	Susan
009025	687	Texas Historical Commission	Oaks	F. Lawerence
009010	670	Texas Parks & Wildlife, Executive Director	Sansom	Andrew
009008	669	Town Manager, Taos	Cordova	Gustova
009016	678	USDOI, Fish and Wildlife Service, Field Supervisor	Fowler-Propst	Jennifer
009014	674	USDOI, Office of the Secretary, Regional Environmental Officer	Sekavec	Glenn
009013	672	USEPA, Office of Planning and Coordination, Compliance Assurance and Enforcement Division, Chief	Lawrence	Robert

WRITTEN COMMENTS

000001

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: 04/29/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

IT IS MY OPINION, AS SUPPORTED BY OUR CURRENT ACTION OVER YUGOSLAVIA, THAT LOW LEVEL BOMBING MISSIONS ARE A THING OF THE PAST.

IT SEEMS THAT HIGH LEVEL TRAINING WOULD BE MORE BENEFICIAL.

THIS SPARSELY POPULATED AREA MAY SEEM IDEAL, BUT, FROM WHAT I UNDERSTAND, IS VERY FRAGILE AS RELATES TO MANY ENDANGERED PLANT AND ANIMAL SPECIES.

PD-1 I CAN'T BELIEVE, WITH TODAYS TECHNOLOGY, THAT YOU NEED TO FLY LOW LEVEL PRACTICE FLIGHTS. YOU DEFINITELY DON'T NEED AS MANY FLIGHTS AS PROPOSED.

AF-1 BACK WHEN I WAS IN THE AIR FORCE, YOU FLEW THESE MISSIONS ON THE LUKE WILLIAMS RANGE. DID YOU GET DRIVEN OUT OF THAT AREA BY PUBLIC OPINION?

AO-1 NOISE POLLUTION IS AMONG THE WORST; AND HYDROCARBONS ARE NO BETTER. FLY HIGH

Over for more space →

Please Print

Name: JAMES C. HEFFRON, JR
Address: BROCKPORT, NY

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000001

LETTER WRITING CAMPAIGN TO DEFEAT RBTI-ALERNATIVE D

It is vital that people comment at U.S. Air Force hearings and send written comment to: **Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVP, 129 Andrews Street, Suite 102, Langley AFB VA 23665-2769.** The comment period will run until June 16, 1999.

Equally important are letters to politicians and government agencies in opposition to RBTI Alternative D.

WHO TO WRITE TO:

U.S Senator Pete Domenici
328 SHOB
Washington, D.C. 20510
Phone (202) 224-6621
Fax (202) 224-7371
senator_domenici@domenici.senate.gov

U.S. Rep. Tom Udall
502 Cannon House Office Building
Washington, D.C. 20515
Phone (202) 225-6190
Fax (202) 226-1331
tom.udall@mail.house.gov

Federal Aviation Administration
Southwest Regional Headquarters
Attn: Don Day
Ft. Worth, TX 76193-0520

Gov. Gary Johnson
Office of the Governor
State Capitol Building
Santa Fe, NM 87503
Phone (505) 827-3000 Fax (505) 827-3026
gov@gov.state.nm.us

U.S. Senator Jeff Bingamon
703 SHOB
Washington, D.C. 20510
Phone (202) 224-5521
Fax (202) 224-2852
senator_bingaman@bingaman.senate.gc

F. Whitten Peters
[address as "Secretary Peters"]
Acting Secretary of the Air Force
1670 Air Force Pentagon
Washington, D.C. 20330-1670
Phone (703) 697-7376 Fax (703) 693 - 75

Pres. Bill Clinton
The White House
Washington, D.C. 20500
Phone (202) 456-1414 Fax (202) 456-24
president@whitehouse.gov

Typed or handwritten letters have more impact than email or phone calls

4-28-99

000002

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: _____

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY To: Major Brent Adams
RBTI EIS Project Manager
Dear Sir,

As a proud U.S. citizen + veteran I am well aware of + in support of our need as a nation to provide constant training for our active military + reserves. I am also well aware of + in support of the fact that as civilians we sometimes have to make certain sacrifices in order to facilitate a strong national defense. But to ask the present + future residents of Northern New Mexico (not to mention the wildlife + ecology), to accept the RBTI - Proposal D is UNACCEPTABLE.

Please note my strongest possible opposition to this initiative.

Respectfully,
Ben Sizemore
LAND OWNER - TAOS CO. N.M.

Over for more space →

Please Print

Name: BENSON D. SIZEMORE
Address: FISH CAMP, CA

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000002

LETTER WRITING CAMPAIGN TO DEFEAT RBTI-ALERNATIVE D

It is vital that people comment at U.S. Air Force hearings and send written comment to: **Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVP, 129 Andrews Street, Suite 102, Langley AFB VA 23665-2769.** The comment period will run until June 16, 1999.

Equally important are letters to politicians and government agencies in opposition to RBTI-Alternative D.

WHO TO WRITE TO:

1 U.S Senator Pete Domenici
328 SHOB
Washington, D.C. 20510
Phone (202) 224-6621
Fax (202) 224-7371
senator_domenici@domenici.senate.gov

2 U.S. Rep. Tom Udall
502 Cannon House Office Building
Washington, D.C. 20515
Phone (202) 225-6190
Fax (202) 226-1331
tom.udall@mail.house.gov

3 Federal Aviation Administration
Southwest Regional Headquarters
Attn: Don Day
Ft. Worth, TX 76193-0520

4 Gov. Gary Johnson
Office of the Governor
State Capitol Building
Santa Fe, NM 87503
Phone (505) 827-3000 Fax (505) 827-3026
gov@gov.state.nm.us

5 U.S. Senator Jeff Bingamon
703 SHOB
Washington, D.C. 20510
Phone (202) 224-5521
Fax (202) 224-2852
senator_bingaman@bingaman.senate.gov

6 F. Whitten Peters
[address as "Secretary Peters"]
Acting Secretary of the Air Force
1670 Air Force Pentagon
Washington, D.C. 20330-1670
Phone (703) 697-7376 Fax (703) 693 - 7553

7 Pres. Bill Clinton
The White House
Washington, D.C. 20500
Phone (202) 456-1414 Fax (202) 456-246
president@whitehouse.gov

8. ~~Bud Schumacher~~ STONE

~~Bud Stone~~

Typed or handwritten letters have more impact than email or phone calls

Cimarron, New Mexico
April 28, 1999

Major Brent Adams HQ
ACC/CEVPP 129 Andrews St.
Suite 102
Langley AFB, VA.
23665-2769

000003

Dear Sir

TY I am a full-time resident of Cimarron, NM. I am the Order of the Arrow Chapter advisor for Ponil Chapter which is all of North East New Mexico. I am also an assistant Scout Master with troop 68 here in Town.

I wonder if this plan to use the Philmont area for bombing practice is a side door method to help destroy Boy Scouts of America? B.S.A. successfully stopped homosexuals from entering our ranks, but the legal cost was tremendous. B.S.A has been under attack, not for what they have done wrong, but rather, because of their success at producing boys who can think for themselves, show self-motivation, can solve problems on their own without turning to the government for help. They also are outstanding in citizenship and DON'T SHOOT THEIR FELLOW students.

Please consider some other location for training. I am very much against any consideration of bomber training in Colfax Co.

Sincerely
Henry E. Ostrander
Henry E. Ostrander

000004

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS COUNTY, NEW MEXICO
Date: 4/28/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY PLEASE DO NOT SELECT ALTERNATE 0 OF THE PROPOSED RBTI. THE EIS CITES STUDIES INDICATING THAT HUMANS CAN ADAPT TO SUDDEN, LOUD NOISES. THE PEOPLE OF NORTHERN NEW MEXICO LEAD ISOLATED, BUCOLIC LIVES AND DO NOT WISH TO ADAPT TO LOW FLYING AIRCRAFT. OUR RURAL LIFE STYLES EMBODY A WAY OF LIVING THAT IS INCREASINGLY DIFFICULT TO MAINTAIN IN THE FACE OF ENCROACHING TECHNOLOGY. PLEASE DO NOT TAKE THAT AWAY FROM US.

Over for more space →

Please Print
Name: RICHARD McCRACKEN
Address: ARROYO HONDO, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000005

George P. Vose
Alpine, Texas

30 April 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

I have examined the Draft Environmental Statement of the Realistic Bomber Training Initiative dated March 1999. I commend those who prepared this document for their thorough investigation and preparation.

I would like to make the following comment: Chapter 4 quite thoroughly covers the environmental consequences of the training initiative. Page 4-5 states that "MTRs designed to ...establish specific avoidance procedures around small private and municipal airfields. Such avoidance procedures are published and mapped for each MTR and MOA and military aircrews build them into their daily flight plans.

AF-2 But at the present time such avoidance procedures are not maintained. I have owned a residential airpart 46 miles south of Alpine, Texas for more than 30 years. This airport, registered with the FAA as "Taurus Mesa", is shown on the El Paso sectional chart (copy enclosed). Very frequently these conspicuous runways seem to be a navigational turning point for B-1 and B-52 bombers. For example, on 20 April 1999 at 1440 hours (1940Z) a B-52 flew directly over the runways at less than 500 feet. Yesterday, 29 April, at 0937 hours (1437Z) two B-1s flew the same path directly over the runways and at 1323 (1823Z) two C-130s passed over my house and over the runways at less than 500 feet.

AO-2 This airport experiences more than 2,000 operations a year and, on occasion, there is intensive student training in the traffic pattern. The turbulence from low-flying heavy aircraft could be catastropic to small airplanes in the vicinity of the airport.

I am concerned with **safety** not thoroughly covered in the Training Initiative. Several near-misses have been reported by local pilots and one (my own) has been documented and reported to the Air Force and our congressman. Please refer to the attached letter with attachments mailed to the Commanding Officer of Barksdale Air Force Base.

000005

Major Adams page 2

AO-3 Taurus Mesa Airpark is located seven miles south of the centerline of IR-178. If the military traffic remained close to the centerline as published, I would have no objection. But because military traffic deviates widely from the centerline I am greatly concerned about the hazard of a mid-air collision or a fatal accident resulting from low-altitude turbulence.

Thank you for considering my comments.

George Vose
Airport owner, commercial pilot
and certificated air carrier

George P. Vose

Alpine, Texas

000005

COPY

Date: September 23, 1998

To: Commanding Officer, Barksdale AFB, Louisiana

From: George P. Vose (I fly for the Texas Parks and Wildlife Department)

Subject: **In-flight near-miss**

Sir:

While I support the United States Air Force and its need to conduct low-level training flights, I have great concern for future aviation safety in southern Brewster County, Texas. I would like to report a near-miss involving my Cessna 172 N46469 and a B-52 bomber. This occurred on December 3, 1997 at approximately 1530 CST - 2130Z. Admittedly, this incident occurred several months ago, but I would like to place it on record. I am reminded of it today because three B-52 bombers flew at low altitude directly over Taurus Mesa Airpark.

On December 3rd, 1997 I was flying due west returning from an animal radiotelemetry study. My altitude was between 800 and 1000 feet MSL when a B-52 flew underneath me on an easterly heading. I estimate that our separation was within 300 feet. A diagram of the converging routes showing the location of the near-miss is enclosed.

I own an airpark 48 NM south of Alpine and seven NM south of IR178 (see enclosed photocopy). I have owned this property for 32 years. In the past, B-52 and B-1 bombers have flown by at low altitude but remained close to the centerline of IR178 and, as they approached Nine Point Mesa, they routinely turned northeastward and started to climb.

Recently, however, they have started to overfly my runways at very low altitude then, as they approach Nine Point Mesa, they turn 90 degrees to a southerly heading. When they reach the southern end of the mesa they turn to an easterly heading and start to climb. This was the location of my near-miss.

My runways are conspicuous and can usually be seen beyond 20 miles. Sometimes I wonder if the runways might be an orientation point on bomber routes. Approximately 50 pilots/aircraft owners have property on Taurus Mesa. Flight activity is increasing rapidly here.

My main comment is this: A fatality involving a USAF bomber and a general aviation aircraft is not only probable - it is inevitable. When the fatality occurs, will the Air Force then avoid straying so far and erratically from the centerline of IR178?

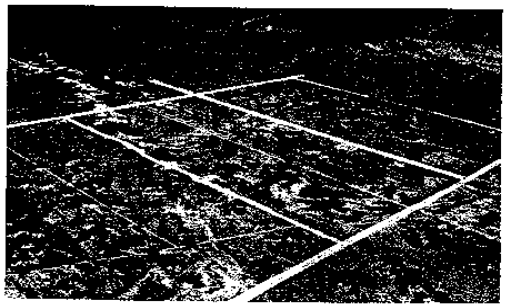
Thank you for providing this opportunity to comment.

Respectfully yours,

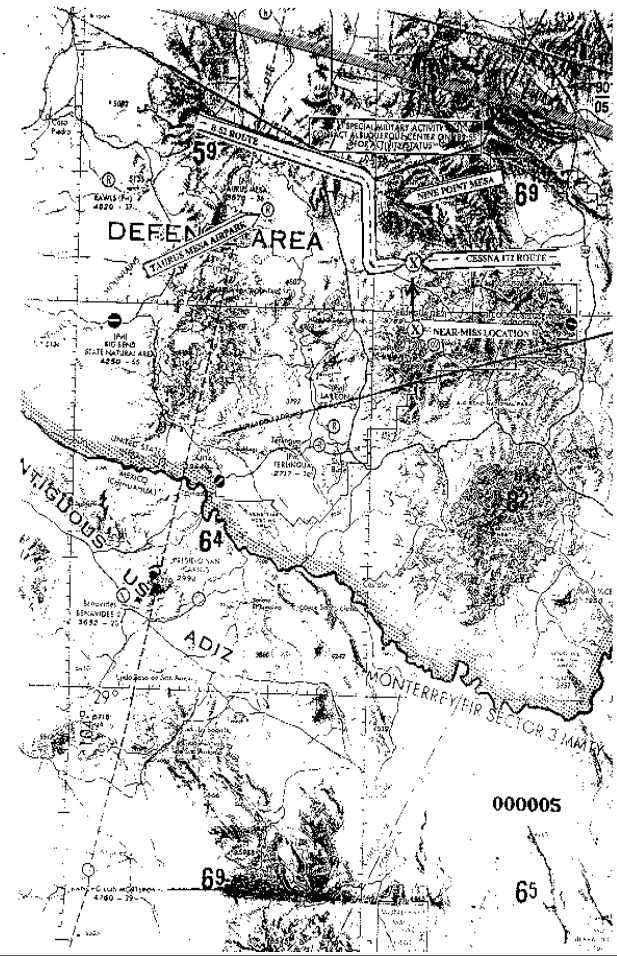
George P. Vose

cc: Texas Congressman Henry Bonilla

000005



Taurus Mesa Airpark, 48 miles south of Alpine, Texas. There are about 50 property owners who fly from these runways. The hazard is the daily flight of B-52 bombers flying at low altitude directly over these runways. A disaster is inevitable.



000006

Dear Mrs. Adams.

TY As I have become aware of overflights in the Piedmont Sc... Ranch area I feel compelled to respond.

This property provides thousands of Scouts the opportu... to learn attributes you desire in our Pilots. Frequent overflights will significantly detract from that experience and may finally reduce participation.

With the reduced participation, your future pool of Pilots may be reduced.

000007

DEAR MAJOR ADAMS,

BR-6 I AM WRITING THIS LETTER IN RESPONSE TO THE PROPOSAL BY THE AIR FORCE TO BEGIN PRACTICE BOMBING RUNS OVER THE Philmont Scout RANCH IN NEW MEXICO. I BELIEVE THAT IT WOULD BE A MISTAKE AND VERY INVASIVE OF THE QUIET & SOLITUDE AFFORDED TO A VERY LARGE NUMBER OF BOY Scouts and their LEADERS. THE NOISE WOULD BE DISTURBING TO THE HABITAT OF THIS WILDERNESS AREA. PEOPLE TRAVEL HERE EACH ~~OF~~ YEAR TO ENJOY THE BEAUTY AND SOLITUDE OF THE OUTDOORS. IT WOULD BE A SHAME TO DISTURB THIS AREA. THE EXPERIENCE WHICH EACH OF THESE YOUNG MEN AND THEIR LEADERS MAKE A TREMENDOS IMPACT ON THEIR LIVES AND IT WOULD BE A SHAME TO DESTROY & DISRUPT THIS OPPORTUNITY.

I WOULD APPRECIATE YOUR CONSIDERATION IN THIS MATTER. THINK OF THE YOUNG MEN WHO ARE LOOKING FORWARD TO THIS EXPERIENCE AS YOU MAKE THE DECISION CONCERNING THE USE OF THE AIRSPACE OVER Philmont RANCH.

Sincerely,
Eric S[illegible]

000008

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

major Adams:

BR-6 I am very strongly against the use of Philmont Mountain Airspace in New Mexico. Many scouts who live in the city will not have an opportunity to experience wilderness peace & Quiet if the Air Force goes through with it's present plans.

Please find another area for the bomber pilots to test their equipment.

Thank you,
Ray Vitek Jr.
Adult Advisor
Post 80 Explorers
Houston, Texas

000009

DeBary, Florida
March 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

Ref: Realistic Bomber Training Initiative (RBTI)

TY Thank you for sending us the RBTI Newsletter Three. We appreciate and commend you for the the update. As we cannot attend the Public Hearing scheduled for Friday, April 16 in Taos, we are registering our disapproval of your "Alternative D" now.

You may wonder why we in Florida are so interested in your plans for low flying bomber runs over the state of New Mexico. We have over thirty years ago decided as a long-term goal to retire to the Taos, New Mexico area. Now that we are three years away from such retirement, we cannot agree to the proposed "Alternative D" which would route B-52's and B-1 bombers around 14 counties of Northeast New Mexico at 400 to 500 feet off the ground. We think that such a route in New Mexico will create unwanted noise, increase the threat to life, and generally disrupt and disturb daily life there.

I remember years ago traveling in our station wagon across a remote area of Colorado with my wife and three small children. We were suddenly buzzed by a B-52 flying only 500 feet above our heads. Lucky for us that the road in that area was flat and straight for miles, or we would have careened off the road as a result of the sudden shock, noise and temporary loss of car control.

We note that you also have identified Alternatives "C" and "B" which are mostly in West Texas. We suggest that you choose one or both of them.

Sincerely,
James Glenn

P.S. Your newsletter was addressed to Hal Flanders at this address. Please note that he does not live here, nor has he. Please correct your records. Thank you.

000010

Martin Frisch
Alpharetta, Ga.

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVPP
129 Andrews St.,Suite 102
Langley AFB, Va. 23665-2769

Major Adams:

The purpose of my drafting this correspondence to you is to call to your attention a possible serious situation that may come to pass if folks like yourself wont intervene.

First let me say that I am not a bleeding heart environmentalist or activist. The situation however, that I am about to relate to you does need positive and swift action.

I am speaking of the air force plan to expand the MTR network for a B-52/B-1 low alt. route that would over fly the Philmont Boy Scout reservation.

Philmont New Mexico has been a Meca, or rather "The Meca" of boy scouts for many many years. These are hollowed grounds. A place where scouts can ,to coin a phrase "be one with nature. For several days during the summertime ,scouts hike, camp, cook and Learn the ways of scouting in the peace and solitude of the desert.

To have daily low altitude operations over the Philmont ranch, would be a death sentence to the quiet and solitude of this mostly untouched part of our country.

The route specifically in question would be Alternative D. These routes are proposed for opps from Dyess AFB Tx. and from Barksdale AFB in Louisiana. At this time there are 2 other alternative routes that would over fly west Tx.

I, myself am a pilot, and have been for many years. I love aviation and nothing gives me more of a thrill then to have "heavy Metal" flying low and loud, over my head, but as my mother would say, "there is a time and place for everything. Philmont is not the place.

BR-6 There are also legitimate safety reasons for not allowing Bombers to operate over the scouts who will populate Philmont through out the summer. Emergency fuel dumping , and the very remote (but possible) chance of an accident over Philmont.

This is the problem and I will look to your help and guidance in preserving this wonderful and remote place, free of the tools of big city life.

Sincerely,
Martin Frisch

000011

Glen Cove, NY

April 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23655-2769

Dear Major Adams:

BR-6 I am writing out of great concern for Philmont Scout Ranch and the adverse effects of the proposed Realistic Bomber Training Initiative which would involve flights over this pristine high adventure camp in Cimarron, New Mexico. As one who has experienced Philmont's riches both as a young Scout and as an adult Scouter, I can attest to the many benefits provided by this camp that would be significantly harmed by the flight path near the proposed Mt. Dora MOA.

Philmont is truly the crown-jewel of the Boy Scouts of America. As a youth, I scrimped and saved to be able to travel across our country and share the challenge of Philmont with my fellow scouts. The Philmont experience involves eleven days of backpacking into 137,493 acres of remote and beautiful wilderness. The days on the trail are challenging both physically and mentally, and they offer many urban and suburban scouts an encounter with America's environmental beauty that is unparalleled. To have Air Force jets training overhead – especially at low altitude – while in the midst of this intense, rugged, and peaceful landscape would absolutely shatter the experience.

I understand that the Draft Environmental Impact Statement has been received and that a final decision regarding the site choice is pending. I urge you to locate this program at one of the three other sites under consideration. I am sure there are voices in opposition to each of the four sites, but I know that the Mt. Dora MOA site would have the worst possible impact on the greatest possible number of young men.

Thank you for your consideration.

Sincerely,

Brian Muellers, Ph.D.

Howard & Mara Taylor

Arroyo Seco, NM

April 27, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000012

Dear Major Adams:

BR-4 In reference to the Air Force RBTI Proposal-D and the EIS presented to justify such flights we must state our unequivical opposition to the main conclusion. It is erroneous to suggest that the noise pollution from 2,600 low level bomber flights would have "negligible" scocioeconomic impact. This summation could only have come from people who consider wilderness to be the ninth hole near some air base.

The predictable amount of noise from such continuous flight activity would be devistating to many aspects in the lives of citizens living in the designated zones. You may not be aware that much of northern New Mexico's economy is ultimately linked to tourism and the outside funds that enter this area from the people who find the charm of Taos and its environs appealing. The tranquility of life experience in our mountains, along our rivers and streams, our state parks and national forests, camp grounds and scout camps is essential to the lives of not only those who come as tourists or guests but is a significant factor in the choice people make when they come to New Mexico or stay in New Mexico as residents.

BI-1 These low flying flights would have severe consequences on the indigenous activities here especially where livestock is concerned as well as an unsettling effect on most of the wildlife in the affected area. This includes vast elk breeding grounds on the San Antonio Peak and in the Villa Vidal unit of the Carson National forest. The Villa Vidal is so closely regulated by the U.S. Fish and Wildlife Service that it is forbidden to leave the main highway during the months of May and June, even on foot or on horseback, because of the calving season. Imagine the results from continuous 200 to 300 foot overflights. There are many endangered species in these areas lets not add civilians to the list.

Nearly as important as an accurate EIS would be an Ecological Impact Statement prepared by people with expertise in the local ecological systems by the U.S. Fish & Wildlife Service. Why has this not been addressed? The quality of our environment is a direct result of the state of this ecology both of which have an impact on the "socioeconomics" of the entire region.

Sincerely,

Howard & Mara Taylor

000013

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/24/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-4 I believe it is clear that the people of no Central & No Eastern New Mexico do not want the RBTI. The Environmental Impact study does not address the impact of low flying bomber noise on humans, wild life, livestock and the fragile state of the National monument, the Taos Pueblo. It does not consider the impact of

BR-1 low flying bomber noise on our already depressed economics. The air force practice of averaging air level sound over a 24 hr period is misleading and vague.

The USAF training flight that resulted in death and disaster at an Italian ski resort last year and the avoidance of pilot and crew and the U.S. Air Force to shoulder responsibility surely speaks loudly against the people of No New Mexico risking our precious air space to the RBTI.

Over for more space →

Please Print

Name: KATHRYN TRETTER
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No_X_

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

TY Please, Sir discontinue the practice of flying fighter jets over Taos County. It ~~is~~ disrupts the peace and tourism of the area

Thank you for listening

Sincerly, Kasey mitch

000014

000015

April 27, 1999

HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA. 23665-2769

Major Brent Adams,

I am a former Air Force pilot and am currently flying commercially. I have studied the IR-153 plan published in the Sangre De Cristo Chronicle on March 25, 1999. According to your proposed flight map, the portion that is causing concern among residents in Moreno valley and surrounding areas is located north of Red River and south to Las Vegas. This entire corridor would allow low flying aircraft to be flown, not only over Philmont Boy Scout Ranch, but close to various outdoor recreation facilities. This proposed route places the boy scout camp and multiuse wilderness areas directly under the noise footprint of the aircraft.

In my opinion, if this Alternative D flight plan is selected you may as well move the boy scout camp directly under the approach path at Chicago O'Hare. The Boy Scouts of America is one of the few remaining organizations that help guide and lead our youth to responsible adulthood. How many thousands of young boys have enjoyed the unique wilderness experience that Philmont has to offer? The noise created by low flying aircraft over this area would severely detract from the boys' experience and be totally inappropriate.

BR-6

This wilderness area is also used by many types of outdoor enthusiasts. Many of these people are trying to "get-a-way" from the noise, pollution and stress of the cities by coming to this scenic area. I realize that the Air Force wants to use this route in order to save money on inflight travel. Ironically, the people coming to this area from Texas, Oklahoma, Kansas, etc. do so for the same reason. It is convenient in distance traveled and cost. If 2,600 sorties are flown annually over this area these same people will have to travel elsewhere to find the peace and quiet that they seek.

000015

I realize that "costs" determine everything in this country whether it is the bottomline of a corporation or the government. However, in this case I do not believe that the money saved by using Alternative D will outweigh the damage done to the wilderness and its many uses.

PD-2

Proposal--Why not consider moving the aircraft in question closer to the routes currently in place?

Sincerely,

Fred M. Miller

Lancer RBTI

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

00016

From:

Name: Wendle Culp

Address:

City, State, Zip: Lamesa TX.

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

We are strictly opposed to any of the alternatives.

We are confident that it will lower the value of our property and will be harmful to livestock. It will negate our income from hunting leases which is a good part of our income.

BR-4

We consider this a taking of private property.

Use back if necessary

Signature

PLEASE PRINT CLEARLY

000017

April 27, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

I am writing to express my concerns and objections to the proposed Low Level Training Flights in West Texas, particularly the Big Bend area.

I am a real estate broker in Marfa, Texas, specializing in ranch and rural property sales. Over the past several years this area has experienced renewed growth. It seems that people have tired of the pollution, traffic and congestion of major cities. They have found in the Highland and Big Bend area a place where they can peacefully enjoy the vast, openness of our plains and the majesty of our mountain ranges without pollution, suburbs, interstates, strip-malls, airports and all the other things that make city life undesirable. Because of this, demand for property in our area has increased significantly, land values have risen and the entire area has benefited. However, the flights being conducted throughout our region have already proved to be detrimental to this growth and our peaceful environment. They have greatly impacted the values of the private property in the path of these flights and have affected my livelihood directly.

BR-4

On three specific occasions I have had almost certain land sales ruined by the fact that training missions were taking place in the area. In one instance, after returning to view a very scenic property for a second time, the prospective purchasers commented on the seemingly total lack of birds and other wildlife in the area. Several moments later the silence was shattered by the roar of a B-1bomber only a few hundred feet above our heads. Each time this has happened I am asked the same question, "How often do they fly over?" When I tell them that the planes fly over several times a day, and more are proposed, they have lost interest in the property. At that point, my client has lost a potential land sale and the value of his property has diminished.

I, too, am a rural landowner that is affected by these training flights. The land I own is near the routes designated for these flights. The flights do not have to be directly overhead. I have witnessed that the pilots frequently stray from their designated flight paths – usually to "buzz" a ranch house, vehicle or herds of cattle. Cattle being driven or worked in a corral seem to be of special interest and it is terribly frightening to be driving down the road in a vehicle and be "buzzed" by one of these planes. There are people who live in these remote areas. We have homes and the right to peaceful enjoyment of our property.

BR-3

Real estate is defined as a portion of the earth's surface extending downward to the center of the earth and upward infinitely into space, including all things permanently attached to it, whether naturally or artificially. As an owner of real estate, I should be able to enjoy that which I own without the intrusion of others. I question the legality of these flights over private property. I consider it a taking under the framework of our constitution and property owners should be compensated. It is unnecessary and unreasonable and should not even be occurring. I am certain this proposal will provide for some interesting case law.

BR-5

000017

I am in favor of a properly trained military. I believe it is vital to the survival of our free nation. However, the rights of the citizens of this country should not be sacrificed when there are other alternatives. The federal government owns millions of acres of land throughout this country that, in my opinion, should be in the hands of private citizens. But if the government is to own land, that land should be utilized in the training and development of our armed forces.

We, in this area, are a strong and resilient people. Because we are few in numbers, our bureaucratic leaders seem to believe that they will encounter little opposition to their ill-advised plans. This was obvious in their attempt to deposit nuclear waste in our midst. The assessments of the affected site and neighboring communities were self-serving. We were, however, successful in our opposition to that effort and we will be successful against this one as well. We are tired of being ignored and taken advantage of. Property owners should not have to defend their rights against their own government time and again.

Sincerely,

Cleat Stephens

000018

Fort Davis
TX

29 April 1999

Major Brent Adams
BBTLEIS Project Manager
129 Andrews Street
Suite 102
Langley AFB
VA
23665-2769

Dear Major Adams:

Concerns about the Air Force plans for the Big Bend area are not merely concerns. That is not a powerful enough word.

Perhaps "outrage" is better. There is no excuse for noise pollution, air pollution, and damage to our wildlife here. This is not a desolate, unproductive wasteland. It is a rich area filled with wonder. Conservationists understand this.

Please take your project elsewhere. How can your consciences permit such invasion of our natural resources?

PD-4 There must be better ways of achieving the same results.

Thank you for listening.
Sincerely,

Elaine Harmon

000019

Peace Pipe Ranch
Bert Wallace

Jayton, Texas
April 26, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley Air Force Base, Virginia
23665-2769

Dear Sir:

GE-1 Concerning the Lancer RBTI, no credible cost benefit analysis has been done. The draft EIS trivializes the impact of noise pollution to justify this proposal. The added cost incurred by the planes from Barksdale training in West Texas as opposed to Arkansas is

PD-2 not considered. No mention was made of the obvious alternative of basing the planes closer to existing training facilities. What is the real dollar amount of cost saving

AF-3 attributable to planes from Dyess training in the Lancer RBTI since the major cost of flying is attributable to ground maintenance before and after each flight and a certain number of flight hours are required to remain proficient?

PD-3 In conclusion, the only argument left for the Air Force is that since a reduction in flying hours has not been proposed, the crews will be better prepared because they spend more time in the training area. However, if I am to believe the assertion that this training will remain above 3000' AGL, then the planes could just as well be flying over the ocean with a picture taped to the windshield given the local topography. This comes down to a case of need versus want. I think the military should be given the tools it *needs* to do its job, but I cannot afford to given the Air Force everything it *wants*.

Sincerely,

Bert Wallace

Bert Wallace

SKI RIO
Rio Costilla Resort

"Incredibly Family... Incredible Fun!"

000020

April 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: Proposed Realistic Bomber Training Initiatives (RBTI)

Dear Major Adams:

As Resort Director for Ski Rio ski area I am writing to file a protest on behalf of Ski Rio regarding the proposed flight corridor of the RBTI. Currently, the flight corridor is

BR-4 within a half mile of Ski Rio. If the project is approved it would negatively impact tourism, the area's fragile lifeline to the 21st century.

All of northern New Mexico is plagued by unemployment, but the northern part of Taos County is in particular jeopardy, due to its extreme rural nature. People from the two tiny villages of Amalia and Costilla rely heavily on the resort for employment as do area residents of Questa, New Mexico and San Luis, Colorado. Development of the ski area was specifically granted by heirs of the Sangre de Cristo Spanish Land Grant to stabilize the economy, preempt further fracturing of its culture and provide family members with marketable working skills.

Since its inaugural season sixteen years ago, Ski Rio has depended on tourism to support resort operations and recreational development for economic survival. The solitude, sanctity and aesthetic quality of life in the mountains remain the primary attraction for resort guests and homebuyers. Low level flights with their accompanying noise levels will undoubtedly be a major detraction to urbanites already battling crowded freeways

• Costilla, NM • Tel: • Fax: • Reservations:
Web: Email: • Real Estate Info:

000020

Major Brent Adams
April 28, 1999
Page 2

and noise pollution within their current environment. Furthermore, the unexpected presence of these bombers flying over the ski area could distract skiers and result in unnecessary on-slope accidents. Additionally, there is the possibility of colliding with our chairlift towers or severing lift cables, which could result in the loss of life.

AF-4

Last but not least, Northern New Mexico is noted for the pristine nature of its wilderness. It is one of the few remaining outposts where the ecosystem supports wildlife from bear to trout to hummingbirds. Fuel dumping will mitigate their nesting and breeding grounds and alter their foraging resources. Ultimately, it will threaten the symbiotic relationship required for their continued existence.

AO-5

In summary, I respectfully request you cease and desist in your pursuit of this project as it will negatively impact a fragile environment, create chaos in a struggling economy and disenfranchise a community of its right to live the American dream.

Best regards,

Lawrence Smith
Resort Director

cc: Senator Pete Domenici
Senator Jeff Bingaman
Congresswoman Heather Wilson
Congressman Joseph R. Skeen
Congressman Tom Udall

000021

Rochelle Rex

El Prado, New Mexico

April 25, 1999

To: Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Sirs,

I am writing to support the, "Alternative A", NO ACTION.

It is my understanding that the military already has access to large portions of air and ground space with which, to continue the low level flights and the training of the men and women involved in the continued, "Protection of America".

I suggest that the military and its, "RBTI" stay in places that it already controls.

PD-1

Why does the military need to create a, "Realistic Bomber Training Initiative", when the men and women of the "American Military", are currently receiving very, "Realistic Training" right now. As I write this letter, there are wars riddling the world. There is always an opportunity to practice "REALISTICALLY". What a better way to learn, than when your life is on the line. You will be sure to be aware, unlike when you are not in a threatening situation, where your worst fear is an electrical bomb that simulates your dimize.

There is no need to destroy one of the few places in our own "Country", that is still free of the overwhelming air pollution of toxic fumes from a high population of humans, vehicles, air traffic, and industry. Taos is a unique place. The air is clean, and the water is fresh. There are many endangered species in the proposed routes. There are people and their way of living that will be adversely affected by all other alternatives.

May the military respect these lands and leave them to their own natural evolution.

I believe in every way possible that any choice other that the "NO ACTION", Alternative A, is a serious and destructive choice. Each alternative affects the environment, animals, people, and the quality of life.

Please choose, "NO ACTION". Thank you.

Rochelle Rex

Flights

000022

TY

I am a retired Air Force and served my country during 1971 & 72. I live in West Texas, because I love the freedoms to do so. I believe in the Constitution. The Constitution reads "We the people of the United States," , not We the military of the United States.

The people of West Texas, of The United States of America, have spoken. We do not want increased training of any kind to occur on or over our private property, and we would like to see less than is now occurring.

The military's dictatorial attitude as conveyed by Lt. Don Hess, "Because we go to a meeting and hear 'We don't want this,' is not going to deter us from providing the best training available for our pilots," does not follow our Constitution principals of We the People. I served in the military and followed orders, now its time for the military to follow the orders of We The People.

If the military is allowed to do as they please then we no longer live in a county that is governed by We The People, and its has become a dictatorship.

Steven Wright

Odessa Texas

000023

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos Texas
Date: 4-9-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Dear Sirs
Please be informed I do not think
[illegible] do have
bomber training over the private property
in the vicinity [illegible]. This is
Government invasion of private property.

BR-5

This affects people, animals [illegible]
and birds, birds and insects. My property
is on the line of migrating birds and
monarch butterflies. The past two years
fewer and fewer of the some 100 birds
I've developed since I've moved here
have returned. Even tho I've planted
trees and food shrubs for them.
The monarch butterfly is important
as your training is. It's the way we
treat and respect the least of our
creatures so goes the nation.

over for more space →

Please Print

Name: B. J. Colwell
Address: Monahans Tx

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000023

The money, time and energy we spend to train our armed forces could well be used to repair, replace and improve the roads, they live on. Plus replacing, upgrading the tools they work with.

AF-5 The Air Force has plenty of open uninhabited Government Owned land to train over. Contrary to their figures, flying time is training in its self. Leave private owned land alone. We don't need the pollution from noise, fuel, air waste in our precious environment.

May God Bless and help you make the right and wise decision. For only through the Grace of God there would be no America.

000024

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am strongly opposed to the bombers flying over Taos Co, NM.

BI-1 I have deep concerns for the wildlife - there are many kinds of elk in the Sla Rio area that you would be disturbing - not to mention the other animals.

I'm concerned for the economy. I am a massage therapist and I make a large portion of my income during ski season. So do alot of other massage

BR-4 therapists. If you fly over Ski Rio & Angel Fire it will hurt our businesses as well.

Over for more space →

Please Print

Name: NANCY ZINNO
Address: EL PRADO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000024

Dear Theirs,

BR-4 I am concerned about the property values that will certainly fall in Taos Co. Our Ski Structure is based on land values. If people can't live on their land due to the noise, if they can't count a living due to the noise, they won't be able to pay their taxes - and that will affect the rest of us who live in the quiet parts.

Come Take a drive thru the area you wish to fly over and see all the small, remote villages you would destroy - maybe you will change your way.

Thank you for taking the time to listen to me.

Nancy Zinno

000025

TY Please dear Sir
don't fly fighter
jets over my
peace full
Taos Valley
Thankyou
Annie Segler

Houston, Tx
April 24, 1999

000026

RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Saaite 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams,

BR-6 I have just heard of the Air Forces plan to use Philmont air space for practice runs for bombing missions. While I understand the need to practice missions, I strongly oppose the use of Philmont for these practice missions.

We have precious few areas that are reserved for natural events and nature. With 30 to 40 thousand people using Philmont per year, the potential for accidents is too great as well.

Thank you for your consideration of these issues in this matter.

Sincerely,
Laura Bruce

000027

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

To Major Brent Adams:

BR-7 **BR-4** I am against the Air Force proposal to take private property to use as a training area for Realistic Bomber Training. It proposes the citizens of West Texas unnecessarily sacrifice our lifestyles, economy, quality of life, sense of safety, and peace. Our well-trained pilots can train where they currently practice or the Air Force can purchase unpopulated lands to use.

BR-1 Additionally, I lost respect for leaders of this branch of the military because the inadequate data contained in the EIS seems to be for the purpose of minimizing the effects of the noise instead of providing real information needed to make decisions. I think the men and women we trust to protect our lives should be honest and forthright, and it surprises me our political and military leaders have developed such a skill of using the media to help persuade the public how "necessary" *this* area is for training. I would rather they spent their time and skills developing war and peace strategies—not power games to build and secure bases and gain promotions.

I am a patriot and proud of the world's best military protection of the United States Air Force. I am proud of my numerous family members and friends who serve and have served in the Air Force—including Uncle Bobby, buried in the Punch Bowl in Hawaii. Any **necessary** sacrifices I unquestionably will make to help keep our Air Force strong and our country safe—just make sure it is a <u>real</u> need before asking.

Respectfully yours,
Ra Siebers
Ruth Ann Siebers

April 21 1999

000028

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams.

BR-6 I am very concerned that the U.S.A.F. is planning to fly low level practice Missions over the Philmont area. This is one of the few places in the south of the country can have a wilderness experience. The sound of B-1 Bombers flying at low altitude will destroy this experience. Please find a location that will not ruin one of the last and best backpacking areas in the U.S.

Sincerely
Kevin Allen
Explorer Scout Troop 211
Houston, Tx

Leah Alexander
Indio, CA

000029

April 25, 1999

Maj. Brent Adams
RBTEIS Project Mgr.
HQ ACC/EVPP
129 Andrews St., Ste. 102
Langley AFB
Virginia 23665-2769
Dear Maj. Adams:

TY My home is in Taos, New Mexico, although I've been gone from it for 18 years. Last year, planning for retirement, I made a trip back to Taos. I asked myself, "Is this really where I want to be?" I knew I was ready to leave the southern California overabundance of people, cars, speed, shopping malls.

I sat, one day, on my land, looking over the giant Ranchos meadow, facing Taos Mountain. It was very quiet. Then there was the call of one meadow lark. Have you heard one? They pierce the stillness like an arrow, and then restore it.

Next month, I'll be living in Taos, relishing the space and the quiet. What we have here is irreplaceable. I want to hear the meadow lark, not the sound of bombers.

Please don't bring your manoeuvers to northern New Mexico.

Sincerely yours,
Leah Alexander

Leah Alexander

cc: The Taos News

000030

Dear Major Brent Adams,

BR-6 My name is Sean OBrien and this year will be my second venture to Philmont. My last trek was a magical experience was hoping this year would be the same. But, unfortunately the trip just can't have the same effect with a couple dozen jets flying overhead. The trek is a trip from civilization and an expedition through the "great outdoors". Please reconsider your decision of flying the bombers over Philmont.

Sincerely,
Sean OB

4/24/99

000031

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

Dear MAJOR Adams

BR-6 We appreciate your service to this country. We understand the need to do bombing test runs. However, we respectfully request that you consider another area for your bombing runs. Every year Tens of thousands of Scouts Tour the Philmont area with the purpose of becoming more aware of the outdoors, learning leadership skills, & ~~beco~~ maturing into responsible adults.

Please consider these young men & their needs as you consider alternatives.

Carl Caldwell
Assistant Scoutmaster
Lubbock, TX

Citizen Concern
Lancer RBTI

000032

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: Jess Stone
Address:
City, State, Zip: Gail, TX

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

We are strictly opposed to any of the alternatives.

BR-4 We are confident that it will lower the value of our property and will be harmful to livestock. It will negate our income from hunting leases which is a good part of our income.

BR-5 We consider this a taking of private property.

Jess W. Stone

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI

000033

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: Dub Waldrip
Address:
City, State, Zip: Lubbock, Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

We are strictly opposed to any of the alternatives.

BR-4 We are confident that it will lower the value of our property and will be harmful to livestock. It will negate our income from hunting leases which is a good part of our income.

BR-5 We consider this a taking of private property.

Dub Waldrip

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI 000034

To: April 7, 1999
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:
Name: Freddy Roberts
Address:
City, State, Zip: Lamesa, Tx 79331

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

We do not like any of the alternatives.

BR-4 We are sure that it will lower the value of our property and will be harmful to livestock. It will negate our income from hunting leases which is a good part of our livelihood.

BR-5 We consider this a tiking of private property.

Freddy Roberts

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

To: April 7, 1999
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

000035

From:
Name: Barbara Anderson
Address:
City, State, Zip: Gail, Tex. 79738

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

We do not like any of the alternatives.

BR-4 We feel it will lower our property value and be harmful to livestock. It will negate our income from hunting leases which is a good part of our livelihood.

BR-5 We consider this a taking of property property.

Barbara Anderson

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI 000036

To: April 7, 1999
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:
Name: John Anderson
Address:
City, State, Zip: Gail, Tx 79738

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

We are strictly opposed to any of the alternatives.

BR-4 We are confident that it will lower the value of our property and will be harmful to livestock. It will negate our income from hunting leases which is a good part of our income.

BR-5 We consider this a taking of private property.

John Anderson

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

To: April 7, 1999
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

000037

From:
Name: Kyle Everson
Address:
City, State, Zip: Gail, Tx 79738

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

We are strictly opposed to any of the alternatives.

BR-4 We are confident that it will lower the value of our property and will be harmful to livestock. It will negate our income from hunting leases which is a good part of our income.

BR-5 We consider this a taking of private property.

Kyle Everson

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI

000038

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Robert G. New

Address:

City, State, Zip: Snyder, TX

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

March 25, 1999

000039

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews Street, Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

The undersigned is college-educated, has spent years in the corporate world in Los Angeles, California, and moved to Taos, New Mexico years ago to escape the air and noise pollution, traffic, stress and crowded living conditions of a big city.

In the corporate world - I have witnessed many proposals presented during meetings. It was understood that these proposals would be limited to 25 pages, including charts and graphs.

Your Draft Environmental Impact Statement (of approximately 250 pages and one-inch thick) would be unacceptable and we find it unacceptable here. The report is lengthy, boring and lacking in substance. But --- that is your intent. If you make it overwhelming lengthy - no one will read it. Or - you can hide the pages of misinformation.

This is an insult to this community!

I have waded through pages of gobbledegook to find the issues concerning this community have not been properly addressed.

I refer to my attached letter. Would you please address these issues directly in 25 pages or less?

Sincerely,

Roberta L. Flowers

Roberta L. Flowers

Taos, New Mexico

4/14/99 P.M.
EXHIBIT R. Flowers
CASE # RBTI

000039

Representatives of United States Air Force

Gentlemen:

Please be advised that this is not barren desert land but a thriving community. Most of our income is from tourists, who come from all over the United States, and the world, to enjoy our peaceful valley, fresh clean air, year-round sunshine, and to visit (among other attractions):

1. Over 100 art galleries and many quality museums. Taos has been an artists' community since 1898, with more artists in residence than are in Paris, France.

2. Taos Pueblo. The Tewa tribe of native-americans have been in residence here for centuries. Their living structures (as are many here in Taos, including my own) are of adobe construction. Subjected to the stress of vibrations from large, low-flying bombers, these adobe structures will crumble.

CU-1

3. A triple AAA class ski resort at Taos Ski Valley.

AF-4 I am sure you are aware of the recent tragedy that occurred in Italy concerning a low-flying US Air Force plane. True - it was another type type plane, but once the corridor is open it will be available to other types of planes - I have no doubt.

There is an old Mid-Eastern expression - which is applicable today. " Do not allow the nose of a camel into your tent because the body will soon follow."

Since the United States is not in a state of war with a foreign power or in immediate danger of invasion by any such foreign power - your proposed operation does not supercede our right as US citizens.

I am aware that your allegiance is to other superior officers in the US Air Force, but other higher powers are in place. For one - the US Senate. For another - the US Judicial System. Under the US Constitution - every US citizen is guaranteed the right to life, liberty, and the pursuit of happiness. Your proposed operation will infringe upon all of these rights.

BR-4 Our source of income will be destroyed - because tourists will not visit here in a war zone of your making.

BR-7 Our homes will be destroyed and our peaceful way of living will not be possible.

It was my understanding that the purpose of the US Air Force is to protect us from foreign invasion. I assure you no foreign invader could do more damage.

A citizen of Taos, New Mexico

1-2

000040

PUCKETT RANCHES, LTD.

FORT STOCKTON,TX.

TO: SENIOR OFFICER A.F. SCOPING HEARING
ALPINE,TEXAS APRIL 10,1999

FROM PUCKETT RANCHES LTD.

SUBJECT: STRAFING

THANKS FOR THE INVITATION TO TELL YOU MY SIDE. FOR 20 YEARS I HAVE BEEN HEARING AND WATCHING YOUR TRAINEES ON IRREGULAR FLIGHTS DAY AND NIGHT. I HAVEN'T LIKED IT BUT THOUGHT MAYBE PATRIOTISM. ---BUT GERMAN FLYERS? LUFTWAFFE ? I SERVED IN WW II TO PREVENT THAT OVER MY PASTURES.

BR-3 YOU ARE A NUISANCE. YOU SCATTER LIVESTOCK BEING WORKED. YOU ADVERSLEY AFFECT LACTATION. THE CALF,LAMB OR KID MISSES THAT MEAL..

BR-5 HAVE YOU EVER THOUGHT OF MAKING A FINANCIAL OFFER TO COMPENSATE US?

THE OIL PATCH HAS OTHER PROBLEMS. WOULD YOU LIKE TO WORK ON A HIGH PRESSURE GAS LINE UNDER A DRILLING FLOOR OR INSIDE A COMPRESSOR BUILDING AND BE STARTLED BY A FLY BOY--SOUNDS LIKE A RUPTURED GAS LINE. IT RAISES YOUR BLOOD PRESSURE. GO TO THE MANY MILES ON FEDERAL LANDS THAT DON'T PAY TAXES AND LEAVE US ALONE SO WE CAN PAY OUR TAXES.

GERALD C PUCKETT
MGR.- PARTNER

000041

DAVIS MOUNTAINS TRANS-PECOS HERITAGE ASSOCIATION

Alpine, Texas

April 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley Air Force Base, VA 23665-2769

Re: Realistic Bomber Training Initiative
Draft Environmental Impact Statement

Dear Major Adams:

The Davis Mountains Trans-Pecos Heritage Association represents landowners owning hundreds of thousands of acres of private land that will be impacted due to the Realistic Bomber Training Initiative(RBTI). Thus, our Association has an interest in the Initiative on behalf of these members.

The United States Constitution protects the sanctity of private property ownership and guarantees these rights. That protection is provided by many provisions in the original Constitution framed in 1787 and ratified in 1788, and the Bill of rights framed in 1789 and ratified in 1791. Property rights are also secured in Section 1 of the Fourteenth Amendment, which was framed in 1866 and ratified in 1868.

BR-5 Little doubt should exist as to the constitutional importance of property rights, yet we specifically address the federal government's apparent disregard for the private property rights of the members of the Davis Mountains Trans-Pecos Heritage Association. The RBTI invades the airspace of hundreds of landowners bringing undue interference with their right to the use, management, and peaceful enjoyment of their land which is being used without their permission.

Conserving Land & Resources Through Private Ownership

000041

Page 2
Major Brent Adams
RBTI EIS Project Manager
April 10, 1999

The Davis Mountains Trans-Pecos Heritage Association appreciates the opportunity to comment on the Realistic Bomber Training Initaitive DEIS. Please register our strong opposition to this Initaitive.

Very truly yours,

Norma Kiser

Norma J. Kiser
Executive Vice-President

NJK/me

000042

CONCERNS OF THE RESIDENTS OF UTE PARK, NM,
REGARDING THE RBTI, ALTERNATIVE "D",
ENVIRONMENTAL IMPACT ANALYSIS

The community of Ute Park, New Mexico, is located on US Highway 64, 13 miles West of Cimarron, NM. The community consists of 200 homes, of which 50 homes are year around dwellings and 150 are recreational homes that are in use throughout the summer and during the winter ski season.

Ute Park is located approximately in the center of Section "GH" of Alternative "D": IR-153/Mt Dora MOA, which places the community directly in line with the flight path of the aircraft that will be participating in the training exercises.

The residents of Ute Park have the following concerns:

AO-6 The prevailing winds in this area during the Winter and Spring are from the west and wind speeds are gusty and normally in the 25-45 MPH category during this period. Since the aircraft will be operating from North to South during the training missions, we are concerned about the effect of these winds on an aircraft flying 400 feet above the ground.

AO-5 Due to the mountainous terrain surrounding Ute Park on all sides, we are concerned that an aircraft which has dropped into the Ute Park valley and experienced technical difficulties or engine problems would need to jettison fuel to be able to climb sufficiently to clear the mountains in any direction from Ute Park. A fuel jettison directly over Ute Park could have serious consequences to the health of the residents in Ute Park and result in damage to their property.

Also, a fuel jettison would pollute the Cimarron River, which is a source for irrigation below Ute Park, as well as a premier trout habitat, and would endanger the resident deer herd of 200 animals in the valley.

000042

2/

In addition to the location of Ute Park in the center of the flight path, section GH also encompasses two wildlife management areas, the Colin Neblett and E.S. Barker units. Also affected would be the Cimarron Canyon State Park, which begins at the West end of Ute Park and extends westward through Cimarron Canyon. This area is heavily used by summer visitors.

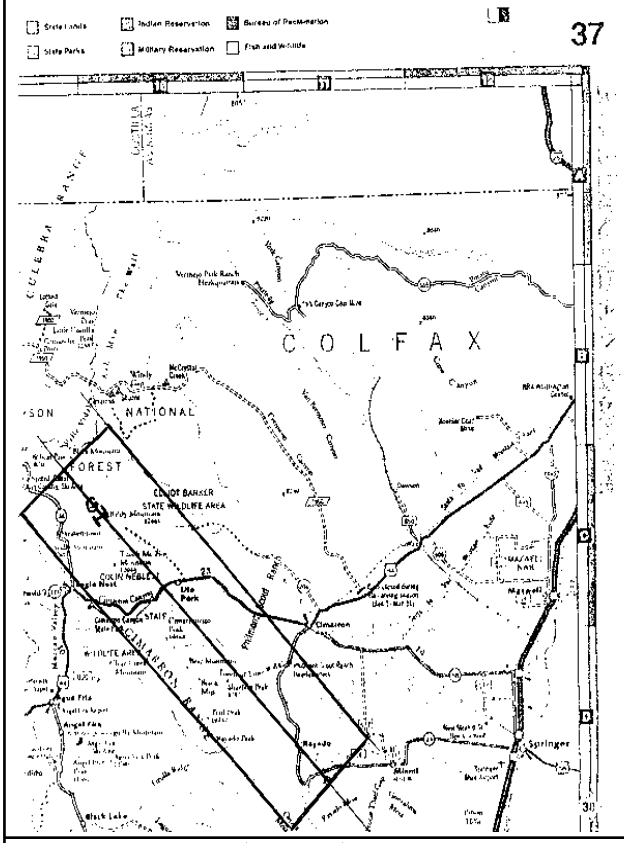
AF-6 With regard to the above concerns, and in compliance with Federal Aviation Regulations, Title 14, Code of Federal Regulations - Minimum Safe Altitudes, Section (b), we respectfully request that you abandon consideration of Alternative D: IR-153/Mt. Dora MOA, in your evaluation of viable training routes under current consideration.

Thank you for your attention to this request.

Attachments:

a: Overlay of Section GH, Alternative D: IR-153/Mt. Dora MOA
b: Federal Aviation Regulations, Title 14, Code of Federal Regulations - Minimum Safe Altitudes, Section (b)

000042



000042

Minimum Safe Altitudes

Federal Aviation Regulations
Title 14, Code of Federal Regulations

Sec. 91.119 Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

[Posted Feb. 23, 1998]

http://www.wwiet.net/~mporter/91119.html

000043

The Chart Page

By Tamar A. Mehuron, Associate Editor

Bird Strike!

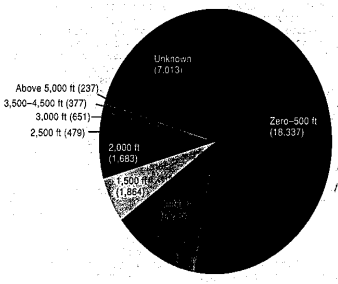
From January 1985 through February 1998, USAF aircraft sustained 34,856 bird strikes, ranging in seriousness from annoying to catastrophic. In the latter category, one would put the September 1995 loss of an E-3 AWACS aircraft and crew as a result of collisions with Canada geese during takeoff in Alaska.

The Air Force reports its aircraft average 2,600 bird strikes per year, at an average annual cost of $38 million. Some warn that the problem is growing. Strikes have increased with the growth of bird populations, an outgrowth of vigorous enforcement of environmental and wildlife laws in recent decades.

At some bases, Air Force officials release falcons to drive off large flocks. Elsewhere, officials use remote-controlled model aircraft broadcasting bird of prey sounds to help clear the area of big birds.

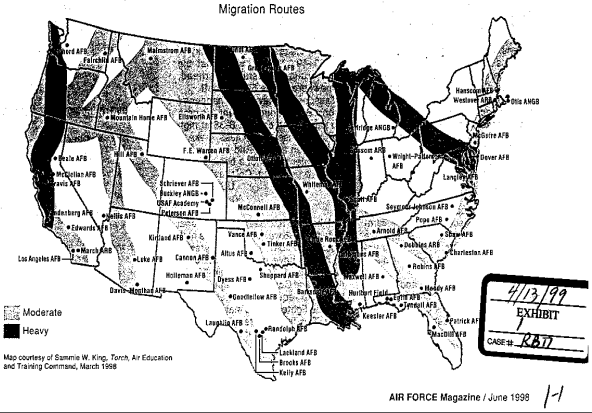
Source: USAF

Danger at All Altitudes
(USAF Bird Strikes, 1985–February 1998)



52.6% ANNUALLY DUE TO COST OF 19,988,000

Migration Routes



Map courtesy of Sammie W. King, Torch, Air Education and Training Command, March 1998

4/13/99
EXHIBIT
CASE# RBTI

6 AIR FORCE Magazine / June 1998

000043

Association of Angel Fire Property Owners Inc.

Angel Fire, New Mexico

6 June 1998

The Honorable F. Whitten Peters
Secretary of the Air Force
1670 Air Force, Pentagon
Washington, DC 20330-1670

Subject: Proposed RBTI Alternative D

Dear Mr. Secretary

Angel Fire is a Resort community in northern New Mexico that will be affected by Air Combat Command's proposed implementation of RBTI Alternative D.

In 1995 the Angel Fire Resort declared bankruptcy in the United States Bankruptcy Court for the District of New Mexico. Bankruptcy resolution resulted in reorganization by a new owner, however, the situation remains fiscally tenuous. The Bankruptcy Court Established the Association of Angel Fire Property Owners Inc. (AAFPO) to enforce the Protective Covenants and Restrictions imposed by the Bankruptcy Court. AAFPO consists of 5700 property owners who are very concerned that implementation of RBTI Alternative D will have serious fiscal, environmental, and safety consequences for northern New Mexico and Angel Fire in particular.

A significant number of AAFPO members are retired military personnel and we fully understand the operation and importance of low level flight training. We realize that *no one* likes the noise associated with low level flights, regardless of where the training occurs. We also understand that the National Environmental Policy Act (NEPA) and associated DoD Directives require an Environmental Impact Statement (EIS) to formally evaluate and quantify the environmental consequences of such proposals. In preparing the RBTI Alternative D EIS public meetings were conducted at locations throughout northern New Mexico and AAFPO members individually and collectively expressed our concerns to the EIS representatives. AAFPO would like to formally document these concerns to assure that local environmental, safety, and economic consequences are evaluated and all possible alternatives to these flights are considered.

BR-4 • Angel Fire is a Resort community recovering from a disastrous bankruptcy situation. The noise and perceived dangers associated with the proposed flights will impact on the desirability of this area as a recreational and retirement destination. The result will be declining property values and fewer visitors, both of which will seriously impact an already fragile fiscal situation.

BR-2 • The Angel Fire airport is located very close to the proposed flight corridor. Commercial flights into the Angel Fire airport were terminated as the bankruptcy situation developed and will be considered again in the near future. RBTI Alternative D will pose a serious safety hazard to such flights, undoubtedly resulting in restrictions on use of the corridor during commercial arrivals and departures.

000043

• Angel Fire is located in heavily forested mountains contiguous to the Carson National Forest. The forests are often closed to the public when high fire danger conditions exists. A major fire two years ago required evacuation of the entire municipality of Red River and within the past month a fire near Cimarron took over a week to extinguish. An aircraft crash would be disastrous for the crew, the forest, the wildlife, and the citizens of this area. We assume that when the forests are closed due to fire dangers, low level flights would not be allowed. Such restrictions would impact on ACC's capability to meet low level training requirements.

AO-7

• Angel Fire recreational businesses include trail rides into the surrounding forest. Very low level flights will create a hazard for novice riders as the horses and mules react to intense and sudden noises. This safety hazard will also occur at the nearby Philmont Boy Scout Ranch, which hosts thousands of youngsters from all over the world every year.

BR-3

• The jet noise will have a devastating impact on wildlife in terms of panic reactions, reproductive disruptions, and migration pattern disturbances. The proposed corridor is through the migratory flyways of a number of large birds (including endangered species), creating a bird strike hazard for air crews.

BI-3

•There are a number of archeological and historic resources along the flight route that will be impacted by the proposed flights. Some include fragile ancient structures that will be subjected to vibration damage and the noise will certainly detract from enjoyment of these resources.

CU-2

Congress enacted the National Environmental Protection Act to avoid negative environmental consequences from actions such as the proposed RBTI Alternative D. Request your assistance to insure that our concerns are fully considered and that NEPA requirements are addressed in a formal EIS rather than a Categorical Exclusion (CATEX) or Environmental Assessment (EA).

William "Hoot" Gibson, Col. (USAF Ret)
Association of Angel Fire Property Owners Inc.

Angel Fire , New Mexico

cc: Gen Michael E Ryan, Chief of Staff, USAF
Gen Richard E Hawley, Commander, Air Combat Command
Senator Pete Domenici
Senator Jeff Bingaman
Representative Bill Redmond

1-3

000044

Our position has not changed - we believe that the U.S.A.F. should be the best trained , best equipped, best prepared people in the world however we find it hard to believe that the best place to train our crews is over Philmont Scout Ranch.

When we last met as a group in this room we were led to believe that our comments were being recorded and considered only to find out that we were attending a fact gathering meeting and not a "Scopping" meeting, also on **page 7 - 10 to 13** there is no reference to the meeting held in my office with Air Force representatives.

As we read and reread the Draft EIS there are conclusions drawn that are not correct:

Page 4-76 - you imply that there are very few population centers affected - on any given day during May through August, directly under the proposed flight path live 5,150 people at Philmont.

Page 4-81 - Operations would not threaten public safety. At any one time we could have 120 people hanging on various rock faces - several climbing spar poles and most importantly 160 on horseback. (1.) Attached

Page 4-79 - When we read Table 4.2-12 - you are proposing to over fly 114,000 of our 137,000 acres of program area. This is totally unacceptable because this means according to your own calculations on **Page 4-81** the estimated time of each flight over Philmont would be 3.3 minutes and if there are a minimum of 16 flights per day that equals 52.8 minutes and if our young people are with us for 12 days they are going to be exposed to 6 ½ hours of noise and disruption - so much for the mountain wilderness experience!

BR-6

Page 4-77 - is incorrect - Philmont is not range land over 60% is mountain wooded terrain.

Page ES-5 - Cultural Resources - there seems to be no mention of our two National Historic Sites. The Kit Carson/Maxwell Abreu Houses at Rayado and the Villa Philmonte. Also we can find no where, as to what effect constant low level noise vibrations will eventually have to the 100's of abandon and semi-active mine shafts in these mountains including two (2) active gold mines on Philmont that 1,000's of youth tour each summer.

ES-3 - Your last sentence causes us great concern. "Effects from aircraft emissions and the potential for aircraft mishaps would be inconsequential for all alternatives". An aircraft coming down in out tent city or dumping fuel to gain altitude on cook fires and camp fires is certainly not inconsequential.

4/13/99
EXHIBIT 3
CASE # RBTI

000044

4-46 - G-4 (Appendix) - The draft says that noise levels will average between 62 and 68 dBs. The noise level of a B-52 at 300 ft. is 117 dBs. This increased noise level will greatly interfere with our staff as they instruct our participants, and their safety can sometimes depend on instruction. Imagine trying to teach all the safety techniques required in climbing a sheer rock face and having to compete with flyovers. If a participant can't hear the information being passed along, he or she could be seriously injured or worse!

AO-8

G-13 - You state that local residents will get used to the overflights and will be able to sleep through them at night (much like living near a railroad track). What you don't take into account is that our participants will be here for about two weeks--not enough time to "get used" to this type of activity - and will live in tents instead of housing (the report says that about 20% of the flights will occur between 10pm and 2am). There's no doubt that this will have a serious effect on their health.

AO-9

We have many questions and concerns that are still unanswered:

BR-3 What is the negative effect on wildlife and domestic livestock?

AO-10 What would happen to our radio system? Would there be any interruption of ours or yours?

AF-15 What happens - God forbid- there is a mishap - how can we shut down a part or our entire operation to investigate - who's liable, morally and financially?

BR-5 If you read the Federal Aviation Administration (FAA) Title 14, Code of Federal Regulations Section 91.119 minimum safe altitudes: General . Attached 2, and if the FAA regulations apply to the U.S.A.F. then we certainly have a conflict. Item B, over congested areas, also would raise serious doubts if the (FAA) would allow such flights.

Let me conclude by reemphasizing that we are in total support of our military. We want our men and women to be the best trained fighting force, however, what we have tried to share with you is that it is our belief that the RBTI - Alternative D - is unwise and unsafe. Parents send us 20,000 young people each year - we are responsible for their health and safety. Please don't create a situation where by I must call a parent and tell them their child is severely injured or dead due to a fall, or being drug by a runaway horse, that was caused by a low flying United States Air Force bomber!

000044

ATTACHMENT 1

In the first paragraph on page 4-81 of the Draft EIS it is stated that "flight operations would not be expected to preclude existing land uses or ..... preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations." We believe this to be incorrect.

The health and safety of our horseback riders will be jeopardized. At Philmont we provide trail rides or pack trips for 7,500 to 9,500 mostly inexperienced riders each summer. The riders age can be from eleven years old to adult. At certain times during daylight hours there can be as many as 165 inexperienced people horseback on various trails across the ranch.

The startle effect of a high decibel low level flight can be catastrophic to those on horses. Often when one horse spooks on a trail ride, several others may also spook or try to run off even if the original cause of the disturbance is not obvious. Inexperienced riders can not be expected to control a horse that spooks or tries to bolt at the unexpected sound of a low flying jet, especially when the rider may be just as frightened as the horse. With as many flights as proposed under Alternative D, it will be just a matter of time before we have multiple injuries or even death due to falling off or being dragged by runaway horses.

000044

ATTACHMENT 2

Minimum Safe Altitudes

Federal Aviation Regulations
Title 14, Code of Federal Regulations

Sec. 91.119 Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure.

(d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

[Posted February 23, 1998]

GWS/mv
04/07/99

000045

My name is Sue Toone. I live on a farm near Saragosa. Here is what I know.

1. Routes: Didn't know about any routes until we had our first low flying bomber over our home. ~~It was~~ in the middle of the night. ~~It~~ ~~really~~ frightened us.

I have documented the flights over our home and the flights over Saragosa Feb. through July 98. What an invasion of our privacy and peace.

BR-1 2. Noise levels Bottom line: we should not have to contend with the noise at all. It is awful. No matter if you are in your house, outdoors, or driving in your vehicle, it scares a body. The roar, which sounds like the tornado we have several years ago, rumbles on and on here in our valley.

CU-1 3.Structural damage has occurred in the adobe part of our home: new cracks, doors will not close, and an unleveled wooden floor. In the cinder block part, a large picture fell from the wall and broke the glass on the coffee table that we have had for 30 years. A book about Indians fell from the shelf near the ceiling. My pictures in the hall move sideways and I have to straighten them, and push antique cut glass things to the back of the shelf.

BR-5 4.Emissions: I have been in the back yard when you have come over our home and farms. You were so low and this time I could see your plane before I heard the noise. You were between our fence and Turnbough's barn and you were beginning your turn, all this black stuff coming out. It began drifting over to me so I went inside my home. This is another blatant invasion of our property. Is it safe to be outdoors while you are flying over?

000045

BI-4 5. Effect on animals: Another time I was in the yard when you came over our home and farms. This time I did not see the plane but I got the full effects of the horrific noise. The two owls who had lived in our trees for years flew out, seeming disorientated as they flew one way then another. Bottom line: the owls have not returned and it is a shame because we enjoyed their soft hooting during the night and also they helped control the rodents ~~and other pests on our farm~~.

BI-4 6. Economy Will the flights we have had the past few years, and more to come, disturb the dove population? Leasing sunflower patches for hunting is a large portion of our farm income.

AO-1 Effect of pollution on crops and farm workers: As the bombers go over our home, farms and farm workers, we receive their pollutants right away. Then, our prevailing westerly wind brings all that polluting black stuff from the bombers for several minutes because the bombers circle and turn north-northwest, thereby giving us an enormous dose of the pollutants in just one low flying time.

Bottom Lines: It is awful to think that you want to add more pain, suffering and misery with this initiative. We have no privacy, no peace, and no tranquility, no knowledge about the long term effects of your pollutants, neither in our homes or on our land, and you have absolutely taken away our air space.

000046

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: DULCE, NM
Date: 4-15-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I AM CONCERNED ABOUT A NUMBER OF ISSUES.
(1) THERE ARE NO MEETINGS SCHEDULED FOR ANYWHERE IN THE CHAMA VALLEY EVEN THOUGH THE CITIZENS THAT LIVE THERE WILL BE DIRECTLY UNDER THE PROPOSED "ALTERNATIVE D" FLIGHT LINE. IT IS RIDICULOUS TO EXPECT PEOPLE FROM CANJILON TO DRIVE TO TAOS OR DULCE FOR A MEETING.

GE-2 WHY WERE NO MEETINGS SCHEDULED FOR THE CHAMA VALLEY?

GE-22 (2) HOW WERE CITIZENS OF THE CHAMA VALLEY INFORMED THAT THE RBTI WAS EVEN IN EXISTENCE? HOW WOULD PEOPLE IN SMALL RURAL COMMUNITIES BE EXPECTED TO KNOW THAT BOMBERS COULD POTENTIALLY BE FLYING OVER THEIR HEADS WITHIN THE NEAR FUTURE? IT SEEMS LIKE THIS WHOLE THING HAS BEEN SNEEKED IN AND WILL BE APPROVED WITHOUT PEOPLE → *Over for more space →*

Please Print

Name: MARK BLAKEMORE
Address: CHAMA NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000046

EVEN BEING MADE AWARE THAT IT EXISTS.

(3) THE EIS DOES A POOR JOB ADDRESSING THE EFFECTS OF LOW LEVEL BOMBER FLIGHTS OVER BIG GAME (ELK, DEER, BEAR, MT. LION, BIGHORN SHEEP ETC.) I BELIEVE COMMON SENSE DICTATES THAT THESE ANIMALS WILL MOVE OUT FROM UNDER A FLIGHT CORRIDOR WHERE LARGE AIRCRAFT ARE FLYING AT HIGH SPEED AND LOW HEIGHTS (200 ft. 6-8 MILES A SECOND) THE LOSS OF THESE ANIMALS AND THE SUBSEQUENT LOSS OF BUSINESS FROM THOSE WHO COME TO HUNT THEM WOULD DEVISTATE. MANY COMMUNITIES WITHIN THE PROPOSED FLIGHT LINE. **BI-1**

(4) I RECEIVED A LESS THAN SATISFACTORY REPLY TO MY QUESTIONS ABOUT FUEL (UNBURNT) BEING EMITTED FROM LOW FLYING JET ENGINES INTO WATER SOURCES. WE HAVE WORLD CLASS FISHING UNDER AND AROUND THE FLIGHT CORRIDOR AND ANY LOSS OF FISH WOULD DRASTICALLY AFFECT THE REPUTATION (BUSINESS) OF THE CHAMA VALLEY. **AO-11**

(5) THE JICARILLA APACHE TRIBE OPERATES AN EXCLUSIVE HUNTING AND FISHING LODGE IN CHAMA. GUESTS PAY $450 A NIGHT TO STAY, $400 A DAY TO FISH, AND $10,000 FOR A BULL ELK PERMIT. WITH THE POTENTIAL FOR 10 FLIGHTS A DAY OF B-52's AND B-1 BOMBERS FLYING 8-10 MILES AWAY I WONDER HOW MANY WILL CONTINUE TO COME. **BR-3**

(6) I ENJOY KAYAKING IN THE CHAMA RIVER WILDERNESS. I DON'T WANT 10 B-52's OR B-1 BOMBERS A DAY FLYING OVER MY HEAD ON THEIR APPROACH TO THE FLIGHT CORRIDOR. THERE IS NO WAY TO APPROACH THE FLIGHT CORRIDOR THAT DOES NOT FLY OVER THE CHAMA RIVER WILDERNESS.

000047

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY THIS AREA IS FAR TOO FRAGILE FOR THIS PROPOSAL. SUSTAINING LIFE HERE IS DIFFICULT ENOUGH GIVEN THIS ENVIRONMENT & CLIMATE. THIS IS A MAJOR INTRUSION THAT WILL DESTROY AN ALREADY ENDANGERED PLACE.

THIS PRACTICE IS HAZARDOUS TO PEOPLE, ANIMALS, & ENVIRONMENT. PLEASE RECONSIDER.

Over for more space →

Please Print
Name: KEN ANDERSON
Address: , TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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000048

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I DISAGREE WITH THE PREMISE THAT SUCH DANGEROUS MISSIONS NEED TO BE PRACTICED. THESE TYPE OF LOW LEVEL FLIGHTS CAN BE COMPARED TO PRACTICING KILLING THE ENEMY WITH HAND WEAPONS & POISONS. DOES THE MILITARY USE CIVILIAN, HUMAN SUBJECTS TO PRACTICE THESE SKILLS?

WE SHOULD NOT BE SUBJECT TO THE NOISE & TERROR OF WARLIKE CONDITIONS SIMPLY TO PRACTICE.

IF I CAN HEAR YOUR PLANES PRACTICING IN MY DAY TO DAY LIFE, I FEEL FEAR.

Over for more space →

Please Print
Name: PAM FREUND
Address: TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No V I have it

Please give this form to one of the Air Force Representatives or mail to:
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000049

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos Kachina Lodge
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I completely oppose the proposed Bomber route thru the Taos area. I also oppose any training route proposed by the military and all military action. I hope you can act with honesty and integrity, examine your life, the lives of all living beings, and do the right thing — do not support the destruction of human, plant, and animal life. Maybe you could use your bombers to air drop food into impoverished countries! Let's act with real honor and bravery, and organize for peace!

Over for more space →

Please Print
Name: Joshua F. Allen
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No L

Please give this form to one of the Air Force Representatives or mail to:
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000050

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: KACHINA – TAOS, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY AGAINST THIS!

I came to New Mexico to get away from this type of NOISE AND POLITICS.

GO TO TEXAS!

Over for more space →

Please Print
Name: M. Supple
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
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000051

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: APRIL 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY As a former Air Force Gunner/Bomber I oppose the Bombing Training Program because I believe all Bombing should be withdrawn from active service. Our record in bombing is such as to suggest that our bombers have killed too many people, not in support of humanitarian objectives. Bombing creates a violent world – perpetuates it. The present bombing in instance in Kosovo has hardened the people there & the people in Yugoslavia & undermined the opposition to Milosovic.

Over for more space →

Please Print
Name: HOWARD ZINN
Address: NEWTON MA

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
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000052

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS – KACHINA LODGE
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PD-5 DO IT ELSEWHERE OR SIMULATE!!

Over for more space →

Please Print
Name: DARREN CROUCH
Address: TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
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000053

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-12 Years ago, Bombers using ground Tracking Radar flew over my Father house at an altitude of approx 100-200 feet above the ground. These bombers were mostly B-52's, To my knowledge, & The vibrations from These planes were so intense, That windows in The house would crack & break.

In light of This & other experiences, I am not in favor of flight Training in New Mexico, CO, OK or TX. While it is not realistic for me To expect That flight Training To stop, I do not want flight Training in This area To expand. from What I Can See, & have been helped To better understand by Air force Rep Mr. Kerr, & others, Alternative C Seems To be The most sensibe Alternative.

Over for more space →

Please Print
Name: Ian Duncan
Address: Santa Fe NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No___

Please give this form to one of the Air Force Representatives or mail to:
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000054

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS KACHINA LODGE
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY It seems extraordinary that we still need to produce noise & more documents against the Bomber initiative. Hundreds of people from this area have written, & spoken against this initiative (RBTI). Do not one has spoken in favor. Please do not waste more \$\$ on more meetings, discussions, EIS's, etc. Taos County does not want these evil flights.** Please listen.

Over for more space →

Name:
Address: SILVIA RENNIE, [illegible]

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
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000055

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

Comments: I oppose the initiative because I think the EIS fails to adequately deal with:

BR-4 1. The drastic economic impact low-level bombers will have on our vital tourist industry. The entire region depends crucially on tourism. Anything like this intiative will drive tourists away, and the already heavily impacted region will suffer.

BI-3 **BR-7** 2. More importantly, the disastrous impact on wildlife, the spiritual and serene quality of life here and the relentless impact of noise and aircraft presence on the human beings who live here.

Name: Bob Bodenhamer
Address:
Taos, NM

Would you like a copy of the EIS: YES

Signature: Bob Bodenhamer

000056

Realistic Bomber Training Initiative

Public Hearing Comment Sheet

Location: Taos, NM

Date: 4-17-99

Dear Sir,

TY I think it is very important that the proposal to use S.E. Texas airways to provide the important training for our air force be chosen over the Northern New Mexico option.

Many, many people from all over the world visit Taos and surrounding areas for deep rest and rejuvination. We are well known for our brilliant skys, clean air, and SILENCE.
Please help us keep this valuable resource in tact... for the locals, for the wildlife, and for all of our guests.

Guess where the Tesans go on holiday? They come here! Let's keep Northern New Mexico peaceful on all levels!

Thank you.

Danielle Kennedy

Taos, NM,

000057

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

AO-6 **Comments**: I am not sure tthat the potential for danger to your aircraft due to windshear near San Antonio Mt. has been addressed. Due to the configuration of the mountain the wind blows around both sides from the southwest year round. To the extent theat it is always difficult to keep a car on the road. During storms or any change in the weather it is considerably worse. The wind in gerneral also swirls in a circular direction also yearfound due to a bowl of land formed by the surrounding mountains. Last week we had winds in excess of 71 mph.

Name: Sharon Furlow
Address: Tres Piedras NM

Would you like a copy of the EIS: NO

Signature: Sharon Furlow

000058

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Katchina Lodge, Taos NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY the distance used for current flight hrs should be reduced to 25% of the current distances - because of the following rational:

① Fuel saving to be realized 35% to 45%

② Noise over BLM and private land will be reduced by 75%

③ The inflow of air traffic from ~~East of~~ Central New Mexico to climb into the lower Rocky mtns. just seems to be heading into the westerly wind & the climb in altitude - when both are eliminated to much shorter routes within BLM lands in Texas; then fuel saving, noise levels for cattle lands instead of these routes in New Mexico and over over populated areas

④ the use of these weapons of war should be discouraged and drastically cut back in operation and training should be also drastically cut back

Over for more space →

Please Print
Name: Jan Nelson
Address: Santa Fe NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000059

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 8-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-4 I protest the RBTI proposal on grounds that is destructive to our communities, our environment and all living species.
Further it would wreak economic havoc against the people in this area as it would disrupt the tourist industry which is a source of income for many locals.
Also, the moral implications of training to bomb other people is disgraceful. Instead of a country which has noble aspirations of improving conditions in the world the U.S. has become one of the main instruments to destroy people and our fragile planet.
It is time for a change of national policy from sending military missions into other people's countries to one of caring for all life.

Over for more space →

Please Print
Name: Suzanne D. Phillips
Address: Carson NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
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Langley AFB, VA 23665-2769

000060

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

TY **Comments**: I have reviewed the Air Force's four alternatives for the above named initiative. And have drawn the following conclusion:
Alternatives A, B and C would have less impact on US Forest Service designated wildernesses. It seems to me that Alternative "A" (no action) has less impact on its surroundings than "B" And "C". Alternative "D" will bring the flights to within/or close proximity to several Wilderness areas, namely the Wheeler Peak Wilderness and the Latir Peak Wilderness, etc. Whereas Alternatives "B" and "C" will expose the Pecos Wilderness to flights. As you already know, these environmentally sensitive areas would be greatly impacted by the Air Forces proposed activities.

I respectfully request the Secretary of the Air Force to choose Alternative "A", No Action.
It is also my hope that other operations (specifically low altitiude fighter ops from DORA MOA) will also be changed to not include flights over or adjacent to the above named wilderness areas.

Sincerely,

Name: D J Schweitzer
Address:
Taos New Mexico

Would you like a copy of the EIS: YES

Signature:

000061

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location:
Date:

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I strongly oppose Bomber Training Initiative because of ① Environmental concerns ② Noise effects ③ General negative impact on the Taos airspace

Over for more space →

Please Print
Name: Jasmine Stewart
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
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Langley AFB, VA 23665-2769

pm

000062

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-13, BR-7: I am strongly opposed to Realistic Bomber Training over Taos Public, Taos, Taos Ski Valley for reasons of health & safety and quality of life.

I am also opposed to bombing Yugoslavia.

Over for more space →

Please Print

Name: Carl Westbrook
Address: , Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

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000063

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY: There is no need for these low level bombing training missions. Do not have them over Taos, West Texas, or anywhere else - particularly "Third World" nations. Such training is truly "unrealistic" to human rights and natural existence.

Over for more space →

Please Print

Name: John T. Henderson
Address: , Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
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Langley AFB, VA 23665-2769

000064

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BI-3, BR-4: I believe the low flying mission over the Northeastern part of New Mexico is inappropriate ideas due to the historic of the wild life, the local residence and tourist community that comes to Taos for peace and relaxation. Furthermore the economic effect of quality of life would be devastating to the Taos Community And local where tourist dollars are dwelling at the present time.

Over for more space →

Please Print

Name: Keith King
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000065

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 17 APRIL 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY: The very idea of such an extensive expansion of Bomber training in this area defies the very purpose of why [illegible] here.

The ultimate irony of [illegible] flyover [illegible] is the display of the people living [illegible] that depicts betrayal after betrayal of people too poor and too powerless to stop the military take over of this state.

On a final note, I write this in the town of Taos. This town has some of the lowest income levels in the United States. When will we shift pentagon dollars and concerns to the real protection of the people and promote peace and education?

Over for more space →

Please Print

Name: Julia Genatossio
Address: Somerville MA

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000066

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I oppose the RBTI + all expansion of our so-called defense activities. As the world's strongest military power — and one of the most aggressive — we need to stop studying war + start studying peace. Defense spending is on the increase — as is poverty. We need to reinvest in our national priorities. Support for the RBTI is misguided + does not protect our real national interests — the health + welfare of US + global citizens.

Subsidy into plowshares!

Over for more space →

Please Print
Name: Jon Stout
Address: Boulder CO

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000067 PM

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Alternative C has the least population impact. Other than "Alternative A — no action" (my) favored choice, as it would not expand military airspace), alternative C is clearly the best choice. Do not fly over homes at NOE level! and don't fly over native communities, please.

Over for more space →

Please Print
Name: Stuart Sperling
Address: Venice, CA

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
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000068

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina Lodge, Taos, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-3 The noise will make farm animals run.

AO-14 The sonic booms will shatter my single pane windows on my house. That's enough for me to say, NO!!

Over for more space →

Please Print
Name: Gibbey Hayes.
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
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000069

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location:
Date:

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY As a citizen of this nation I am vigorously opposed to the continued inhumane use of the U.S. military beyond its borders. Training in preparation for destruction and devastation is not a priority that I wish to associate with myself or my country. Let's not play war. Let's try peace.

Over for more space →

Please Print
Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
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000070

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina Lodge Taos N.M.
Date: 4/17/98

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY There Shouldn't be any discussion on the Proposal at all. Everytime there has been a large community turn out saying NO! To further my point closings of Military bases 2 years ago @ Cost for some budget cuts But now you need more Training. To Fight underdeveloped countrys. Your Flight Plan also flies over my house and community You will w/out ever trying, Destroy the eco System of my entire Range. I am very outspoken in my Disgust for you & your Proposal ... Solo other words, NO to your plan

Over for more space →

Please Print
Name: Concerned & Volitale Resident of New Mexico
Address: NA

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
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000071

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4-19-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Living in this part of Northern N.M. is difficult enough. The negative impact of Low Level Bomber Training Flights over any part of Northern N.M. will have a negative effect on the whole Northern Region. An alternative flight route outside this environmentally sensitive region is preferrable. I strongly disagree with RBTI in any Northern N.M. Region. I was born in N.M. and have lived here 25 years. - in Taos. If this region is exposed to RBTI - we might as well vacate the impacted region and move. I realize our pilots need training. This is a problem. We are not willing to trade off our land here. Over for more space →

Please Print
Name: Jeremiah Buchanan
Address: Taos, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000072

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos New Mexico Kachina Lodge
Date: 4-17-98

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I understand the imperative and necessary Nature of training for our Pilots in all facets of Aircraft. This however is Environmentally Hazardous in a Closed in Mountain Area. The Noise BR-1 From these low Level Flights is way Above the Recommended Decible Level AVA is Hazardous to CU-2 All wildlife and Humans, Not to mention the Irreversible damage to Historical Sights. In my opinion the RBTI Flights should Happen, in A location without so many Valuable National Treasures. I'm possative that the air force could Easily Find An Alternative Route for this training initiative. The Communities of Northern New Mexico are happy being Military flight free. We have All Reached Consenses that the RBTI Program is not wanted or welcome here. Please Consider An Alternative Plan. Over for more space →

Please Print
Name: John Cota
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000073

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: April 17th 1998

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am opposed to bombers flying in or near the Taos valley. Our military has fooled itself into thinking this is necessary action. It is NOT. and keep it out of my home town.

THANK YOU
Dyl

Over for more space →

Please Print
Name: Dylan Kenin
Address: LA, CA

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
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Langley AFB, VA 23665-2769

000074

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

Comments: Please be advised that I am against any increase in military flights over the Taos County area. It is hard to explain my position in a short statement such as this. The military need to put more weigh on the concerns of the citizenry and especially the Native American people and their land. It is entirely reasonable to eliminate all flights over Native American land should they desire that.

CU-3

AO-15
AF-7

One of your analysts said that the plan would increase military flights by 180%. Why this dramatic increase? Couldn't it be 30or 40%? In any case, is it not possible to establish a schedule so that the flights would only occur during certain days of the month?

Name: Dan Daily
Address:

Would you like a copy of the EIS: NO

Signature: Dan Daily

000075

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina lodge / Taos, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY

Dear Air Force -
We are opposed to these low level training flights. These flights will be over our neighborhood.
The risk of danger is unacceptable.
The noise pollution is unacceptable.
The effects upon the total environment are damaging and constant.
Would you place your children and family under Bombers 2000 times or so per year?
Of course not -
We are completely against this. We live in the country. We do NOT want to live in a military airport.
Respect the will of the people
We do not want these flights here.
Thank you - Merce Frank

Over for more space →

Name: ***Please Print*** Merce Frank
Address: TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000076

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

It would be unAmerican to disrupt the tranquility of the Native American airspace, the peaceful[illegible] of our small towns the precious breeding grounds and migration routes of the magnificent Sandhill crane and geese. I am deeply and abidingly opposed to the proposed fly route over Taos. I do not believe in the necessity of the project/ training in such areas. (I do not oppose the military, for the record, but believe it should be committed to peacekeeping, not war-making.)

PD-1

Over for more space →

Name: ***Please Print*** Jean Konin
Address: TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000077

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY

Please do NOT come to Taos with this. We are too small a community - very rural - very beautiful to have such disruption & pollution the effect on the smaller towns & villages, on wildlife & nature would be devastating.
I am adamantly opposed to this initiative. Taos County is NOT the place for such an abomination.

Cease & desist. STAY OUT of Taos.

The whole thing should be abolished bombs are not the answer to peace. Stop NOW

Over for more space →

Name: ***Please Print*** Margaret Leicester / Taos Embroideries
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
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000078

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos New Mexico
Date: 4-19-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Living in Taos County for Six years I have been able to appreciate the supreme silence in Taos county. There is no major city no major airport. So the low flying aircrafts would have a major impact on our peaceful way of life in a time of so much poverty and crime. The only understanding I have is the need to support the people not the military destructions that happens all over the world. There is no need for this take care of our people first !!

If you don't Respect our space we will not Respect yours
we will fire upon you

Over for more space →

Please Print
Name: Cory Bond
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000079

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY The RBTI, the contrails/chem-trails, the Auroras, the Mantas, HAARP experiments, military activity both un-classified and classified are thoroughly known by the public as to the moronic nature of same and are absolutely NOT WELCOME.

Perhaps your military chain of command could recruit people of higher intelligence to make strategic decisions.

Over for more space →

Please Print
Name: Phil Holtenbeck
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000080

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location:
Date:

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Dear hopeless,

GE-3 does public opinion really matter?
When was the public notified of the previous bomber training schedual?. Was it, where we?.

GE-4 How come this debate is happening now rather than in the past.

please come
Noah

Over for more space →

Please Print
Name: Noah Kenin
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000081

H.E.P.A., Inc. Heritage-Environmental Preservation Association

TY The H.E.P.A., Inc. (Heritage-Environmental Preservation Association) takes pride in and supports our strong American military and we further understand that our national defense is strengthened by practical training and experience. Since the Air Force deems R.B.T.I. (Realistic Bomber Training Initiative) necessary for the protection and defense of the public, it is only fitting the federal lands should be utilized for that purpose. The USAF has workable bombing ranges it has used for years, as well as millions of acres of federal land throughout the western United States. Yet, our (Scurry, Kent, Fisher, Dawson, Lynn, Garza, Borden and Stonewall Counties) economy and our environment will pay the price for the proposed flight plan. The RBTI will negatively, and severely, impact our heritage & environment (private property use and value, livestock, wildlife, and tourism) and quality of life in our 8 county area.

We, the undersigned, are of legal voting age, desire and accept membership to HEPA, Inc. We also do not condone the establishment of a Lancer MOA to perform RBTI training in Scurry, Kent, Fisher, Dawson, Lynn, Garza, Borden, and Stonewall counties.

Name (Please PRINT legibly)	Address	Phone #
Connie Donald	Connie Donald	
TERESA Parish	Teresa Parish	
[illegible]	[illegible]	
Connie Brian	[illegible]	
Jane May		
Clyde S. May	[illegible]	
[illegible]	[illegible]	
Russell Bowman	Russell Bowman	
Brigette D. Taylor		
Randy Christopher		
Billy Bishop		
[illegible]		
David Freeman		
Dana Freeman		

000081

H.E.P.A., Inc. Heritage-Environmental Preservation Association

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Name	Address	Phone #
(Please PRINT legibly)		
Melissa T. Hernandez	Melissa Hernandez	
Rafaela D. Ramirez		
Sheri Gilkilburn		
Lester Gilkilburn		

000082

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am opposed to this initiative — fully opposed, regardless whose neighborhood or habitat is to be disrupted.

Over for more space →

Please Print
Name: Eric K. Albrecht
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ☒ No ☐

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000083

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I don't want any type of Military training to affect the Natural as well as Cultural environment of the Taos area. It is time to start spending U.S. Tax dollars on Seeking Economic and Political equality in the world. Not bombing people.

Over for more space →

Please Print
Name: Jason Weisfeld
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes ☐ No ☒

Please give this form to one of the Air Force Representatives or mail to:
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000084

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM, 87571
Date: 4.17.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY We in the Taos Area, and I say "we", because I can not imagine anyone in this most beloved land we call our home, welcoming the presence of military sorties flying at any level over our houses.

Please in your consideration of this area for your training flights, take into account the fragile ecosystems, not to mention our rights for a peaceful + quite existence.

I don't believe any town or area would want these flights - N.I.M.B.Y - not in my back yard - please.

I also understand that we as taxpayers are funding these training initiatives + I would like to think that as a united states citizen, possibly I may have a say in where + what my tax dollars are used for.

Thank you for reading + considering this statement,

Over for more space →

Please Print
Name: Melodi Sachse
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ☐ No ☐

Please give this form to one of the Air Force Representatives or mail to:
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000085

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4-7-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

POOR VISUAL AIDS

GE-5 NOT HAVING Q & A IS RIDICULOUS

GE-6 3 MIN LIMIT IS NOT ADEQUATE

PD-2 B1 - B2 BASES SHOULD BE MOVED TO NEV. - UTAH WHO ~~HATES~~ WANT THE USAF BONE HEADS TO LOCATE THEM IN TX IN THE 1ST PLACE.

OVERWHELMING PUBLIC SENTMENT SHOULD OVERRIDE THE INFINITE WISDOM OF THE USAF

Over for more space →

Name: GE MABRY ***Please Print***
Address: RANCHOS de TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

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000086

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: KACHINA LODGE, TAOS NM
Date:

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY AS A LANDOWNER AND TAXPAYER OF THE USA I DEMAND THE PLANS FOR BOMBER FLIGHTS IN TAOS, NM BE STOPPED.

Over for more space →

Name: LT GILBERT ***Please Print***
Address: TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
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000087

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: Apr 16, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I strongly oppose this, what is essentially an invasion of our homes (our airspace).

Over for more space →

Name: Ryan Ross ***Please Print*** Ryan Ross
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No ✓

Please give this form to one of the Air Force Representatives or mail to:
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000088

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Costilla N.M.
Date: April 18 99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-1 I'm concerned about the wind. Most of the time the wind blows from the SouthWest. When I look at the Alternative D map I see the wind bring the pollution toward Costilla & VA Amalia.

This is my concern. I didn't see much about wind duration in the EIA.

Over for more space →

Name: Roy Kiefa ***Please Print***
Address: Costilla N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
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000089

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina Lodge
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-3 As a horse owner, I am aware of the effects loud, unexpected sounds have on animals. Many race balloons fly overhead from the full balloon festival and frighten my horses into panic. Imagine what a low flying plane would do! I am opposed to using TAOS as a plane/bomber training site because it is ill-thought out. This area is environmentally sensitive as well as culturally a treasure. As an artist I moved here to create in peace. Most important however is the effect on wildlife it would have up by Chelmont Ranch, Angel Fire etc. alone.

Over for more space →

Please Print
Name: Kathleen Burns
Address: Rancho de TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
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000090

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Questa, N.M.
Date: April 17, 1999

Comments:

CU-1 Low level flights disturb the quality of life that defense concerns are created to protect. In New Mexico, where there are a lot of adobe houses, the deep vibrations will actually loosen the adobe compostition weaking new and especially old structures. It will also make the cattle nerveous with the result of creating stress.

Children and old people find such exposure to violent machines detrimental to health. There is a lot of unihabited land over which flight training could take place. We the tax paying public have the right to choose how, where and when our military operates.

Thank you for the opportunity to speak with you.

Clint Barrett Carson N,M.

Name: **Address**:

Would you like a copy of the EIS: yes

Signature: Clint Barrett

000091

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM Kachina Lodge
Date: 4.17.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY NO Training in the Taos area - PLEASE!

I've lived in Taos for 1/2 years and have come to love and enjoy the peace, quiet and solitude from the rest of the country. Military training in or East of Taos would ruin the ambiance of the area. We all, some, brushed up against the magical Sangre de Cristo mountains Taos has come to embody one of the last training refuges from modern American society within the country. Military training in the area - Specifically Air Force training flights - would violate, and drastically alter the atmosphere of health + healing many people come to Taos in search of. Please don't ruin one of the last remaining gems in our country w/ these military training routes. Thanks

Over for more space →

Please Print
Name: Peter M. Goff
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Sincerely,
Peter M. Goff

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000092

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Living under a currently used Training route I know first hand what takes place. Quite often Bombers B1's pass over our house at 700' or less feet. I have an understanding ~~for~~ That flying twice the wing span is a Rule of Thumb All To frequently They fly at night in an area where There is no electricity no water an aircraft Barreling Towards our house only visible as 3 Lights and our house shaking.

AO-16 If in an unfortunate event one of These crashes The effects would be devistating with our hope of putting a controling # many people's lively hoods, horses, land Livis would

BI-3 Be destroyed, animals such as horses eagles Bald + Golden eagles and other endangered would certainly be disturbed and have detrimentally please visit them

Over for more space →

Name: Car Bond ***Please Print***
Address: Rancho de Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

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000093

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Cachina Lodge, TAOS, NM
Date: 04.16.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY NO BOMBERS HERE!

I AM A FULL TIME RESIDENT OF THIS AREA AND A HOME OWNER AND A TAX PAYER

NO BOMBERS HERE!

Over for more space →

Please Print

Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000094

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

Comments: The Air Force has logical reasons for choosing these bomber routes. The bigger question is how can the Military and the inhabitants of the area create a win win situation for all. As far as I know there is overwhelming opposition to your proposals in the Taos area. It may seem much of the population is silent, but it is more likely that they are too busy trying to survive, as is the case in most poor areas. I personally do not want the loud noise. I believe there will be severe negitive environmental impact, as well as a negitive impact on Taos's tourist industry. No one around here trusts that the planes will stay in their proposed routes. Fighter planes already fly low over my house at least every other month and my house is not located under the routes indicated on your maps. Please keep the bomber s in uninhabited areas.

BR-4
AF-8

Thank You

Name: Alex Cherhart
Address: Arroyo Seco

Would you like a copy of the EIS: NO

Signature:

000094

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

Comments: The Air Force has logical reasons for choosing these bomber routes. The bigger question is how can the Military and the inhabitants of the area create a win win situation for all. As far as I know there is overwhelming opposition to your proposals in the Taos area. It may seem much of the population is silent, but it is more likely that they are too busy trying to survive, as is the case in most poor areas. I personally do not want the loud noise. I believe there will be severe negitive environmental impact, as well as a negitive impact on Taos's tourist industry. No one around here trusts that the planes will stay in their proposed routes. Fighter planes already fly low over my house at least every other month and my house is not located under the routes indicated on your maps. Please keep the bomber s in uninhabited areas.

BR-4
AF-8

Thank You

Name: Alex Cherhart
Address: Arroyo Seco

Would you like a copy of the EIS: NO

Signature:

Duplicate Comment

000095

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, N. M.
Date: April 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY This is a very small, culturally - rich community. Our history has been one of peace. We may appear passive, but this peaceful facade stems from a deep spirituality. The native American influence to those of us who aren't from the Pueblo has either "rubbed off," or we're here in Taos especially because of our own beliefs (love of nature, peoples, etc.). This project looks more like Los Alamos or Albuquerque than Taos. I am most concerned about what this project will do to affect the sacredness of the place and the culture of Taos as we know it today. I cannot see any good coming from this venture.

Over for more space →

Please Print

Name: Kathy Cordova
Address: El Prado, N. M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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000096

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Welcome US Military!
Welcome to my HOME (TAOS, NM)
Welcome to my SKIES.
I LIVE IN the GREATEST COUNTRY IN the WORLD. I THANK my GOD my Creator for this each day.
Yet it's you who GUARANTEES these freedoms - the brave MEN AND WOMEN of the US military. I SALUTE you! You risk your very lives so that I may live mine.
I Am the kid you see on the ground with his eyes wide, his heart pounding, his thumbs up in his salute to the bravest AND MOST PATRIOTIC people in this country. You risk your very being to PROTECT our rights AND liberties AS we KNOW them. I AM GRATEFUL of your SACRIFICE.
To the VETERANS AND ACTIVE duty personell in the armed forces of the USA I THANK YOU AND Am grateful of your GREAT CONTRIBUTIONS. TAOS and Northern New Mexico HAVE A long AND HONORABLE TRADITION of SERVING Over for more space →

Please Print
Name: JOE R. RAEL
Address: LOS ALAMOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

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000096

our country. From WWII (the BATAAN Death March) thru KOREA, VIETNAM, the PERSIAN GULF AND NOW the PRESENT conflict in the BALKANS. There ARE people who ARE willing TO FIGHT for peace security AND freedom which we GENERALLY take for granted.
We live IN A very special AND unique place on earth. I WAS born AND raised IN TAOS AND AM willing TO share my SKIES, my land, my life with you SO that you may be better prepared TO do your job. There ARE some places that ARE sacred TO my BROTHERS (TAOS Pueblo, BLUE LAKE that I may ASK you TO honor AND observe the land in which we live IN is SO VAST AND wide THAT surely we CAN ACCOMODA your NEEDS AND ENSURE ours. I love TO see your [illegible] in the SKIES AND ASK you TO ALWAYS be there! Though the general SENTIMENT of this community seems TO be of a NEGATIVE NATURE, rest ASSURED that there is a huge AND mostly QUIET SEGMENT of our community THAT STAND behind you in every ASPECT.
I DEMAND that the elected leaders, the MAYOR of TAOS, the GOV. of New Mex. AND the PRESIDENT of the United STATES GRANT the US MILITARY the RIGHT AND OPPORTUNITY TO BE the BEST they CAN BE.
SO I Declare that my SKIES ARE OPEN TO all friendly CRAFT, may YOU SOAR TO GREAT HEIGHTS, KEEP US FREE AND ALWAYS Remember that there are people in this land who love, HONOR, AND RESPECT what you do AND what you REPRESENT.
May GOD BLESS YOU AND ALWAYS KEEP YOU SAFE!!!
YOU ARE ALWAYS WELCOME HERE!!

000097

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina Lodge, Taos, NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I strongly oppose the RBTI route over Northern New Mexico because I feel it is a tremendous threat to our environment, safety and way of life. As was noted in the EIS, many birds pass over our skies some unnoticed and are aware of the dangers that large birds pose against your low flying aircraft. Because our land is so remote and we do not have access to water the danger of a large fire from possible accidental crash is a long one. BI-2 AO-7
Third, finally, my religion is one which sees nature as sacred. We believe that it is wrong to hunt any thing and so for us it is unthinkable to allow Machines that Kill to fly over us. We also consider the quiet experience of nature as a kind of prayer. The noise from your planes will destroy our ability to pray. Please do not destroy our peace - Personally if this were to take place here, my family and I would definitely consider leaving our beloved home where we have lived Over for more space

Please Print
Name: Mitzi Messick-Boyd
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

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000097

and worked for the last ten years.
Please respect us and our home and
Choose another route.
Thank You,

000098

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, N.M.
Date: 4/16/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I have lived in Taos for 15 years. This is a poor county, a rural county. It is unique in many ways. Concerned citizens here have fought many political battles to preserve the environment and protect the earth and waterways. It is ongoing, with one ill conceived idea & project following on the heels of another. It is absolutely clear that most people living in northern N.M. do not want your low-level bomber flights 10 times a day or even one time a day. Because we are mostly poor, and a poor state on the whole, we may appear likely victims for your war games. This is not so, for we are aware of the ill effects of your proposal will cause if enacted. We care more for the preservation of the beauty, the environment, and the silence of ~~the~~ our home Over for more space →

Please Print
Name: Pamela Zook
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

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000098

than more & more flights and military might.
I also have seen that poor and minority populations often get sucked into supporting military programs, with little real benefit and often real harm. The price of buying into misinformation.
I support the curtailment of all training flights everywhere. Sometimes less is better. I do only what is strictly necessary, not what Bush and greed dictate, for that is endless.
I specifically oppose low level flights here.
I specifically oppose terrorism of anyone by our bombs and military.
I thankyou for the opportunity to express my opposition, and hope that you will timely respond to the voice of the people.

000099

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM (Kachina Lodge)
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY All government decisions should be made on the basis of reason and necessity. Clearly, military training is a necessity. Reason, however, dictates that such training should at all costs avoid negatively impacting the citizens whom our armed forces are meant to protect. If there were absolutely no alternatives to conducting these bomber over-flights in northern New Mexico, then this initiative would withstand the test of reason. The United States is one of the largest countries in the world, in terms of land area, though. We all treasure our open spaces, but as importantly, the government — and the military — should value the populated spaces and civilians' right to relative peace. It would be a great injustice and a cruel irony if the Air Force were to override the due process of Over for more space →

Please Print
Name: Patricia Rivera-Crouch
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

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000099

a democracy by ignoring the overwhelmingly unanimous will of the people of this region and condemning our community to the disruption and cacophony of the bomber overflights.
Let conscience and reason be your guides — and let the will of the people be your ultimate determinant.

000100

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: April 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I have been a resident of Taos since 1969. It is the only home I have. There is no place to go. It is the world's most sacred. We must universities of peace not academies of war. It is unconscionable to practice bombing anywhere on the planet as it is unconscionable to bomb a kid innocent civilians.
Be advised that the ultimate question of environmental impact on a place comes back to a simple question.
Think of the most favorite place you know of on this planet - a place where you hunted as a kid, or climbed a tree, clear watched unplugged - would you like this place to be subject to realistic bomber training with the dropping of real bombs designed to destroy

Over for more space →

Please Print

Name: Ines Kelly
Address: N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

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000100

and kill human life, animal life & the earth.
Instead of dropping bombs we must think of sustaining life.

000101

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, Kachina Inn
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I oppose the Realistic Bomber Training Initiative because of the adverse effects of the noise on humans and the detrimental effects on the area's economy.

BR-4 The negative effects on the economy result from the unique economy of Taos, which is based very substantially on (1) tourism, and (2) the creative arts. Regarding tourism people come to Taos to escape the noise and commotion of the big cities. With low level bomber flights, they would instead experience louder and more jarring noise than they experience in New York, Houston, or L.A. Regarding the creative arts, the noise of

AO-17 low flying bombers would seriously

Over for more space →

Please Print

Name: Allen Ferguson
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

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000101

AO-17 disrupt the creative processes of writers, painters, sculptors, and other artists. My own writing of novels I fear would be greatly disrupted by bomber noise, for I, like many other creative people, require silence — long periods of undisturbed quiet — to do this kind of work. This is true of the more than 1000 artists in Taos county.
The adverse effects of low flying bomber noise on humans likely would extend beyond tourists and artists. I am especially concerned

AO-18 about the negative effects on children in school, whose learning activities and play activities stand to be disrupted, and agricultural workers who stand to be disturbed and disrupted in their outdoor activities far more than industrial and office workers.
Another adverse human impact would be on the wilderness experience of numerous organizations and individuals who hike into the mountains of Northern New Mexico including Boy Scouts at Philmont Scout Ranch in ~~Colorado~~ Cimarron. I attended Philmont as a Boy Scout in 1963 and greatly enjoyed, and learned a lot from the wilderness experience. That learning and solitude experience would not have been the same had it been disrupted by low level bombers flying over our tents.

000102

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

After reviewing the maps of the proposed routes - both in Northern New Mexico + those in Texas - I have come to the conclusion that the route traversing northern New Mexico is by far the worst alternative in terms of impact on both wilderness areas + people.

Northern New Mexico is a poor area that derives the great majority of its income from tourism - and tourism depends on our natural assets - those of quiet wilderness areas, traditional ways of life, natural beauty + solitude.

BR-4 The frequency + height of bombers that would be flying over NM if Alt. D was passed would greatly affect wildlife, people in their homes, summer camps, ski areas, + the general economic + social well-being of →

Over for more space →

Please Print

Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___ ✓

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000102

our communities while I disapprove of low-level bomber overflights in general and do not wish to simply say "do it in someone else's back yard" what I have learned through discussions with your Air Force Representatives makes me believe Alt. D - N. NM - is the absolute worst + am adamantly opposed to this proposal. I suggest the Alternative A — no change.

000103

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

BR-4 **Comments**: I am most concerned about the height of the overflying aircraft. I do not believe that 300 feet above the ground is an acceptable height for the noise level of this area. This area depends for its economic success on, among very few other things, tourism. This would definitely effect the tourists abiliity to enjoy the area. It would also effect the people who already live here in this relatively pollution free area. Not only that, the noise level will affect the animals that live here.

Of course, one does get accustomed to noise, look at the terrible noise level in such major metropolitan areas as New York City. However, one of the important reasons that I moved to Taos was to escape this tragedy of urban development. Taos is one of the VERY few areas left in this country which has the peace of QUIET. This peace should be preserved for generations to come.

I have also heard that changing the flight route to the proposed area will only save the Air Force another 1 hour of flight time. This change to me seems incredibly small for the amount of people that will be affected.

I believe that affecting the economic ability of a struggling area, such as northern New Mexico, is a heinous crime. New Mexico is not able economically to voice its opinion as loudly as other states, such as Colorado or California. Is that why those states have not been chosen? If so, I believe that this is wrong. I feel that my voice is loud enough to speak for what is right. I do not believe that the only way to get something accomplished in this country is to have money. Please prove that my belief is correct.

Thank you for listening to my opinion.

Name: Laura Nesbitt

Address:
Taos, NM

✓

Would you like a copy of the EIS: YES

Signature:

000103

000104

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, New Mexico
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am opposed to the proposed Bomber training Initiative in and around the TAOS county area. There are numerous environmental, historical and cultural reasons for my opposition. First, the Chama Valley is Native Habitat to Falcons, eagles and other fragile species. I recently **BI-5** participated in a raft trip that involved bringing **LU-1** youth down the chama river on a wilderness experience trip. The thought of bombers flying over head is disturbing, one, for the native species that make the valley home, and two, for the human visitors that go there to get away from "civilization." I believe our experience would've been radically different had there been bombers overhead. Taos Pueblo & other fragile cultural & **CU-2** historical places would also be radically affected by these flights. Why do you propose to fly over areas with people & wildlife that would negatively affected & come to view Over for more space →

Please Print
Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

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000104

the air Force with Contempt? I believe you can find AREAS with less potential problematic influences. Please find that place, Northern New Mexico is not one of them.

Respectfully,
Damon Lima
El Prado, NM
87529

000105

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: April 17th '99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I do intend to send in more comments & but in case I don't fulfill my intention I have a few comments on the draft-EIS:-

HERE ARE A FEW SINCERE COMMENTS ON THE DRAFT-EIS:-

(1) **BR-4** Socioeconomic impact cannot truly be assessed as negligible, since much of the income in Taos County derives from tourism. This is an economically depressed area already & so proportionally if tourism is deterred because of the noise factor & **BI-3** interference with wildlife survival then employment will fall, land values will fall & the socio-economic impact will be immense!

(2) **BR-1** NOISE IMPACT cannot be averaged. 18db is hardly the true effect/change for those of us living just South of the corridor, as I do. The impact change in db-level is more likely 100 db per flight. Over for more space →

Please Print
Name: LORENNA SHALER
Address: QUESTA, NM, U.S.A.

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No___
We have a memorial community library where I can put it!

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000105

(3) **BI-1** A special protected Elk breeding area lies immediately below the flight corridor. At the significant times of the years not even people on foot or in motorized vehicles are allowed — yet airplanes would be interfering significantly with the capacity of the elk to breed successfully (N/A)

(4) LATIR NEIGHBORHOOD ASSOCIATION covers the area ~5 → 10 miles South of the border of the corridor. I am on the Board of this group. Not one of our 200 members has expressed any support for this alternative D. (N/A)

(5) **AO-16** We are ~40 miles from hospital facilities & any crash would result in calamitous casualties which could not easily be transported to adequate treatment.

(6) **AO-19** Migration routes of many endangered birds species run along the Rio Grande perpendicular to the military flight route. Collisions may occur I cannot guess at probability levels.

(7) **LU-1** Federal designation of the Rio Grande in this region as a WILD & SCENIC RIVER should suggest that the animals there would be protected from such intrusion. It feels very contradictory that areas are on the one hand protected by the government & then violation of this protection is proposed by the same government is this insanity?

(8) We may not be many people who live in this area but a vast majority of the population residents here are opposed. Proportions not just "numbers" have to be considered.

(1) PSYCHOLOGICAL IMPACT ON PEOPLE OF AREA NEEDS TO BE CONSIDERED

Lorenna Shaler

000106

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM.
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-1 I would appreciate you not doing the Bomber training in the Taos aria, this are Sacred lands, I feil "KNOW" that the noise impact and fumes will damage our atmosphere, the Air & the Sacred Mountains, Scientifically - I don't have Written proof (but) as a Shaman, I speak to the Sacred mountains, Rivers & all of Nature. Keep the bombing TRN. where you have been doing it & you conduct scientific studies (on Case you don't have that) you will see that there is a difference, & we have to pollute all of the World + endanger the only Home we have Our Sacred Earth.

Over for more space →

Please Print
Name: Marca Courelle
Address: , Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

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000106

In the futures effort to come to understand the impact of any military endeavors. Please please at least this area be, let us understand that the forces of Nature & the cosmos deserve our consideration & respect

000107

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM
Date: APRIL 17 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Hello, My qvestion is WHAT ARE YOU TRAINING FOR? The WARS that are now in progress are not needed - FOR the PEOPLE!

The WARS that are going on now are killing innocent people - Some of the people have been my friends, they could be yours!

So what WAR are you training for? There is already a thousand times too much defense. We need less defense and more people who think in terms of alternatives.

Bombing is madness. You are bombing friends of mine in Belgrade. WHY? If its for the Oil near the Caspean Sea - We don't need oil! We need the fuels made from plants + palm trees →

Over for more space →

Please Print
Name: DENISE MILLER
Address: RANCHOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No ✓

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000107

that some bombers in WWII were flown with.

WHY isn't the intelligence running the world got some CREATIVITY?

Why are the intelligences running the world leading us away from the creative solutions that most all of TAOS knows about?

Why does KISSENGER want to kill so many people? Why is he trying to reduce the world population? Why doesn't he and others know all the creative solutions the farmers and others know?

Why is the government run by the corporations, the AMA, and pharmaceuticals.

Why are so many people who find creative solutions to bombing, wars, oil usage, food surplus - heath cures - Why are these people shut up and thrown out of the country or imprisoned?

I lived north of TAOS when the stealth fighters flew there 2 years ago. I do not want any more flights here.

000108

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

The economy of Taos Valley is dependant upon tourism. Flights under 500 feet would severely ~~disturb~~ disturb the peace + quiet here + adversely effect the economy.

BR-4

The environment - its birds, insects, coyotes, rabbits etc. - will be ~~harmed~~ harmed immediately wherever the flights occur.

The US military is considerably over funded. Resources going into killing ought be used for the real needs of people. Over for more space →

Please Print

Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

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000108

Sometime sanity will come to our decision makers and provide appropriate priorities in its policies.

Let us hope it comes soon

Elliott Liboman

Elliott Liboman
El Prado NM

000109

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS N.M
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY

Major Brent Adams,

There are very few reasons to settle in Taos - that is if you take away the blue sky, scenic beauty, and the generally mellow charm of Taos. There are no economic reasons to live here. Good jobs are scarse, if not impossible to find. You may ask why have I lived here for 25 years? Its because I have made a trade off of sorts, that is Quality of Life for low economic foundation. If you and the USAF with the planned RBTI, take away a portion of my Quality of Life. I will be very upset. because I am clinging to any portion of that Quality that I can. over

Over for more space →

Please Print

Name: Russell Martin
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

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000109

So I ask that you cease & desist this training proposal and take it somewhere else. Like maybe over your home.

RDM

000110

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: ~~Harrison, Arkansas~~ TAOS, NM
Date: April 17, 1999

Comments: Thank you for holding this gathering! I am opposed to flight training over Taos County/Northern New Mexico. As a community we are concerned about the quality of life here and I feel that low level flights would destroy the serenity of life here.

BR-5 **Doesn't one of the bill of rights address the rights of individuals to refuse harboring military personnel in private homes? Wouldn't our airspace be considered our home?**

GE-7 **Also it seems strange to me that the U.S. Government has paid for the preparation of the environmental impact statement. Is this not a conflict of interest?**

Thank you for you time and attention on this important issue!

Name: Renee Hardy

Address: Taos NM

000110

Would you like a copy of the EIS: yes

Signature: Renee Hardy

000111

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I'm opposed to low flying bombers. I'm concerned about environmental impact to my childhood home. I'm concerned, too, that the Air Force will conduct "realistic" bomber training at all. I do not think bombing is a realistic solution to any conflict, and this is not at all beside the point. The very communities that will suffer from realistic bomber training provide disproportionate numbers of their sons and daughters to the military, largely for economic reasons. I do not think it's fair that these poor rural communities should have insult added to injury with the bombers Over for more space →

Please Print

Name: Kyra Ryan
Address: Taos, New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
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000111

AF-9 flying so low. I do not think it should happen in someone elses back yard. But I know this wouldn't be considered over areas with more population & more economically advantaged areas - Rich and middle class people (whose children do not have to join the military to pay for education or reach economic stability) would not tolerate this kind of intrusion into their lands & communities. Neither do we!

000112

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM
Date: 4.17.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I oppose the RBTI. I oppose military fly-overs; training, noise, and disruption of the peace in the San Luis Valley and the surrounding areas. I can't think of a more disruptive and destructive activity to ruin the quality of life and peace of mind of this part of the country than to fly bombers and jets through it.

PD-4 Why don't they fly over Washington DC?
PD-6 Why don't they stop flying altogether?

It is obvious to many Americans and many others around the world that war doesn't solve problems; war creates problems.

STOP WAR. STOP BOMBING. STOP FLYING. Over for more space →

Please Print
Name: Lee Believer in Peace
Address: San Luis Valley USA

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
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000112

My father's life was ruined by war and he fled his country to come to America to live "the dream." He was barely successful due to the nature of the damage done to him as a child and he grew into a very angry, emotional man who raised his children in an environment filled with fear, rage, and hopelessness.

I have dedicated my life to the end of war in any type. War destroys all that we all live for. Those who wage war are destroying themselves as well as their victims.

We are all one people.

We have to learn to live together in peace.

The military of the United States has done more damage to this planet we all share than any other entity.

Please see that our individual attempts to succeed will fail without regard for the success of the rest of the human race.

Stop flying bombers in the most beautiful places on earth.

What good is life worth living for if we have to live with that?

It's not worth it

000113

FACT SHEET

FACTS ABOUT REALISTIC BOMBER TRAINING INITIATIVE PROPOSAL-D (Northern New Mexico Route)

What:
- 2,600 flights per year
- 6 days per week
- 10 flights per day
- 15% of flights will occur AFTER 10 PM, until 6 AM

Who:
- B-52 Bombers=185 ft. wing span
- 160 ft. wingspan = 2/3 of a football field
- B-1 Bombers= roughly equivalent to B-52

HOW HIGH DO THEY FLY? As Low As 200 ft Above Ground Level (AGL)

Where: The route affects 9 counties and some of the most beautiful areas in northern New Mexico, including: Carson National Forest, Rio Grande Wild and Scenic River Area, Urraca Wildlife Area, Elliott Barker Wildlife Area, Philmont Scout Ranch, Colin Neblett Wildlife Area, Cimarron Canyon State Park, Santa Fe National Forest, Villaneuva State Park, Sumner Lake State Park, Kiowa National Grassland, Rita Blanca National Grassland, Chicosa Lake State Park, Clayton Lake State Park. See Attached map for flight route.

How Much? $10,000/hour spent on jet fuel per flight

WHY OPPOSE RBTI-PROPOSAL-D

RBTI-Proposal D is ill-conceived and fraught with danger on every side. Here is a list of ten compelling reasons to oppose RBTI-Proposal D.

BR-3 1) Disruption and damage to northern New Mexico's wildlife, ecology and livestock due to 2,600 low level bomber flights per year over wilderness and ranch areas.

2) Disruption and distress to local populations of people directly under and in close proximity to the route and flight corridor. The route will fly directly over Ocate, Anton Chico, Mosquero, Wagon Mound, Clayton, Roy, Abbott, and Mt. Dora, and will fly near many more communities and residences.

000113

AO-20 3) Extremely high noise levels as they fly over Northern New Mexico at 300-500 feet above ground level. Recent studies show that jet aircraft flying at such altitudes produce sound levels at just be low the pain threshold.

BR-4 4) Adverse and potentially devastating effect on the already fragile economy of the region, more than 60% based on tourism. This would effect each and every person in the region, already suffering 18% unemployment (Taos County), and 27% of the population below the poverty line (Taos County).

5) Direct flights over numerous state or federally protected areas, including wild and scenic areas, states parks, national forest, and state wildlife areas.

BR-4 6) Depreciation of land values which would be diminished by 2,600 B-52 low level flyovers each year.

BI-5 7) Impacts on endangered species. The bomber route flies over Mexican Spotted Owl habitat, as low as 400 ft AGL, 12 times a day; and over at least three active nesting sites for the Peregrine Falcon, 11 times a day at 400-1000 feet AGL. The U.S. Fish and Wildlife Service has advised the Air Force that anything less than 1600 ft. AGL and less than 1 mile away laterally will harm these species.

BI-5 8) The bomber route flies over wintering habitat for bald eagles 12 to 14 times per day below 1,000 ft AGL. The U.S. Fish and Wildlife Service has advised the Air Force that anything at or below 2000 ft AGL between October 1 and March 1 could result in significant impacts to wintering bald eagles.

CE-2 9) There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 fly-overs per day. The Air Force must study these cumulative impacts, and the cumulative impacts of all low-level training flights in the western U.S. in a programmatic EIS.

AO-7 10) The public safety is at risk. Numerous military aircraft have crashed on domestic training missions, some within New Mexico, within the past 3 years. Crashes have the potential to start forest fires.

000114

Rural Alliance for Military Accountability
Reno, NV

The Facts

• Today, the allocation of the national resource of airspace amounts to an inter-agency swap between the FAA and the DOD. There is little coordination in airspace planning between the various DOD agencies. A military service can simply sit down with a chart and pencil and, without asking the residents living below a proposed SUA, draw lines around the least populated areas. It then makes the request for the airspace from the FAA, which inevitably grants it approval. The result is inefficient airspace utilization and the creation of forces that act to the detriment of national security and the nation's best interest. With the passage of time and the evolution of military technologies, military activities taking place in the nation's airspace have slowly changed to the point where the airspace has become hazardous to both aviators and rural residents.

• RAMA does not accept the premise that "dilution is the solution to pollution" of impacts associated with military airspace. That notion rings of a post-facto justification for the military's insatiable appetite to garner significant new amounts of airspace while refusing to surrender any airspace designations associated with base closures. Indeed, our experience has been that any proposed airspace acquisition by the Defense Department (DOD) - once granted - becomes permanent. As opposed to military land withdrawals, Special Use Airspace (SUA) and Military Training Route (MTR) designations do not have sunset clauses. Moreover, changes in airspace use, including dramatically-increased operations, often occur without public notification or involvement.

AO-21

• The DOD is the only federal agency which does not provide the public with the opportunity to comment on draft Environmental Assessments (EAs). For decades, this deprecation of the process under the National Environmental Protection Act (NEPA) has allowed the U.S. Air Force (USAF) to create new Military Operation Areas (MOAs) and MTRs, without public input or notification. We believe it is time the Pentagon allow full public participation in the decisions that impact our environment and thus our lives.

• RAMA opposes any expansion or designation of land and/or airspace to the military until completion of a National Needs Assessment. For such as assessment to truly measure all direct and indirect impacts of these designations, it must involve all branches of the DOD, as well as the Department of Interior, the Department of Agriculture (USFS and NRCS), the Federal Aviation Administration, the General Accounting Office, appropriate state and local governments, and Congress. It is crucial that a strategy for strong public participation - including that of Native American tribes - be developed and implemented. Upon completion, the National Needs Assessment should be released for public comment and review and a series of public hearings held across the nation.

000114

The reasons for a national needs assessment are clear. Without it, the military will continue to acquire land and airspace in a piecemeal fashion without either a single, defined blueprint justifying those expansions, or congressional oversight of that blueprint. Without a national needs assessment, the military will duplicate existing training capabilities located on the 25 million acres which the DOD already controls. Without a national needs assessment, the DOD can quietly expand upon the 50% of our nation's airspace that it already has.

• Military Training Routes represent a significant percentage of the aggravating problems of military airspace in this nation. A complete and thorough review of existing MTR structure is vital, along with establishment of a principle -- whether through FAA administrative ruling or congressional legislation -- that the military cannot request, and the FAA cannot allocate, airspace which is non-navigable or otherwise in private ownership.

• The present allocation process for military airspace generally ignores the non-flying public and impacted rural residents below these airspace. Existing procedures must be altered to ensure that the non-flying public is notified about future airspace zoning changes which affect their lives and property.

• The FAA is the only agency with the authority to designate, revoke, or modify navigable airspace. The FAA Administrator is further authorized and directed to prescribe air traffic rules and regulations governing the flight of aircraft, for the navigation, protection, and identification of aircraft, for the protection of persons and property on the ground, and for the efficient utilization of the navigable airspace (Section 307(c), Federal Aviation Act). In order for that to occur, the DOD must be required to internalize training costs, to compensate rural residents, to create programs in which airspace easements could be purchased, and to accept the principle that areas underlying proposed supersonic air combat training activities must be cleared of human beings. The law must reaffirm private property rights to 500 feet above ground level, thereby making it impossible for the military and the FAA to allocate that non-navigable airspace.

• The February 1993 report, Roles, Missions and Functions of the Armed Forces of the United States issued by General Colin Powell, then Chairman of the Joint Chiefs of Staff, acknowledged that, "An integrated test and evaluation range structure linking existing ranges across six western states and supersonic areas off the California coast would provide a land, airspace, sea area to accommodate a large portion of our joint training, test and evaluation needs well into the next century". The DOD is violating NEPA by failing to prepare a Programmatic EIS to assess overall needs for training and cumulative impacts of the training range expansions in the west.

In conclusion, we are extremely concerned that U.S. citizens living in sparsely populated areas are regarded as expendable by their own nation and by the very people entrusted to protect their lives and rights as citizens of our nation. That situation is exacerbated by the FAA's continued squandering of our airspace resource. The lack of controls on airspace allocation and use provides no incentive for the military to use airspace efficiently. Without a complete, federal level review of the existing SUA and MTR structure -- as would be accomplished through establishment of an Engle Act of the Air -- the present situation will continue to deteriorate.

000115 pm

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4.17.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

While I oppose unconditionally low flying planes carrying any kind of nuclear weapons (or not), I am requesting no flights over Taos. A pueblo that is the oldest inhabited dwelling in North America will be structurally affected. The quality of life in Taos will be irrevocably changed and outside of that, it appears that

CU-2

Over for more space →

Please Print
Name: [redacted]
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
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000115

residents of the US are subjugated to military presence NO MATTER WHAT. It is time that we change the tide of US focus. Preparing for the future, educating our children, providing sustainable agriculture and now can that happen when airplanes are flying 150-200 feet above us. Bombing other countries is not my priority nor should it be the priority of the US.

It is unrealistic bottom line

000116

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: _____

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

June 16th
Dr. & Mrs. George W. Stone
Costilla NM

BI-1 Did they check w/ RCCLA re effect of planes on pueblo alt. area?

Did they check w/ Carson re alt. calving season. Currently they close down parts of the national forest - will flights be suspended during this time also?

AF-10

Saw herd of 18 elk yesterday on our mesa -

or more space →

Name:
Address: NM 196 (FSR 1950) might be flying @ 500 ft ground

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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000116

the edge of mesa close enough to see the faces of the pilots as they fly over.

Ski Rio ??

000117

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY If you need a mountain to learn to fly over. Build a stimulated mountain in Alamogordo - they like you there — we don't. Taos is special for God's sake leave us alone!

Over for more space →

Please Print
Name: Sandra Hamilton
Address: Ranchos de Taos

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

Please give this form to one of the Air Force Representatives or mail to:
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000118

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS New Mexico
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

My husband + I have struggled financially and emotionally to build our "dream house". The bombers would fly directly over our home, for the sake of ourselves + our children. Please change your route!
- Also I work at a preschool (Amanti Day School).

AO-18 The children would suffer from the noise (fear producing).

BR-4 Tourism - which Taos depends on - will also suffer!
- Please review our pleas!

Thank you
Laura Thompson

Over for more space →

Please Print
Name: LAURA Thompson
Address: El Prado New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X (will get one)

Please give this form to one of the Air Force Representatives or mail to:
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000119

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

Comments: Taos County has become a safe place for people with environmental illness and multiple chemical senstivities to live. These individuals are extremely sensitive to environmental toxins, i.e. exhaust fumes, air born particulates,etc. The polution from the bombers would pose a significant threat to the air, and water quality for these very sensitive individuals. Also Taos County is moving toward growing more organic foods which the bomber training initiative would jeprodize as well.

AO-1

Name: Pam Marston
Address:
Ranchos de Taos, NM

Would you like a copy of the EIS: yes

Signature: P. Marston 17 Apr. 1999

000120

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: April 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-7

1. Danger of fire in case of accidents.
We have no county-wide fire trucks, and no sources of ready water outside Taos. When the Hondo Fire started 2 yrs ago in a trashcan, it burned over 200,000 acres no water and extremely dry conditions, exactly the same as now. If an airplane crashes, no firefighters there and no water.

AO-16

2. Danger of no emergency/ambulance service in case of accidents.
We have no county-wide ambulance service and only 1 hospital in the entire county.

3. Danger of re-inforcing attention on nuclear wastes stored in Los Alamos, White Sands, and Carlsbad. Now an "enemy" could add "disruption of bomber training flights" to their list of reasons to bomb New Mexico. We, the citizens are "at risk" already.

Over for more space →

Please Print

Name: Katie Wolfman
Address: San Cristobal, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ (Already have one) No ___

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000120

AO-22

4. No Airport for Jets in Taos County.
Therefore no emergency landing place. We, the citizens have fought expansion of our Airport because we value our peaceful skies more than tourist dollars. Now you want to use your own citizens as guiena pigs for a much worse disruption of our peace.

5. Disruption of ancient way of life.
This remote Valley is Sacred to Native Americans and the Hispanic Culture, as well as to those who come here. It is a counter-balance to the many other places that already have expressways, airports, etc. It is one of the few places in the U.S. where man, animals, birds, plan co-exist in relative harmony. It is important to have such places of serenity for people to come and rest and re-connect to the Earth in a peaceful way.

AO-18

6. High Risk of Post-Traumatic Stress Syndrome.
Because so many generations have lived quietly and humbly here, the shock of bomber runs over our little farms and ranches would certainly be greater than in other locations that already have large air traffic. We would undoubtedly respond to this change by developing the symptoms of PTSD and deep grief that our own country put us in terror & ruined our chosen way of life.

000121

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina Lodge, Taos, NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-4

Please don't do this to our area! Please!!! Bald eagles, owls, other wild life, the pueblo (even though under the new plan you say it won't be affected) the big scenic [redacted] the ski areas & the tourist industry. It will all be adversely affected and irreparably damaged. This is a sacred area. We all moved here to be in a remote area, undisturbed close to nature. We and the people who have lived here 400 years and the native peoples who have lived here for 2000 plus years will all face the horrible consequences of those bombers are allowed to fly over the area [redacted]. Environmental hazards — noise, threat to wildlife, detriments & effect to tourism, well-being & peace of mind of the locals that live here. We all going to be hurt. Please don't do this to us.

Over for more space →

Please Print

Name: Waneta K. Sweeney
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No [redacted]

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000121

PD-4 Also, I believe the space available already for flying training should be adequate. The Air Force already has areas in other parts of NM as well as other States of the U.S. and other [redacted] Bases to train Pilots like

PD-1 200 - 500 feet it has low to fly anywhere near wildlife & people. It is too intense.

BR-4 It will greatly reduce property values in an area that is intensively improved. I understand that the air base has had a presence here before, & we have supported that. But this higher level of activity, noise, intensity, etc is simply unacceptable. We cannot handle it.

(PD) Many people who have been unable to thrive in noisy city or suburban communities flock to Taos for mental health & peace of mind. It is a sanctuary of sorts and we need this space to feel safe in, to know that we can be free to live in quiet and experience nature as it is, undisturbed by planes and noise.

Again, please, please, please don't do this. Please, let us live. Peace is peace without the noise with the wildlife without threat to ancient structures and without disturbance to the boy scout Ranch. We desperately need and peace of mind.

Sincerely,

Nanette K Sweeney

000122

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY We lived near Carswell AFB in Ft Worth for 13 years & were in the flight pattern for B52s. We now live & work in Amarillo but have a cabin in Red River, NM which we visit frequently for rest & relaxation. Knowing first hand how disturbing B52s can be to the environment, we are very concerned about the proposed flight pattern. Our main concern is the impact of noise pollution on this tranquil environment. We appreciate you listening to these concerns.

Over for more space →

Please Print
Name: Rick & Patty Howell
Address: Amarillo, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
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000123

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 17, 1999

Comments: Having lived in East denver in close proximity to Stapleton Int'l Airport, I know the noise levels caused by low flying aircraft.
My mother who is 82 years old moved from Denver to Taos specifically because of the PEACE and QUIET of the region. The types of flights being proposed will negatively affect our quality of life—despite the half-truths being put forth.
Much of the proposal is inconsistent with the environement and ambiance of the region: NOISE pollution is NOISE pollution; disruption of air space is disruption.

BR-4 BR-7 Having worked in the tourism industry of the region, the majority of visitors to Taos come specifically for PEACE and QUIET. This quality of life will be adversely affected causing significant negative impact on the economy of te area,

Name: Robert A. Hanress (also for Kathleen E. Harness)
Address: Taos, NM

Would you like a copy of the EIS: NO ✓

Signature:

000124

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am opposed to the RBTI for several reasons.
① There are already training routes, I feel saving 1 hour of flying time is not a good enough reason to impact 9 counties in Northern New Mexico

AO-20 ② The sound of a B52 at 700 feet causes immediate hearing damage. The 120 decibel impact will render areas underneath the training routes uninhabitable. This effectively will dislocate residents and destroy the economy of Philmont, the largest Boy Scout Camp in the US (if not world) renown for its pristine remote and wilderness. I think the requirement that people "will adapt" is an insult to the chosen lifestyle and appreciation of quiet and nature of the people of

Over for more space →

Please Print
Name: Carol Wildman
Address: El Prado, NM ✓

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

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000124

Northern New Mexico.

AO-16 ③ Inevitably There will be accidents 1200 flights X how many years will equal a accident. The medical facilities of Northern New Mexico are inadequate and the EMS services on the Reading

④ 12 flights a day 24 hours a day is unrelenting, putting 9 counties of Northern New Mexico in a situation equalling the Felons of war time. At least one has the choice to live next to an airport or railroad The RBTI does not provide that choice to residents, rich or old of the flyover areas.

000125

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am opposed to the proposal of R.B.T.I. because of the sonic impact on the residents and tourists. It destroys the serenity it is beautiful and unique area.

BR-4 Imagine what would happen to Taos' economy if this went on. The tourists would certainly not appreciate the noise. And certainly not want to come again. They come to escape the life they have, to quiet little Taos, to our remote wilderness areas.

Also the largest Boy Scout camp in the world is where they will be flying. This is supposed to be a retreat a beautiful place.

Over for more space →

Please Print
Name: Blake Peterson
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

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000125

but the serenity will be broken and the natural wildlife will be scared away.

AO-18 As a resident that still attends school I know that the noise would CERTAINLY disturb me from my studies while at school. Students who already have trouble concentrating would be distracted.

Please when you train for this purpose, please train in an area with little wildlife and human inhabitation.

How are we supposed to sleep? How are we supposed to adjust to military B-52 jets.

000126

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos Kachina Lodge
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY As a member of the Town of Taos City Council I am against the proposed Air Force flights over Taos because I believe that our Community would be Negatively impacted by the disturbance of noise and change that would hinder the tranquility of our unique city, county and state.

The mayor, council and community have joined in stating an opinion on this issue and together we voice a "NO" to flights of training over our towns.

Over for more space →

Please Print
Name: Erlinda S. Gonzales
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No___

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000127

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 5/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Bomber training here is unjust - People in this area live here with little economic possibilities because they love the environment. No malls, freeways factories. We struggle economically to live here. Economically marginalized people particularly should not have the noise, pollution of bombers. Perhaps some people (?) trade financial gain for a lousy quality of life NOT HERE

Over for more space →

Please Print
Name: Michele Potter
Address: TAOS

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
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000128

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Kachina Lodge, Taos NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-4 Taos County is not an appropriate location for this kind of training exercises. The frequency and type of missions flown is too much for a rare sensitive wilderness area and would severely impact the Taos economy by discouraging tourism + recreation.

Taos County is already subjected to air military training from many other sources. Don't add to this pollution and disruption by placing the RBTI in this area!

Over for more space →

Please Print
Name: Todd Thompson
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

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000129

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: April 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am totally opposed to any bomber training flights occurring in this area. I am opposed to bomber training anywhere but this area is particularly sensitive to the very negative effects of the bomber flights!

Over for more space →

Please Print
Name: Ron Rinker
Address: Embudo, NM 87531

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
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000130

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: April 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I without reservation as a resident of the State of New Mexico oppose the overflights of any kind involving the US military. This especially true in areas of civilian residence recreation and historic involvement I am in short against the Realistic Bomber Training Initiative.

Over for more space →

Please Print
Name: John P (Jim) Geiger
Address: Embudo, New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000131

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I oppose the Bomber Training Over Taos. This is a wilderness environment. The [illegible] Taos Pueblo. Lowlevel flights disturb wildlife as well as people. I'm opposed to bombing runs for the use of them as tools of war.

Over for more space →

Please Print

Name: Susan Berman
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000132

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am what is known in Taos as an "urban refugee." I lived for many years in LA Chicago & Pittsburgh. I have visited every state in the union & I have traveled the world. I chose to live in the Taos area because of its obvious beauty and peacefulness. My God! Don't ruin it!!

Over for more space →

Please Print

Name: Dorothy D. Burns
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

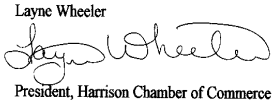
Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000133

Concerns about Relocation of the
Realistic Bomber Training Initiative
Harrison Chamber of Commerce
April 22, 1999

SE-3 According to the Draft Environmental Impact Statement, the relocation of this facility will result in a loss of revenues to Boone county of $1,100,000. The change would cause the loss of 75 direct jobs and the indirect loss of 15 jobs. Even though these numbers may sound small, they will have an impact on our county and on our town. Currently, we are experiencing a high unemployment rate. Last year, we suffered through a plant closing that resulting in the loss of approximately 300 people. Some of those people are still unemployed today. Our unemployment rate for February was 10.1% - extremely high during this time of relatively low unemployment. We need the jobs in Boone County and the loss of 90 jobs is will have an impact on us.

Layne Wheeler



President, Harrison Chamber of Commerce

000134

Question/Comment #1:

AO-23 The draft EIS appears to base the utilization of the Electronic Scoring Sites upon Low Level IR usage ONLY. This distorts the overall utilization. High level activity contributes greatly to the number of aircraft run on a daily basis and must be considered. In addition, only certain aircraft types were mentioned in the draft EIS. The question is ; "Was Total Range Utilization taken into account, and why were only select A/C types used? At the Everton site, for example, the site is working closely with C-130's from Hurlbert Field, Florida and 314th Wing from Little Rock, AR. Although these A/C are flying at low altitude during this training, it is not included in the IR utilization. The Overall Site Utilization for the past year (at the Everton Site) is available. Contact Everton site at 1-800-308-9028 if interested .

In addition, could you please add my name to the mailing list for the RBTI newsletter.

Robert Jackson

Harrison, AR,

Comment #135 was misnumbered. Please see #9021.

000136

Comments on the Proposed Lancer MOA

My name is Randall C. Murphree. I have lived in Fisher county for 48 years. I've owned and operated Murphree Flying Service, Inc., an aerial applications business, for the last 24 years. My company serves farmers and ranchers in six of the eight counties covered by the proposed Lancer MOA. This proposed MOA is where I live and make my living flying.

As a commercial pilot, I have a few concerns that deal with airspace issues. As with all MOAs, the FAA will restrict the ability of general aviation aircraft to use this area while it is "hot". This means that while the Air Force is using the MOA, general aviation aircraft will be vectored around or through the area using radar separation. The use of the airspace will be much more tightly controlled. Since the proposal calls for using airspace from 3,000 ft. AGL to 40,000 ft. MSL, general aviation will have little opportunity to avoid this airspace when conducting normal flights.

As an agricultural pilot, I seldom venture above the 3,000 ft. floor of the proposed Lancer MOA. We usually work below the proposed Lancer "box", except when we are ferrying to or from a worksite, at which times we will routinely fly at altitudes up to 9 or 10,000 feet. Our work environment is usually low-level. At these lower altitudes, we cannot communicate with Air Traffic Control or ATC. There is no radar coverage at these lower altitudes, so we will be forced to stay below the floor of the MOA. My concern here is that with the Air Force's propensity to "bust" their airspace and venture outside their box, they can invade my work environment and place us in grave danger while we conduct our spray runs. The recent incident at the ski resort in Italy comes to mind. I've already had several close calls with Air Force planes during my 30-year flying career. I don't care to have this repeated. Visual flight separation is not adequate when dealing with B1s flying at 600 Kts.

BR-2

My greatest concerns about the Lancer MOA come from a completely different perspective. This perspective is not seen through the eyes of a pilot, but through the eyes of a country boy, a farmer, a rancher, a hunter, a fisherman, a lover of the outdoors, a patriotic American. I've sat for long periods of time at the approach end of runway 17 at Dyess and marveled at the majesty of the approaching and departing B1s. I was at the Dyess "open house" the first day the B1 arrived from Edwards Air Force base and was exhilarated by it's surprise approach from the East, rather than it's expected approach from the West. Pride swelled up in my chest as the beautiful, sleek bomber made a few passes around the area and then came to rest on the Dyess tarmac, it's new home. But through all my observances of the B1, one thing dominates my thoughts. Noise! The B1 bomber is an extremely noisy aircraft when operated at the slower speeds with the wings folded out in the slow-flight landing and takeoff configuration. But when the B1 is operated in the high-speed, attack mode, at flight levels down to 3,000 feet AGL, it is *devastatingly* noisy. Most local folks have never seen the B1 in this mode and cannot imagine the noise levels that they will be asked to endure if the Lancer MOA becomes reality. Most of the

000136

population of these eight counties live here because of the lifestyle it offers. The ability to avoid the noisy rat-race of the cities. Hunters and fishermen come here on the weekends to enjoy the peace and solitude. Lancer will change all that. The startle effect for anyone in it's path will be enough to cause near heart failure if not the real thing. Our ranchers and hunters might want to call the FAA to see if Lancer is "hot" before working cattle or hunting that day. The proposal calls for multiple sorties of multiple aircraft on a daily basis. The incessant, repeated, day after day, low-level, high-speed flights will take their toll, economically, aesthetically, and environmentally, on everything in these eight counties.

AO-20

The Ogden people, who prepared this DEIS, obviously use noise levels averaged over a 24-hour period to arrive at their DNL or noise levels figures. It has been said, that a man can drown in water that is an average of 1/2 inch deep. A man that stands in a fire holding a block of ice, has an average temperature of just about right. I have read the DEIS and can only say that the folks from Ogden Environmental Services must either have some very good ear plugs or their income is dependent on the outcome of the Draft Environmental Impact Statement.

BR-1

We are hard-working, patriotic people here in this area. Please don't let the US Government, the US Air Force, or it's hired gun, Ogden Environmental Services, ruin our way of life.

Randall C. Murphree
Murphree Flying Service, Inc.
Rotan, Texas

000137

Realistic Bomber Training Initiative
Public Hearing on the Draft Environmental Impact Statement
April 7, 1999
Snyder, Texas

Comments by Buddy B. Baldridge
President, Board of Trustees, Jayton-Girard ISD
President, Board of Directors, Kent County Appraisal District

Thank you for the opportunity to address this public hearing concerning the Realistic Bomber Training Initiative. A written copy of these comments has been provided for the record.

I support a strong military for the protection of the United States. It is important that the men and women of our armed forces be well trained and prepared physically and mentally to defend the United States against a variety of opponents. While not a veteran myself, I have numerous friends and family members who have faithfully served in the military, in WWI, WWII, and Viet Nam, to defend our country and our way of life. Some of these have even made the supreme sacrifice of giving their life for their country, for our country.

With that as a background, let me say clearly that I am opposed to the proposed to the use of private lands for the Realistic Bomber Training Initiative. In particular I am opposed to the Lancer MOA because of the effects it will have on my home and my community.

As I understand the proposal, the Lancer MOA would be used for Realistic Bomber training, including B-1s, B-52s and their associated support aircraft. Congressman Stenholm has promised that the floor of this MOA will be no lower than 3000 feet above ground level. As a private pilot that caused a bit of concern. In reviewing the Sectional Chart (Dallas-Ft.Worth) we find that the Lancer MOA already has three MOAs in the area, the Reese 4 MOA, the Reese 5 MOA and the Roby MOA. The chart further states that the floor of two of these MOAs is 12,000 feet, the other is 10,000 feet. As many in our area will attest, it is not unusual to find a C-130, T-37, T-38, or Military Lear flying at 300-500 feet above the ground, often directly over our homes. Obviously the military aircraft are not prohibited from flying below the published floor of the MOA. What would keep the B-1s and B-52s from flying lower than 3000 feet?

AF-6

When I was growing up, my Dad taught me a good way to make a decision. He said take a piece of paper and put a line down the middle. On one side put Advantages and on the other, disadvantages. In discussing the RBTI proposals with leaders from each of the eight counties in the Lancer MOA, no one could come up with even one advantage, not one! However, each could come up with numerous disadvantages. This is from people who are eternal optimists, or we wouldn't be in the ranching or farming business.

Other speakers have and will discuss many of these disadvantages or problems caused by the RBTI. I would like to use the remainder of my time to focus on the effect RBTI would have on

000137

land values in the area where the training is conducted. You may be wondering how this could have a direct effect on the land values. Noise and the stress that it will cause will have multiple affects on people, livestock and wildlife. Animals, including domestic livestock and wildlife, will be subjected to the startling effect of an extremely loud, fast moving bomber flying overhead, even at or above the proposed 3000 feet. Weight gains, reproduction, , antler growth and many other areas of production will be negatively affected. Can you imagine what a startled, scared herd of cattle can do to fences?

BR-3

The stress of the continual noise will also affect humans. I am told that during the Desert Storm conflict, the B-52s were continuously flown over Saddam's prized Republican Guard at low levels, rendering them ineffective. In 1969-70 I officed about three miles south of Dallas Love Field, directly under the flight path. This was before DFW was completed.. It was not pleasant to deal with the roar of approaching aircraft, constantly throughout the day. We certainly never got used to it.

AO-20

Currently, the recreational use of our ranch lands is the only enterprise that is profitable. Recreation has kept land prices stable and in some cases on a slight increase. We have hunters that come to our ranch from New York, New Jersey, North Carolina, Mississippi, Connecticut, Louisiana, Minnesota, California, New Mexico, and even Texas. Why do they come all the way to West Texas? Their stated reason is to hunt, but there are lots of deer in their home states. The come to relax, get away from the hustle and bustle and noise of city life. They come for the peace and quiet, for the experience. Will they keep coming if they have to deal with Air Force bombers flying directly overhead? Absolutely not. Landowners will loose the income as well as a loss of revenue in the area communities. Hunters spend a lot of money for food, housing, supplies, fuel, etc.

BR-4

What is the effect of this loss of land value? Two groups will be directly affected. First the local governments, city, county and school. Second are landowners. In Texas, local government is funded through the use of ad valorem property taxes. As the name implies, these taxes are based on the value of the property owned. A decrease in property value will cause a twofold effect. Reduced services provided, and increases in the tax rate. In my county, Kent county, we have already experienced a loss in value of about 60% over the past two years. This has been caused by the sharp decline in oil prices and the related decreases in oil production.. Because of this major loss in value, taxes will have to go up the limit, thus compounding the effect on the landowner. Our area cannot stand additional reductions in property value that will be caused by the RBTI.

As president of our local school board, we have cut all the fat out of our budget. Further reductions will have to come from personnel. Personnel costs make up about 70% of a school budget. To make any real budget cuts, personnel must be cut. That results in a higher teacher:student ratio and reduced quality of education. This reduction in property value will have much the same effect on our local county budget.

My son, BJ, will be the fifth generation of our family to live and work on our ranch. I would like to give him good reasons to stay on the land. Right now, I don't have a very good case to make

000137

with him. Livestock prices are very low, oil prices are the lowest they've been in many years, and we are in the third and hopefully final year of drought. In our area the average rainfall should be between 20 and 25 inches per year. In 1998 we received only 4.3 inches for the entire year. Livestock numbers are down drastically, conception rates will surely be down, while feed and other costs of doing business continue to rise.

The only thing that has kept our operation, and many others, going through these tough times is recreation. People will pay to experience the tranquility of West Texas, whether they are hunting for deer and quail, our just exploring and enjoying the nature that the God provided for us all. Loss of this essential enterprise, would put the last nail in the coffin for many West Texas landowners.

I would again like thank you for the opportunity to address this hearing. I sincerely request that you deny the RBTI over privately owned lands, and in particular those involved in the proposed Lancer MOA. Do not take away our private use of lands that we own. Again, remembering my Dad's advice, if the Disadvantages outweigh the Advantages, don't do it. In this case, there are no advantages, only disadvantages for the landowners, schools, counties, and citizens in the affected areas.

Thank you.

Buddy B Brodrick
Snyder TX

000138

Fisher County Hospital District

The Heartbeat of Fisher County

April 5, 1999

To Whom It May Concern:

Fisher County Hospital District provides healthcare services to residents of Fisher and Kent Counties and surrounding communities. Both Fisher and Kent Counties are designated as medically underserved and health care provider shortage areas. Fisher County is also designated as a medical frontier county.

Reliable emergency medicine and trauma care are crucial in rural counties such as ours. We are fortunate to have a well qualified staff available for primary response to emergency situations. However, we rely on prompt transport to tertiary medical facilities for patients who have traumatic injuries or in life threatening situations such as acute myocardial infarction.

Time is of the essence in life threatening situations. We prefer to transport critical patients by air ambulance service, since even a few minutes can make the difference between life and death, or the prognosis of a full recovery.

AO-24

If Fisher County is designated as a low fly training zone for military exercises, there will be occasions when air ambulance flights will be delayed, impeding patient care. This is not a theoretical possibility, but is a real scenario encountered by hospitals in close proximity to military training sites in New Mexico.

Please reconsider the use of our lands for low flight military training.

Sincerely,

Ella Raye Helms

Ella Raye Helms
Administrator

- *Rotan, Texas*

Comment #139 was misnumbered. Please see #9022.

000140

Resolution

Whereas, the United States Air Force has proposed to create a new Military Operations Area (Lancer MOA) as part of the Realistic Bomber Training Initiative (RBTI) for the Low-level training of jet bombers and other jet aircraft, and

Whereas, the proposed Lancer MOA includes all or part of Scurry, Kent, Stonewall, Fisher, Garza, Borden, Lynn and Dawson Counties, Texas, which area includes the City of Snyder, Texas, and much of its surrounding countryside, and

Whereas, the RBTI will permanently commit the area under the proposed Lancer MOA to a daily regimen of extensive B-1 and B-52 overflights and maneuvers at altitudes far lower and with much more disruption to the citizens of Snyder and their neighbors in the adjacent countryside than ever experienced before,

Now Therefore Be It Resolved, that the undersigned do hereby agree as follows:

That the adoption of the RBTI and creation of the Lancer MOA will create unwanted noise and disruption to the citizens of Snyder and their rural neighbors, and

AO-16
AO-1
BR-3

That the adoption of the RBTI and creation of the Lancer MOA will create an unwanted risk of danger from inevitable crashes, emissions, human stress and the "startle effect" that these type of flights create, and

That the adoption of the RBTI and creation of the Lancer MOA will damage the general economy of the Snyder area by adversely affecting the use of the surrounding country for hunting, ranching, farming and other activities, and

That the adoption of the RBTI and the creation of the Lancer MOA will serve as a disincentive for new businesses and new residents to move into the greater Snyder area and tend to drive down property values in the area, thus potentially hurting the tax base of our local public school system.

Now Therefore, for these and other valid reasons, the undersigned do register their opposition to the implementation of the Realistic Bomber Training Initiative and the creation of the proposed Lancer MOA.

000141

FISHER COUNTY CHAMBER OF COMMERCE AND AGRICULTURE

April 2, 1999

Lt. Don Kerr
Deputy Chief of Public Affairs
Dyess Air Force Base

RE: Comments concerning the proposed Lancer MOA

Dear Lt. Kerr:

In recent months, news of the proposed Lancer MOA Site has indicated numerous concerns for Fisher County and the surrounding counties involved.

Fisher County has a declining economic base due to decreasing oil and agricultural prices. The Chamber of Commerce along with several other organizations has initiated efforts to make Fisher County a better place to live and work.

Among our assets is the quite peace of country living. With a MOA already existing in Fisher County, we have already experienced some of what we anticipate to be a much more frequent and increased effect. The livestock in this area have already indured drought, declining prices and extreme temperatures. To add another strike against the rancher will make a serious impact. In developing our County strategic plan for improvement, a major factor is protecting the assets of our area. Our quite natural environment is so critical to our survival and improvement in this area.

BR-4

Not only is this an environmental issue, but the economic effect to this area may be devastating. In reviewing the DEIS, there is no significant mention of the hunting industry. The noise level and increased activity is clearly going to influence hunter's preferences toward this area to another without consolidated training over their heads. This industry is one of the targets toward building our tax base. Should training activities in the area increase, all the efforts to date will be wasted as no person from a metro area will want to come here to enjoy the "peace that nature offers" in the midst of jet fighters booming overhead.

The area Lancer encompasses is hurting economically and yet the population is determined to endure the difficulties to stay here and make it better. Government should protect and respect our rural areas, not push in the other direction toward further devastation. The trade for a more economical round trip for training is too high a price for more of this great land to be taken for government use.

It is the strong feeling of the Fisher County Chamber of Commerce and Agriculture that the proposed Lancer MOA to consolidate flight training will have detrimental effect to this area. We appreciate your attention and consideration to this matter.

Respectfully.

Jackie Martin
Secretary
Fisher County Chamber of Commerce and Agriculture

000142

ROTAN ECONOMIC DEVELOPMENT CORPORATION
"A GENUINE TEXAS TOWN!"
ROTAN

ROTAN, TEXAS

Sheila Widnal
Secretary of Air Force
The Pentagon
Washington, D.C. 20330

June 2, 1998

Secretary Widnal:

The Rotan Development Corporation wishes to express our opposition to the military project known as "Realistic Bomber Training Initiative" (RBTI), most particularly the "Lancer" alternative involving Scurry, Kent, Fisher, Garza, Lynn, Stonewall, Borden, and Dawson counties in West Texas. Our opposition is based on the "Heritage-Environmental Preservation Association" (HEPA) recommendation that this project could greatly damage our fragile local economies.

Our board administers the 1/2 cent sales tax for economic development in Rotan. We are currently involved with a number of the area towns in various regional development projects. Our local economies are based primarily in agriculture, however, there is a growing interest in this area in many types of bird and game hunting and a military project such as this could greatly damage this part of our economy.

BR-4

BR-2

Cotton farming is at a critical stage in boll weevil eradication. We cannot afford any interference with planes flying insecticide during this period. There is no guarantee from the military that there won't be conflicts over airspace in the area that is involved in boll weevil eradication.

BR-4

Private property rights are very important in this part of Texas, and there are studies based on other similar projects that have shown significant decreases in property values. There is no potential for property values to increase as a result of this project.

As a board, we are always looking for projects that help our local economy and the people that choose the rural lifestyle that we enjoy. People in this area of Texas are not anti-military or anti-government, however, we do not want projects forced upon us that will alter our quality of living.

Sincerely,

000143

ROY A. BAZE

SNYDER, TEXAS

April 7, 1999

To: US Air Force, Col. BYRD
Re: Statement, Public Hearing, Snyder, Scurry County, Texas, on Realistic Bomber Training Initiative, Lancer Area, Texas.

My name is Roy A. Baze. I appreciate the opportunity to speak and to enter one page of comments in this hearing. I am a long time resident of Snyder, appearing here as an individual citizen interested in economic development of this area and also interested in maintaining strong capabilities of the armed forces. For the record, I love this country and take pride in the American flag. After four years of ROTC, I graduated from Officer Candidate School at Ft. Sill, served in the Field Artillery in Europe during WWII, was discharged as a captain, and remained in the Army Reserves for years. Usually, I am a strong supporter of the military.

However, today, I speak in opposition to the Bomber Training Initiative for Lancer Area. I do not see this as a political matter. Nor do I see this as an operation where the Initiative can take place only in the Lancer Area.

I have had considerable experience in economic development, both as an officer in a very large international corporation and also, after retirement, in development projects here in Scurry County. I am keenly aware of economic development needs of this area.

I am an experienced petroleum engineer. I understand the oil business very well. Starting about 50 years ago, some of the Lancer counties were blessed with discoveries of major oil fields. Local economies then shifted predominantly from agricultural base to oil base. Oil fields, like people, get old, they get tired and they wear out. Without question, that is happening to area oil fields. In Scurry County, the ad valorem tax base has eroded by 80% in the approximate last 15 years due to depletion of mineral resources, dropping from $2.7 billion to about $500 million. Erosion of oil tax basis is not going to get better; dependence on agriculture is increasing.

BR-4

Unfortunately, the Bomber Initiative will not help property values or economic development here.

I have heard the argument that Lancer Area is a less costly area in which to conduct air training operations. However, in my view, national economic savings come out second best when I size up potential environmental and economic harm to this area, the adverse effects on property values, the adverse effects on people living here and trying to make a living here, and weigh those factors against the fact that flight training reasonably can be conducted elsewhere. The Federal Government controls vast acreage better suited than Lancer private property.

In conclusion, I very much appreciate the Air Force. Respectfully, I enter opposition to the Lancer operation. Apparently the Air Force considers the Lancer Proposal is a Win proposition. Locally, many of us believe it is a Loser for us. Apparently the Air Force considers that Bomber Incentive is a good title for the script it is reading. Locally, many of us think Bomber Disincentive better fits the scenario we see. It is already challenging enough here to cope with Nature's forces of wind, sparse rainfall and declining oil base. This area does not need or want addition of a man-made disincentive.

I do wish the Air Force success in its training mission. But, I urge you -- conduct the training elsewhere.

Again, thank you for this public hearing. I hereby submit for the record a copy of my remarks.

Roy A. Baze

000144

REALISTIC BOMBER TRAINING INITATIVE MEETING

Thank you for the opportunity to voice my concerns about the proposed Realistic Bomber Training initiative.

My name is Van York. I am the County Judge for Borden County. Borden County is located just west of Snyder, Texas.

Borden County is a rural, agricultural based county with a population of 800.

We, who live in Borden County have chosen to live in an outdoor, serene setting.

If the proposed Realistic Bomber Training Initiative becomes a reality, our way of life will come to an end. Quality of life in Borden County will be drastically reduced. This fear has been presented to me by our citizens many times in the past few weeks.

My ranch is on the East side of Borden County. I have experienced an occasional bomber flying over the ranch at low levels for the past 2 or 3 years. These planes fly from the north headed south, about once every 2 or 3 weeks. They are flying about one-quarter or one-half mile to the west of my home. The noise from the plane is so loud that it drowns out the conversation in the house as it passes over. On one occasion, I was caught out in a pasture and a plane passed directly over my head. The noise from this plane was deafening. The noise just flat hurt.

BR-3 If I had been horseback, which is a very common daily practice for our cattlemen, I would have been in imminent danger of been bucked off my horse, dragged, etc. Cowboys are not in the pasture every day on horses for pleasure. They must look after the cattle, sheep or whatever they are trying to raise for a living.

AO-16 More frightening than anything else that I can imagine is the fact that a centrally located elementary and high school in our county has already had two near misses from military airplane clashes. Odds of another crash are horrific.

It is frightening to imagine 10, 20, or 30 flights per day, and the amount of noise and the disruption of our peace and quite, we will have to endure.

PD-7 These flights by the B1 bombers or B 52 bombers must not be allowed to fly over private land at low levels. This type of training must take place over the abundant public lands of the United States.

I am not anti-military or anti-government, but as a citizen of and the County Judge of Borden County, my first responsible must be for the protection of my family and the citizens of my county.

In closing, I will repeat that the Realistic Bomber Training Initiative will disrupt our farming industry, livestock industry, and hunting industry and more important, this Realistic Bomber Training Initiative will lower our quality of life in the affected counties.

Comment #145 was replaced by comment #827 at the commentors request.

000146

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY WHILE THE AIM IS CLEAR, IN BEST INTERESTS OF THIS PEACEFUL REGION (AS PER THE TARGET ZONE), THIS PEACE IS HERE TO STAY, NOW AND FOREVER.

THE AUDIENCES DEMONSTRATED A UNITED FRONT IN A DIVERSE POPULATION AND CULTURAL REPRESENTATION: HISPANIC, MEXICAN, PUEBLO INDIAN, AND ANGLO. IN TAOS WE HAVE A UNIQUE POLYCULTURAL SOCIETY - AND THOUGH WE ARE SEPARATE - WE ARE STILL A UNIFIED ENTITY.

OUTSIDE IS PEACE - BECAUSE "INSIDE" IS SPIRIT OF MANY RELIGIOUS BELIEFS IN A UNIQUE TAOS Over for more space →

Name: ***Please Print*** LLOYD RIVERA
Address: Ranches of Taos, NM ✓

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000146

OUTSIDE SICIES ARE BLUE — AN NO NOISE

OUTSIDE IS NATURE - THE CREATORS KINGDOMS OF PLANT ANIMAL, HUMAN, AND LANDSCAPES.

"INSIDE" IS THE HEART SOUL MIND & SPIRIT

SACRED TAOS MOUNTAIN AND THE SANGRE DE CRISTO / SAN JUAN MOUNTAIN RANGES HOLD ANCIENT SUPERNATURAL SPIRIT FORCES WHICH WILL BE DISTURBED DUE TO DAILY AND NIGHTLY AIRCRAFT STRAFING & THE SKYWAYS.

MAN AS A SCIENTIFIC IS NOTHING.

MAN AS A SCIENTIFIC IS NOTHING IN COMPARISON TO THE MAJESTY OF OMNIPRESENT SPIRIT - POWERFUL, MAGNETIC, SILENT, STRATEGIC.

MAN SKY FATHER RETURN TO ESTABLISH PEACE ON EARTH SO YOUNG MEN AND WOMEN DO NOT HAVE TO PREPARE FOR WAR.

IN THE SPIRIT OF THE NEW MILLENNIUM
FROM TAOS, NEW MEXICO
4.14.99
9 99 -27

000147

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, N.M
Date: 4/19/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Thank you for the opportunity to listen & view the proposal. I am a resident of Taos Mesa & have already experienced low level fly overs in Taos. It is not something I wish to experience again in my own home. I left city life for a peaceful living environment & not an invasion of sonic pollution. Our economy is based upon the attributes of Taos which is peace & quiet natural resources & no sonic pollution.

BR-4 You are bringing us only another form of economic disaster for an already fragile environment. This is also a highly spiritual area with all major religions

Over for more space →

Please Print

Name: Wendy Whiteman
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000147

represented here in a 25 mile radius. Not one of these supports this form of interest in our home.

Comment #148 was misnumbered.
Please see comment #9023

000149

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-1 • DNL (you should not ethically consider this noise level by an average (!) but by the high/low range) - At 114 the highest noise level - what would the effect be on humans (including children), animals & environment. 119 decibels.

• The presence of huge military planes can be nearly as traumatizing as planes flown during real combat & what about children & others that already experience Post Traumatic Stress Disorder

BI-3 • I abhore the idea of birds of prey & other wild life being threatened

• What gov't & military & FAA define as standards are not the standards of acceptability to people who are in touch w/ factors that are detrimental to emotional, physical & spiritual health

• I am against the impact on the sacred earth

CU-4 • You must taken into consideration the cultural impact on indigenous people in this region - Tiwa, Tewa, Picuris Indians and the Hispanic indigenous culture - they hold the mountains, the sky & the water & trees as sacred.

BR-4 • Northern New Mexico depend on tourism -

Over for more space →

Please Print you must realize that will be impacted

Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000150

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: Apr. 14

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Please WAKE UP and See and hear. Thanks

Over for more space →

Please Print
Name: Two Ravens
Address: EL PRADO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000151

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: April 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Please understand that the Noise Annoyance on page 4-12 Figure 4.1-6a will be a tremendous detriment to our community.
Taos is a unique and sensitive area - unlike anywhere in the U.S.
Part of the beauty of this area is the quiet - 100 DNL is not acceptable day or night The economic impact will likly be significant. Tourist come to Taos for it's unique culture, pristine environment and quiet.
BR-4 Please look at another alternative - it is Not safe, economically wise - or if I may be so bold, SANE to fly over TAOS

Over for more space →

Please Print
Name: Nancy STAPP
Address: TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000152

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I MOST STRONGLY OPPOSE THIS PROPOSAL.

BR-4 AS A FORMER PRESIDENT OF THE TAOS COUNTY CHAMBER OF COMMERCE I AM EXTREMELY INTERESTED AND CONCERNED ABOUT THE IMPACT ANY LOW LEVEL FLIGHTS MAY HAVE ON THE TOURIST INDUSTRY.

AF-6 AS OWNER OF THE ONLY RADIO STATION LICENSED TO TAOS (KTAO FM - 758-5826) I HAVE BEEN CONCERNED ABOUT THE NUMBER OF CALLS WE RECEIVE FROM LISTENERS COMPLAINING ABOUT JETS FLYING "A HUNDRED FEET DIRECTLY OVER MY HOUSE". WE, HONESTLY, RECEIVE DOZENS OF THESE ANNUALLY. THESE MUST NOT INCREASE.

I RESPECT YOUR ~~DEL~~ SITUATION AND I RESPECT YOU, HOWEVER, I URGE YOU TO FIND A MORE SENSIBLE ALTERNATIVE.

Over for more space →

Please Print
Name: BRAD HOCKMEYER
Address: TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000153

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4.14.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-7 As a Taos community resident I am concerned about the quality of life for myself, my fellow community citizens and wildlife. I would not appreciate the high-level of noise.
As a teacher I am concerned for my students - potential distractions in my classroom.

BR-4 I also have concerns regarding ~~to~~ the precarious economic standing of Taos. Taos relies greatly on the tourist dollar. Tourist come here to get away from big cities - the various forms of pollution (noise, smog, lights). We need to maintain the wilderness, ski resorts - most of all the Pueblo - its traditions.

We want to remain living peacefully.

Over for more space →

Please Print
Name: Geri Lyn (Jezz) Healey
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000154

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4.14.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-4
CU-2

There ARE SO MANY AREAS TO DO THIS. It is important that this program continues, however, over an area that depends on TOURISM AND THE VIOLATION OF OUR historical sites is gravely planned. No, No, No - go somewhere where a small tourist town AND a 1000 yr. old pueblo is NOT INVOLVED!

Over for more space →

Name: C. Pratt ***Please Print***
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000155

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, N.M.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

CU-1

Who would want jets flying over your town? The noise + the danger are objectionable. Our old adobes are susceptible to vibrations and for those of us who are light sleepers, this could be a major sleep interruption.
I believe that military solutions, in an age of nuclear weapons, is obsolete. We need to learn to communicate, mediate and negotiate disputes. We are not currently involved in a cold war. The Berlin Wall has come down. This kind of training has never been necessary before and I don't believe it is now. Lets learn to live together on this planet as caring and responsible human beings.

Over for more space →

Name: Jean Levy ***Please Print***
Address: Arroyo Hondo, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000156

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Inn
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-25
AF-11

question: has a decibal rating study been done on the B1 Bomber vs. a commercial aircraft?
Do the pilots wear ear protection?

Over for more space →

Name: Matthew Higgins ***Please Print***
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000157

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 5/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I'm completely opposed to plan D which would fly over Taos County. Our economy depends on the quiet and beauty of forests and wilderness areas.
The extreme noise level of these jets would

BI-5

disrupt everyone within the area. Birds would be affected especially the Peregrine falcon Southwestern spotted owl as noted in your RBTI EIS.
I have a baby who is startled by books dropping to the floor when he's napping.

AO-26

I don't want flights disturbing his sleep or waking hours.

Over for more space →

Name: Mel Christensen ***Please Print***
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000158

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos - Sagebrush Inn
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am totally against all plans currently presented for the RBTI.
I have lived in areas that have been training grounds for fighter pilot contour flying and found it had a devastatingly negative effect on the quality of life in the area.
To fly the RBTI here in the Taos area is to invite great anger and resentment from the people here.

BR-1 And average noise level ?!? What bullshit you feed us

Over for more space →

Please Print
Name: Robin Zirka
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000159

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY It is too dangerous to be flying low level flights - everybody, including the military knows this. If they had to practice for missiles in the sky please use live - they would. There are other options + please consider the SERIOUS RAMIFICATIONS.

Over for more space →

Please Print
Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000160

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, N. M.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I feel that the proposed bomber training initiative is as much to condition people to its uses. Somehow, somehow, we have to take the courage to shift our terms of peace. Rather than preparing to train + for readiness, let's prepare to negotiate as well as be vigilant of other nations' capacities. Our position should not be a position of anger, power struggle but of [illegible], agility + human compassion. Because of this I oppose [illegible] against the bomber training

Over for more space →

Please Print
Name:
Address: San Cristobal, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000161

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PD-4 As a citizen of TAOS COUNTY I ask that the sense of peace and tranquility be preserved in this beautiful place. There is alot of territory in the mid to southern areas of the state where there is very little agriculture, ranching and almost zero homes built simply for the beauty. Please take into consideration the concerns and wishes of the people of Taos.

Over for more space →

Please Print
Name: Cynthia Marie Landa
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000162

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: Ap 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am against using The Taos route for training. I came at to New Mexico to have peace + quiet. Find someone else's house to fly over.

Over for more space →

Please Print
Name: Julie Sabia
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000163

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY While Fortunate to be of a Generation never to have seen war on our soil, There must be better options to flying over pristine Wild places, where endangered birds nest and Migrate.

I OPPOSE Route D for these main reasons

Thank you for preserving our freedom

Over for more space →

Please Print
Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000164

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4/14/1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY PLEASE BE REALISTIC!

The Air Force already has existing areas for R.B.T.I. Certainly the Air Force will save time and money by training closer to the bases. But at what cost to us? An inestimable cost!

Over for more space →

Please Print
Name: SCOTT SHAWARD
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000165

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Taos, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Please don't do it. The noise will be disruptive and harmful as well as extremely unpleasant. I am a professional writer. I can not work without quiet. Also, I live in an area with livestock. I worry about the negative effects on them.

BR-3

Also, I believe it will pollute the air.

Also, I worry about accidents - like the one in Italy. I don't want anyone crashing into my house.

AO-16

Over for more space →

Please Print
Name: Ellen Bradley
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000165

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush / Taos, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Please don't do it. The noise will be disruptive and harmful as well as extremely unpleasant. I am a professional writer. I can not work without quiet. Also, I live in an area with livestock. I worry about the negative effects on them. Also, I believe it will pollute the air. **BR-3**

Also, I worry about accidents - like the one in Italy. I don't want anyone crashing into my house. **AO-16**

Duplicate Comment

Over for more space →

Please Print

Name: Ellen Bradley
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000166

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM.
Date: Apr 14

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Please check into your local psycological Hospital and get your Spiritual NATURE checked, it and your children's future are now in jeapordy

Over for more space →

Please Print

Name: DAVID TWEEDY
Address: EL PRADO NM ✓

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000167

(headline caption to read)

Air Force Invades Sacred Space

If this plan goes forward and involves the Taos NM area, it needs to be documented that this area's environment is, above all, a spiritual environment. People live and visit here for unique spiritual elements.

If these bombers fly over these mountains sheltering Taos, your pilots need to know that they are physically violating as sacred a space as if they were to fly right through the portals of heaven. The space around these mountains is filled with centuries of prayers from all the mortals who call this place Paradise and these cumulative prayers make this sacred space.

Your pilots need to understand to take off their shoes before flying over these sacred grounds because this is an area inhabited by the Creator and by indigenous people who've maintained its sacredness for five times longer than this country has even been in existence.

Your pilots need to know that when they fly over these mountains, they'll be ravaging one of our dearest national treasures, the Taos Pueblo, even if only by the deafening noise of their echo in passing.

Your pilots need to understand that it may be their loved ones driving through the canyon when a bomber triggers a rockslide that buries all the traffic beneath it. **AO-27**

You, gentleman, need to make the proper people aware that when children become adults and are still having nightmares because of these bomber flights over Taos, the price they'll have paid is too high.

Flying over these mountains as has been described, terrorizing our native inhabitants, whether human or otherwise, is nothing short of defiling what we perceive as our rightful temple, our place of worship. When Jesus the Christ saw the temple being defiled, he threw over the tables of the moneychangers and sent everyone scattering. So I ask, what would you have us do, when you're threatening the virtual destruction of ours? There isn't money enough for retribution, for that.

Susan Jacobs,
Taos

000168

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Convention Center - TAOS NewMexico
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am a 12 year resident of TAOS County. I am opposed to low level trainin flights in northern New Mexico as well as ~~in~~ the world. Globally we need to rethink our future as the human race. We should be thinking of peace and sustainability instead of murder. The earth is a finite organism which supports us All. The United States should set an example and reduce our military budget and work towards saving our home. It would severely affect our way of life here in New Mexico. We have a tourism based economy, it is my belief that low level fly overs **BR-4**

would hurt our economy, causing economic disparity **BI-3**

Wildlife would be affected negatively.

The bottom line is the sanctity of [illegible] in our world, and peace and harmony [illegible]

Peace be with you and Over for more space → God bless.

Please Print

Name: Tom Gallegos
Address: TAOS New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000169

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: April 14th, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I recently moved to Taos from Boston, Massachusetts to simply get away from it all! Eversince I've been here there's been talk of the B1 and B2 bombers flying over the beautiful community that I moved across the United States to live in.

When I was living in Boston, planes flew over my house daily to and from Logan Airport. The roar of the planes was unsettling!

I would think that another route could be chosen for these flights. One that would not destroy the peace of the wilderness of Northern New Mexico.

People travel to Taos for many different reasons a multitude of reasons. It's a sacred place to many, including the many Native Americans who have called Taos there home for hundreds of years. Please do not fly over our community, go somewhere else!

Over for more space →

Please Print
Name: Lesley LaMell
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000170

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Convention Center, Taos, NM
Date: April 14th, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I wish to go on record as being A Citizen of Taos County, New Mexico, USA, who SAYS NO to RBTI! I, along with my fellow citizens, do not wish our peace to be disturbed by the noise and danger of low flying military AIRCRAFT.

Over for more space →

Please Print
Name: Charles L. Rafferty
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000171

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 14, 1999

TY **Comments**: One more voice amongst many who are speaking out against Alternative D, the U.S. Airforce's proposal to fly bombers in Northern New Mexico airspace. I moved to Arroyo Seco only one month ago, and my reasons for moving here were to be a part of the natural peace and beauty which this area offers to both residents and visitors. I find it unfortunate that it is necessary for the military to train bomber pilots in any area where people are trying to live. My idealism aside, I do pray that you will consider seriously the overwhelming objection to your proposal that I am hearing here tonight. Should the U.S. Air Force decide to procede with plans to use this area for training, I feel you would be commiting a great injustice to all of the life forms which prosper here in northern New Mexico. Thank you for hearing my voice. Please consider your decision with my feelings in mind.

Name: Neal B. Fox
Address:
Arroyo Seco, NM

Would you like a copy of the EIS: NO

Signature: Neal B Fox

000172

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 14, 1999

Comments: If you really think that low level flights over and around Taos New Mexico will have little or 'acceptable' impact, I'm sorry, you have no idea what you are proposing. I challenge any one of you that are for this absurd proposal to come and live in Taos for a year, a month, or even a week. If you can't see, feel and understand our point of view against this, you are just not paying attention to life in its most basic format or to your own senses! On an economic level, we suffer when we don't have enough snow. .. the idea of flying low level flights over this community which is almost soley based on tourism is ludicrous!!!! If you go through with this proposal, you will be responsible for DESTROYING Taos.

BR-4

Name: Amanda Stapleford
Address: Taos NM,

Would you like a copy of the EIS: NO

Signature:

000173

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS COUNTY
Date: APRIL 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I COME FROM SAN DIEGO CO. LIVED UNDER THE AIRPORT TRAFFIC ROUTE. I KNOW THE GREATEST. MY SCHOOL, MY COLLEGE, SAN DIEGO CITY COLLEGE, WAS SEVERELY DISTURBED BY THE NOISE OF ALL THE PLANES WHO FLY IN THE SAME AREA, CREATING A BIG DISTURBANCE IN OUR CLASSES. IF THIS NOISE IS GOING TO BE COMPARE THAT THOSE COMMERCIAL PLANES, THIS IS GOING TO BE THE END OF OUR PEACEFUL SKY OF TAOS.
PLEASE FIND OTHER AREAS WHERE THE NOISE IS NOT GOING TO DAMAGE THE QUIETNESS OF PACE.
I RESPECT ALL YOUR EFFORTS TO PROTECT OUR COUNTRY, YOU ARE THE GREATES IN THE WORLD, PLEASE FIND A BETTER SUITABLE TRAINING AREAS.
GOD BLESS YOU. AIR FORCE

Over for more space →

Please Print
Name: GUILLERMO ROSETTE
Address: TAOS N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000174

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I moved to TAOS because, it is one of the most Beautiful and Spiritual Settings in the U.S. the thought of Military Bombers Flying over this Area, gives me chills, it would do so much Harm I just can't PUT it in WORDS, I pray that you can find a better Solution than Ruining such a beautiful place, the people Here are

BR-4 poor. Rancher farmers, or people who relie on the TOURIST TRADE, which would really suffer. Property values would definitely suffer, only HARM will come from this exercise, THANK you for your consideration —

Over for more space →

Please Print
Name: Ron BROWN
Address: EL PRADO N.M

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000175

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am opposed to any plan that includes the Taos and surrounding area. I have lived in this are for almost 30 years. I came here and settled here because of the uniqueness of the area, in the ways of its quiet environment, abundant wildlife, clean air, and relative calmness. The many, many tourists who visit here, come for the same

BR-4 reason. Our economy is totally dependent on these tourists. The wildlife is dependent on a quiet environment. There are so few places like this left in our country, that we all need to preserve the few that are here. There are many people living all over the county, even right under the proposed flight path. The effects of the proposed path will be devastating to the area, changing the environment significantly. I hope that this area will not be chosen.

Over for more space →

Please Print
Name: Barbara Hughes
Address: Ranchos de Taos, NM,

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000176

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Por Favor, "Please" do NOT use This area for Bomber Traing — I was in The Marine Corps in 1967 — thru 1969 — I Believe in our Military I come from a very Patriotic Family — I believe There are other areas You Should consider — Por Favar — NOT in Taos

Over for more space →

Please Print
Name: David ALVARADO
Address: Ranchos De Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000177

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Inn
Date: April 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am against any sort of low flying bomber planes. I moved to Taos from California wanting to escape the pollution and noise of an international airport (proposed Cannon County). We do not agree to tolerate this destruction of wildlife & the impact on our economy. I am also quite concerned about the stress that would be incurred by individuals. I made the decision to stop flying over our home in California which would rattle our home. I do not want to live with the noise of bombers. We will keep Taos free of bombers.

BI-3
BR-4

Over for more space →

Please Print
Name: Susan R. Totaro
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
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000178

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I think I understand your position — you need to train your pilots using a realistic terrain. However — Taos is not your location for many reasons. Our town is 90% dependent on the tourist. We have migrating birds and endangered species of birds here. I'm sure you've heard these concerns many times over, so please just find another air space. We want to support you — in return we want you to hear and respond to our concerns

BR-4
BI-5

Over for more space →

Please Print
Name: Ellanu Simms
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

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000179

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PLEASE DO NOT FLY YOUR BOMBERS OVER US. WHILE I RECOGNIZE THE NEED FOR YOU TO TRAIN — POPULATED AREAS ARE A RIDICULOUS OPTION. THE SOUND VIBRATIONS WILL SURELY DESTROY MANY HISTORIC PLACES LIKE TAOS PUEBLO WHERE THERE IS NO CONCRETE FOOTINGS. THE FLIGHTS WILL SURELY DISRUPT OUR DAILY LIVES AND RUIN OUR ECONOMY WHICH IS BASED ON TOURISM, THE FLIGHTS WILL SPOOK LIVESTOCK. POPULATED AREAS ARE A POOR CHOICE. ALBERT EINSTEIN, IRONICALLY THE GODFATHER OF THE A-BOMB — ALTHOUGH HIS REASON FOR THAT WAS A REACTION AGAINST THE NAZIS — HE SAID, "YOU CANNOT SIMULTANEOUSLY PREVENT AND PREPARE FOR WAR." WE NEED PEACE — "WE" AS IN THE WORLD!

CU-2
BR-4
BR-3

THANKS.

Over for more space →

Please Print
Name: DAVID SALAMON
Address: TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
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000180

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

This proposal would have an extremely detrimental effect on the local economy - which is tourist-based. Visitors come to enjoy the quiet, solitude & wildlife. It has been demonstrated that low flying planes disrupt wildlife & quiet. Tourists would choose destinations which offer the peace of a rural setting they can easily come to & enjoy. Many ~~artists~~ residents are artists and writers who have moved here to escape big city noise so they may have an environment which provides the quiet they need to create their source of livelihood. The residents of these areas are united in opposition to the plan.

BR-4

Over for more space →

Please Print
Name: Helen Rynaski
Address: Arroyo Hondo NM
I already have it

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
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000181

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4-14-98

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

THIS BOMBER FLIGHT PATH IS UNACCEPTABLE! THE CHAMA RIVER CANYON WILL BE VERY ADVERSELY AFFECTED. THE PHILMONT BOY SCOUT RANCH WILL BE EXPOSED TO UNACCEPTABLE LEVELS OF NOISE AND POLUTION, MANY OTHER WILDERNESS AREAS AS WELL WILL BE AFFECTED TO A LEVEL WHERE IT WILL TRAMATIZE THE EXISTING WILDLIFE

BI-3

BI-5 ENDANGERED BIRDS ARE IN THE FLIGHT PATH.

I AM TOTALLY AGAINST THIS INITIATIVE.

Over for more space →

Please Print
Name: DAVID BATES
Address: EL PRADO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
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000182

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 14, 1999

TY **Comments**: I have been a Taos county resident for over five years now, having moved here from busy, noisy cities such as New York City. I moved here for the peace and the quiet and the beauty surrounding this area. Having low flying bombers fly over this so far pristine area would severly damage the quality of life I have worked so hard to maintain here.
The cost this new route may save the air force can not equate to the cost it will have on our community and environment, a detremental one surely.
I sincerely hope all these comments will be taken into account, and for every Taos citizen here tonight there are more who could not attend. We are in unison over this issue.

Name: Christina Sporrong
Address: El Prado NM

Would you like a copy of the EIS: NO

Signature: Christina Sporrong

000183

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos N.M.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Realistic this bombing thing Sucks With the will of an 11 year old I shall say this, those jerks can not disrupt our quit town the Pleasant pieces of not hearing sirens and horns of cars all night but I think I would rather heed that then those stupid bombers and seeing them every time I wake up and go to bed or on my lunch break at school and also to add. No one shall go any Further with this ridiculess thought they just dont get that we dont Care about them and there Stupid bomber plans and it will not change

Over for more space →

Please Print
Name: Kali Little
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
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000184

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Taos, New Mexico
Date: April 14, 1999

TY **Comments**: I would first of all like to report that I live in El Salto, a community on the mountain North of Arroyo Seco. On March 18, 19 & 20th, 1999 there were low-level flights occurring directly over my home. On one of the occassions I went outside to see at least four Fighther Aircraft flying away in formation. The other flights were also flying extremely low and I am not sure whether they were Fighters or Bombers. After speaking to Col. Wheeless at the Taos meeting, I understand that there should be no flights flying that low over that particular passage.

I would also like to express my urgent opposition to RBTI in the Taos/Angel Fire Area. I believe the noise level will greatly disturb the residents/natives/visitors and wildlife. I believe the environmental impact will be devastating. The peace and quiet of this sacred area should absolutely not be impacted by RBTI.

Thank you for your attention to this matter and I would very much appreciate your investigating the low-level flights that are currently happening.

Name: Mary Ann Soloway
Address: Arroyo Seco, NM

Would you like a copy of the EIS: YES

Signature: Mary Ann Soloway

000185

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS N.M.
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Please Try To Be Realistic AND STOP The ESCALATION OF All MILITARY PROJECTS SINCE We - You ARE OBVIOUSLY Well ENOUGH PROTECTED FROM EACH OTHER ALONG TIME AGO - -

You CANNOT Proceed ON This PATH OF FEAR AND Conquest

KINDLY PROCEED IN A PEACE FULL WAY TOWARD All HUMANITY AND The EARTH AND FORGET THIS WAY OF BUSINESS AS USUAL. De-ESCALATE All MILITARY BUSINESS AND go The WAY OF PEACE

MMASTe

Over for more space →

Please Print

Name: ED SLOOF
Address: ARROYO SECO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
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000186

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY NO WAY!!!
This is not my Idea of safety.
You've tryed this before. DIDN'T YOU PEOPLE GET IT? the people won't let you have your way.
NO RBTI!!

Over for more space →

Please Print

Name: Estaca Huddleston
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
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000187

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: SAGE BRUSH INN
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I think that the NOISE will change the Wild ANIMAL habits. OUR predominent source of INCOME come from the MOUNTAIN & Forest. This sort of intitiative is NON-ENHANCING for OUR ENVIRONMENT.
I moved here to get AWAY from the NOISE & INSANITY of The world after VIETNAM please don't SCREW thing UP

Over for more space →

Please Print

Name: KENNETH SCHWARTZ
Address: TRES PIEDRAS NM ✓

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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000188

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am opposed to Alternative D because according to the Draft EIS there will be a change in noise level of 15 db which is a much larger increase than Alternative C (10 db) or Alternative A (1 db). Tripling the noise level (+15 db) is a very significant & unacceptable impact. It will greatly disrupt my wilderness experiences in the mountains, on the plains & down by the Rio Grande. Wild & Scenic rivers are not wild & scenic when the noise level is over 100 db. This area attracts tourists primarily for the surrounding Scenic beauty & its wilderness qualities which include the sounds of nature. Our economy will be hurt by these flights. Peregrine falcons & spotted owls could also be **BR-4** affected. A decrease in spotted owls would also affect **BI-5** logging & hurt the local economy that way as well.
People here are very opposed to this & it will be terrible public relations for the Air Force to fly over the opposition of so many people.

Over for more space →

Please Print

Name: Seth Rolland
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___ I already have one

Please give this form to one of the Air Force Representatives or mail to:
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000189

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4.14.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

THE ENVIRONMENTAL IMPACT OF THESE PROPOSED TRAINING FLIGHTS IS MONUMENTAL — AS WELL AS THE IMPACT ON THE LIVES OF MANY, HUNDREDS, OF MY FRIENDS AND NEIGHBORS. THERE ARE ALREADY HAVE BEEN DEATHS CAUSED BY "TRAINING FLIGHTS" - THERE ALREADY HAVE BEEN UNAUTHORIZED LOW LEVEL FLIGHTS IN THIS AREA - 2 PEAKS, SUNSHINE VALLEY AND VALDEZ - ASIDE FROM THE IMPACT ON OUR LIVES - SOMETIMES OUR LIVELIHOODS, WHAT OF THE IMPACT ON THE BIRDS - MIGRATION PATHS, NESTING GROUNDS — AND - IF THIS DOES COME TO PASS — WHICH OF YOU WILL BUY MY LAND AND RETIRE UNDER THE FLIGHT PATH?

AF-2

BI-2

Over for more space →

Please Print

Name: SHERRY RILEY
Address: ARROYO SECO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No___

Please give this form to one of the Air Force Representatives or mail to:
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129 Andrews Street, Suite 102
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000190

P.1

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4.14.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

The impact of Alternative D on the quality of life and the preservation of lifestyles and cultural resources of Northern New Mexico would be huge and is not justifiable under any circumstances. The economy of Northern New Mexico is poor and rural, yet it attracts creative minds and lovers of God and nature from all walks of life who have been relocating here for generations. They are willing to give up the comforts of urban life for the pristine nature of this environment which is unique in all the world. New Mexico is one of the few places in this country that individuals have the freedom to live unmolested by noise and air pollution and without the invasion of others and the government on their own personal space.

Over for more space →

Please Print

Name: Amanda Geroy
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
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000190

To assert, as is asserted in the current draft EIS on pg. ES-3 of the Executive Summary that the effect on "socioeconomics and environmental justice" is "negligible or inconsequential" is not the most important consideration. Those individuals who live in Northern New Mexico have moved here or remained here not for economic reasons, but for reasons of freedom and inspiration in a natural environment. For the inhabitants of Northern New Mexico the lifestyle here is priceless. The lives of all of New Mexico's inhabitants human, two-legged, four-legged, winged would be strongly negatively affected by these flights. To assert that the effect on the "cultural resources" in alternative D would be "negligible or inconsequential" is also incorrect. Luckily, there remains somewhere in our country where "cultural resources" are not merely historical or archeological sites but living dynamic resources. New Mexico's Pueblos are some of the oldest continually inhabited structures on the planet. The rural communities in New Mexico such as Mora which is directly in the flight corridor are unique cultural gems where the past is still alive. The cultural resources of Northern New Mexico also include an astoundingly wide variety of different spiritual communities. There are various historic Catholic Churches in the Taos area, a Buddhist stupa north of Questa, a Hindu temple in Taos and various retreat centers in pristine wilderness locations. The Lama Foundation is a retreat center north of Taos and in the flight corridor. The Lama Foundation has been around for thirty years. In that time various teachers from all around the world have come to lead retreats there. Three years ago we had a fire which severely affected our 108 acres of forest. The area which burned

000190

P.2

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4.14.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

great care to nourish the hawk and eagle populations which remain and maintain a hospitable environment for them as well as the elk and deer populations. The low overflights would severely damage this already fragile environment as well as the hundreds of acres of neighboring national forest land. The overflights would severely affect the Lama Foundation, a cultural gem and non-profit organization. Regular silent meditation retreats are held and hermitages. Lama Foundation would also be adversely affected economically. Visitors, guests and retreatants would no longer flock to the peaceful mountain. Thank you for seriously considering my concerns.

BI-3

BR-4

Over for more space →

Please Print

Name: Amanda Geroy
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No___

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000191

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: April 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am the President of the Latir Neighborhood Association, directly within the boundaries of Corridor CD of Alternative D EIR-153.

1. I read the entire EIS, and specifically on the issue of noise, the report consistently uses the AVERAGE of 65 DNL for all the data about annoyance issues, public health issues, disruptions of conversations & phone use, and noise-related awakenings from sleep. No where do you actually use the real DNL of 112 (B-1) or 105 (B-52), which is what we will actually experience.

BR-1

2. On page 4-12, figure 4.1-6a Community Surveys of Noise Annoyance - the DNL only goes to 90, and by that there 80% of the folks are highly annoyed. You may average the DNL, but we will experience QUIET and then over 100 DNL - this is not acceptable during the day let alone in the middle of the night.

3. Table 4.1-20: therefore, given what I've written above, where do you get your

Over for more space →

Please Print

Name: Cathy Hope
Address: Questa, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

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000191

information that only 7% of the population will be potentially annoyed when the corridor is only 4 NM wide and will receive 2,660 sortie operations a year! My neighbors are unanimously opposed - that is way more than 7%.

BI-6

4. on p. 4-50 you claim that the proposed airspace doesn't overlie or intersect any major migration flyways or water bodies! - what about the Rio Grande!? I've personally seen migrating Sandhill Cranes flying at the altitude the bombers will be flying.

5. on p. 4-52 Table 4.1-22 Estimated Class A Mishaps for Primary Airspace for Alt D: the estimated years between mishaps for B-1's is only 15 years! Statistically that means there is the PROBABILITY of a crash in our lifetime. Any no where in the entire EIS is there mention of fire danger.

BR-3

6. p. 4-56 Noise Effects on Recreation - the "startle effect" is going to cause some stress at Ski Rio on the Ville Vidal to lose control and be injured, or cause some Boy Scout on his horse at the Philmont Ranch to lose control and be thrown.

LU-2

7. p. 4-76 Table 4.2-11 Communities Under Alt. D - you forgot Costilla, Amalia, Latir, El Rito & Sunshine Valley.

BR-4

8. How can you say "no measurable impacts to Socio-economics when you'll be flying directly over ski & wilderness resorts that are one of the few sources of income in this area?

SE-5

You claim no disproportionate impacts to minority & low-income populations" when almost the entire population of Corridor CD is Hispanic & low income!

9. p. 4-106 - 4-107 You admit that the low-altitude flights could result in adverse impacts to sensitive bird species including the Peregrine Falcon & the Mexican Spotted Owl and to other threatened species & is a greater threat in this area than the other 3 alternatives.

PD-18

In light of all of the above - How Can You Continue to Entertain Alternative D?!

000191

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

From the RBTI Newsletter Two: Alternative D/Corridor CD

Noise:
- potential startle effects & other impacts on livestock: this corridor is directly affecting large #'s of livestock, not to mention the Urraca Wildlife Area & Ville Vidal.

Socioeconomics:
- loss of livestock & reduced productivity - this is a subsistence ranching area - any new stresser is very detrimental
- reductions in tourism & recreational industry - we already are at approx. 12% unemployment & close to 20% underemployment - this will increase three figures, resulting in great hardship, resulting in
- disproportionate impacts on minority & poor communities & then resulting in
- slowed economic development & real estate purchases

Recreation:
- solitude & wilderness experiences will be greatly affected

Over for more space →

Please Print

Name: Cathy Hope
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

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000191

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: April 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

According to my reading of the EIS, Alternative D is less acceptable than the other alternatives for the following reasons:

BR-2

1. Airspace Management: Alternative D has more increased airspace management. You state minimal potential for conflicts with civil airfields, but we have a civil airfield in Taos that indirectly in the proposed path

2. Airspace & Flight Operations: Alternative D has more communities affected and considerably higher noise increases

3. Biological Resources: Airspace & Flight Operations: Alternative D has a tremendously larger impact on endangered species than the other 2 alternatives

Over for more space →

Please Print

Name: Cathy Hope
Address: Questa, NM

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000192

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY IT seems to me that this initiative would make Taoseños much less friendly towards the Government. This town is not a civilian area of Serbia or Iraq. Why desecrate its indigeneous locale & peoples with attempting to misutilize it as a "Disneyworld—Top Ten Govt. corperations" war-test zone.

Many residents - including the richest of the community are in this locality in order to avoid such negative occurances as water, atmosphere & noise pollution.

A number of these have disabilities, afflictions & ailments which virtually forbid their exposure to undesirable influences. There are Indians

Over for more space →

Please Print
Name: L.R. Parker
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

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(descended for generations)

000192

and Chicano community members who would probably rather unite and fight the government representatives of this initiative rather then sit back and experience this audial-visual and personal infiltration on any time-scale or basis.

Some might even prefer, to commit suicide for their inherent, original quietude & Peace of Mind.

New Mexico has unwillingly donated Carlsbad Caverns as a contribution to the overall Government "Initiative". Why invade us further? What's wrong with conducting these "civilian terrorist activities" way out at sea or at a polar ice cap, etc?

Believe me, the psycho-spiritual vibrations from the collective civilization here below would cause negative retributions to the administrators, pilots, personnell & military's hardware enough for you have to select a more distant locale.

If the people here have already refute a commercial airport (a potential convenience and income source) why would they accept a disgrace like military overflights?

I suggest you find a county with a majority of military employees, WW veterans and "Flag-wavers" — maybe even Washington D.C.

000193

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos County, NM
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY What does it take to make the Air Force hear or are you listening? Are your ears blown out from too many jets flying over or do you just not understand or care to understand that NO ONE wants military flyovers in their homeland. Not Taos County, not Yugoslavia, not any of the so many places you folks intrude upon with our tax dollars in order to make the world safe for the Fortune 500. Taos said NO, you persist! Yugoslavia has civil strife and you choose to bomb (the most chicken-shit approach to aggression!) Bombers Are FOR COWARDS!!!

Just as are guns. You can be 30 miles from your target to kill! How

Over for more space →

You waste more money every second!

Please Print
Name: A TAXPAYER (unfortunately)
Address: U.S.A.

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

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000193

Cowardly can you get !?!?!

STOP KILLING

INNOCENT

PEOPLE TO PROTECT

CORPORATE INTERESTS!

000194

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

GE-3 Realistic? Realistically is anyone reading this? and will it make any difference? Accordning to the Constitution it should. It also should make a difference that hundreds of people have said that they do not think that RBTIP should even be considered in Northern New Mexico, yet here we are for yet another meeting of the minds vs the powers that be. Obviously I am not in agreement with this plan, for many reasons. One being that New Mexico has been a governmental waste land for years. The first Atomic bomb was tested here. New Mexico houses at least two governmental nuclear labs Los Alamos and Sandia. And now we are the home of the first nuclear waste isolation plant. Mayhaps that is enough? I do believe it is. → Over for more space →

Please Print
Name: Tanya Valentine
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

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000194

Regarding your E.I.S. as I'm sure you are probably well aware there are some flaws. The funny thing about statistics is that if you know what one would like to prove there is inevitably a statistic that will back it up. Be it true and realistic or not. After reading the EIS I do believe that the airforce has taken the statics that benift and look good for the US airforce. Bravo for looking good. hah The thing is that looking good and being good are two seperate things. I do not believe that the statistics given are accurate therefore that is not good. a small suggestion, you should look into suppling impartial statistics so as not to gloss over the actual impact to the environment and the people within the environment. I believe that the E.I.S. has greatly glossed over the impact to Taos and still this area has shown up as one of the worst

PD-18 alternatives you have proposed. and yet we are still here. P.S. Where is the cost study if something goes wrong and the forest is burned down or the peregrine falcon is wipped off of our planet. I do not want to explain to the children of the future that there once was a bird that is no longer here, so here's a picture of it instead because of the airforce of the United States of America. Are you looking at reality? I may be and I'm upset angry and scared.

000195

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Convention Center, TAOS, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

It is clear that the entire Taos community is adamatly against low level flights in this area. I am a Taos resident and have attended your meetings for us residents to speak out. There are so many arguements against your flight ronte

BI-5 near Taos. (1) affecting wildlife especially Perigan

CU-1 falcons, spotted owls and Bald Eagles—the symbol of the USA. (2) shaking and rattling this disassembling Historical adobe Homes and Churches that have

AO-28 been here for 100–600 yrs. (3) Noise pollution causing hearing impairment to wildlife and HUMANS. (4) Disturbing the TEWA Indian nations sacred land and practices. (which may be precisely one

BR-7 of your intents in this project) (5) Disturbing the peaceful quality of life which is why people settle in the Taos Area. There are other reasons—personal reasons that individuals have against this initiative. → Over for more space →

Please Print
Name: Alisa Ritchie
Address: Ranchos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No ___

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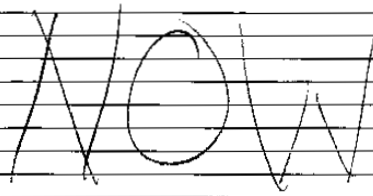
000195

I don't agree with building defense to try keep PEACE.
I don't want the military in Taos Area for all the explained reasons.
I don't want the military to have low level flight patterns in the Taos Area so that they can have a "new gymnasium". (This allegory was stated to me by an Air Force officer)
Please leave this area



and Forever – let us live in Peace and Purity.
Don't ruin that for us just so you can numb us to human destruction

000196

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NEW MEXICO
Date: APRIL 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

We are a poor community when viewed from an economic perspective. We are millionaires if our lives are viewed from an environmental point of view. As people it is our charge and responsibility to speak for and on behalf of those who cannot defend themselves against the harmful effects of your proposed low flights – the forests, the animal and plant inhabitants of the forests – the desert areas and those who make their home there of the flora & fauna families.

In addition to environmental damage, we also must defend the architectural heritage which we enjoy here. The 400 year old adobe structures, the 3000 year old pueblo. We know that these sights will be damaged

CU-2

Over for more space →

Please Print

Name: BETH FARROW
Address: RANCHOS de TAOS NM

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000196

to our cultural heritage.

War & war training do not create peace.

We in Taos do not support your bombing training plan.

The great environmental, cultural & spiritual (religious) damage that this would cause is not acceptable to us.

Please do not bring this here!

Most Sincerely,

Beth Farrow

000197

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY The area of Northern New Mexico is a very special and relatively un-spoiled section of our country. The quiet, the air, the nighttime darkness, the wildlife, etc, are not to be found in many places. The few thousands of people who live here have chosen this area in large part because of these factors.

I realize that the Air Force needs to provide realistic training exercises, but I strongly feel that the total negative impact on Northern New Mexico would far out-weigh any benefit for the Air Force, since other realistic training areas do already exist.

I personally experienced many B-52 close encounters in 1983 in the Taos area, and I know ~~what~~ what

Over for more space →

Please Print

Name: ROBERT HUGHES
Address: RANCHOS DE TAOS, NM

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000197

the real environmental impact of the low flights can be. Such flights are not appropriate for this fragile and peaceful environment.

000198

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I would like to thank you and all the people who have come out to these meetings to voice their opinions and listen.

I would like to speak with two hats. First, I worked in a national park and experienced personally and through the complaints of visitors ~~about~~ the impact of noise on the wilderness experience. I also believe the impact on the wilderness area, that would result from the noise of low flying aircraft, is in direct conflict with the spirit of the Wilderness Act of 1964 which ~~sets~~ established the 5 wilderness areas that are within or closely near as well as the Philmont Scout Ranch

AO-29

Over for more space →

Please Print

Name: Brian Rod
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

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000198

the Proposed flight paths.

BR-4

My second comment is made based on my role in helping landowners preserve their land. Many landowners and thousands of supporters support the Taos Land Trust's efforts to preserve their cherished lands in the Taos Region. This is truly an area of world-class beauty and quality of life. ~~This is why it is important to protect it. The passage of a bill, returning that land, to preserve Taos' pueblo of [illegible] and skiers in southern Colorado to travel right [illegible]~~

I cannot speak to the ~~[illegible]~~ of people in the path of ~~[illegible]~~ route, but the people here tonight + myself clearly value the environment, wilderness areas, + quality of life in the Taos region.

000199

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS N.M.
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

While I understand the need for bomber training, I AM vehemently Opposed to the choice of TAOS county AS A route for this type of training initiative involving low level fly overs. This would irrevocably impact the quality of life in TAOS County in AN extremely negative WAY. It is our utmost duty to protect the precious few remaining places on the planet And most especially in North America, Where people can still go to retreat from the unhealthy insane, deafening environment of life in the end of this Century. TAOS County is one of the few such places left. It is sacred, historically Unique And culturally rich And vibrant. The Natural Environment is still intact, pristine and viable and All these unique qualities which Afford Visitors An opportunity to heal themselves deeply

Over for more space →

Please Print

Name: LYRA Geroy
Address: TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

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000199

by visiting this beautiful peaceful Valley with its many natural get away spots draws hundreds of thousands of visitors each year. We must protect this Land of unique beauty, history, Grace and sacred power from the destruction of this present day mechanized, madness. Please listen And choose Another route! this is so important for all the future generations to come! There is no one in this Community who is in favor of this initiative here! All I see united in opposing this. We can not emphasize this too much! Do not do this here! If we do not have any say in the future of our Valley here, our home then are we really living in a Democracy? I believe that the role of the U.S. military is important to our country of Course, but I also believe that the military should be that of servant to the people As a whole just as the Government should be. As such the military must Be willing to listen to the will of the people it Serves. This initiative would destroy the very essence of peaceful life here in TAOS County. Our Quality of Life here is so precious! Not only to those of us who live here and raise our children here but to the multitudes of diverse Visitors from All Over the World who Come here because this place is so Unique in its opportunities for Quiet & Retreat. The Noise from these flyovers would Ruin our environment here forever! Please, please don't do this! This initiative would severely damage All Wild life & life forms including human life forms in a way that can never be fixed or healed. The economic impact would Also be devastating and ruin our economic viability in Northern New Mexico.

BR-4

000200

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-16 1) According to your own EIS Stats there will be crashes. Every crash equals HIGH probability of community, private/public + environmental damage - especially forest fires, AO-5 and toxic fuel dumping. As recent years have proven - fire danger is too great WITHOUT bomber-crash-sparked fires.

2) The last several decades have proven US. military in general, and Air Force specifically, to be NON-Responsible, UN-Responsible neighbor and one of the world's largest polluters. A History of toxic wastes, nuclear wastes, UXO's on public + private lands from Hawaii to Maryland, offer the public — like me living under your flight path — no sense of trust RE: adherence to altitude, flight corridors, fuel dumping, etc.

Over for more space →

Please Print
Name: JANE STUEHLING
Address: QUESTA NM
QUESTA

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No / have read already what's available to date

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000200

3) Our State, nation + planet cannot afford to spend the staked amounts on fuel, equipment + personnel — money needed for uses other than training + practice of destruction machines.

4) Our states nation, globe cannot afford the environmental degradation - even at the too unrealistic low levels already stated in your EIS.

5) IF ANY bomber training is deemed so critically necessary — then all training corridors should be restricted to 10 miles within the boundaries of already established military reservations.

6) By your own statements in the EIS this corridor (ALT D) desecrates the sacred mtns (San Antonio + Wheeler). Desecration of the sacred cannot be measured in "average" statistical data, DNL's, or any other objective data.

7) ONLY ALTERNATIVE A - NO ACTION is a reasonable, environmentally sound or citizen respectful ALTERNATIVE.
NO RBT anywhere in NM.

000201

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sage brush Inn
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY We have an endangered species here that needs our concern + our respect. I would be relieved if others would speak up also for Viet Nam Vets. More Nam Vets have died of suicide since their return, than died in combat. I've had personal friends check out early because their ability to heal + endure + feel safe was too fragile to cope with violation. I honor all of you survivors who are with us here [redacted] tonight, + vow to work with you to do whatever is necessary

Over for more space →

Please Print
Name: Neal Thielke
Address: Llano NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No [redacted] ✓

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000201

to defeat this absolutely unacceptable proposal,

Thank you...

000202

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NEW MEXICO
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I HAVE READ THE RBTI DRAFT EIS AND DO NOT UNDERSTAND HOW IT CAN BE STATED ~~THAT~~ THAT THE EFFECTS WOULD BE NEGLIGABLE ON THE AREA. FROM ALL THE INFORMATION THAT IS PROVIDED YOU SEEM TO PROVE THAT THE FLIGHTS WOULD ADVERSLY EFFECT THE ENVIRONMENT AND ECONOMY.

I MOVED HERE FROM THE EAST COAST TO GET AWAY FROM THE NOISE. SO I BOUGHT LAND, AND BUILDING A HOME. I HIKE AND BIKE IN THE MOUNTAINS AT LEAST ONE A WEEK. ~~WITH~~ WITH BOMBERS FLYING OVER THE PLANNED PATH I WOULD SEE AND HEAR THE FLIGHTS AND SO WOULD ALL THE TOURISTS THAT ~~WE~~ COME HERE TO ESCAPE. THESE ~~PEOPLE~~ TOURIST WOULD BE DRIVEN AWAY AND ~~FURTHER~~ DESTROY OUR TOURIST ECONOMY. **BR-4**

THE WILDLIFE IN THESE AREAS WOULD ALSO BE DISTURBED GREATLY IN SUPPOSEDLY PROTECTED AREAS. IS THIS LEGAL? I DO NOT UNDERSTAND HOW YOU CAN LEGALLY EVEN CONSIDER THESE FLIGHTS IN SUCH SENSITIVE AREAS. **BI-3**

EVEN THOUGH YOU HAVE USED FACTS Over for more space →

Please Print

Name: DEAN PUTNER
Address: EL PRADO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

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000202

ABOUT THE SOUND LEVELS YOU HAVE MAINTAINED THE INFORMATION BY AVERAGING IT OVER A 24 HOUR PERIOD. THAT IS NOT REALITY ~~BE~~ AS FAR AS WHAT THE SOUND LEVEL WILL BE AT THAT SINGLE MOMENT OF THE OVER FLIGHT. **BR-1**

I AM COMPLETELY OPPOSED TO THE ACTION OF FLIGHTS IN ALTERNATIVE D.

000203

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-14-1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Take your training Somewhere else, eliminate it. ~~This~~ Earth can no longer afford ~~your~~ your ~~[illegible]~~ regardless no matter how ~~[illegible]~~ the ~~[illegible]~~. You came to the wrong place we won't stand by to let you take over our skies with your flying ~~foot ball fields~~ and your training for ~~nuclear~~ war fare. You dont give a ~~f~~ about this area of ~~the~~ people who populate it. I dont care about your ~~[illegible]~~ and we don't support your nuclear escapades. Take your bombs and put them up your fascist ass. Excuse me for being rude, but I couldn't stress the point more. Your working towards an wrong and stupid cause. If your job is to protect our nation then thats what I Over for more space →

Please Print

Name: Yamuna Suttle
Address: Taos NM

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000203

want to see. You have crossed the ~~[illegible]~~ boundaries to say it's not definitely yours ~~[illegible]~~ all balonas. to the natives of this ~~[illegible]~~ country. You are already out of your jurisdiction. Continue your ~~[illegible]~~ and the rest of your Bullshit to the Diggs you've already stolen. Fuck you. Repent! You can not have Taos. ~~[illegible]~~ its a sacred place, and we will protect it. Go back to Texas. Do you sense a note of unwelcome? Nobody in this room or town want you around ~~[illegible]~~ and are not ~~[illegible]~~ errors. Taos already has a history for ~~[illegible]~~ invasion, you aren't the first nor the last to be rejected. Stay out of New Mexico. We don't want a militant state. We have seen ~~[illegible]~~ of your Government ~~[illegible]~~ will cover NM including Los Alamos, but that is reaching its limit. Please, we say no THANK You. I don't know if you'll read any of these comments of these people who care, but I hope you do. I hope you read about all the devastating bad things the American Government has done in small communities and nations. I recognize also the good things you have done (like put out the Ford) and encourage more of that activity. So now take your shiny shoes and your tight little suits far away. Find a moderate community that appreciates you assholes and see how they like your disturbing presence.

Fuck Off, sincerely a citizen of The US and a resident of Taos NM

000204

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos N.M.
Date: April 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Forget the realistic bombing trainers in Taos because it are a peaceful community + dont want any military installements anywhere around. The U.S. government has done too much damage with the whole military industrial complex especially Los Alamos + Sandia weapons productions + the nuclear dump of WIPP are all a great damage to the state of New Mexico as well as do our whole humanity. It is damaging to the whole environment people, animals, plants + earth

Over for more space →

Please Print

Name:
Address:

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000204

and will rather have nature + the sounds of nature than the destructive sounds + air pollution that shatters up all our lives + causes stress in all physical + emotional dimensions. We dont want bombers here or in Kosovo or Nicaragua or Sudan or anywhere on the blessed Earth. We are peacelovving people that is why we choose to live in this peaceful place + the military bombers are not peaceful + only offer wars. No thank-you but get rid of your bombers + you may be welcome. Nobody who lives here wants any bombers or any military disturbing the air or disturbing the peace. So, no no no !! We dont want anything to do with this.

000205

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY We Obviasly do not want Bomber Jets polluting ours Skies our Earth or Sound pollution. know one owns the Skies and that is why it is a Community decision for us to protect our right to peace in our own homes. Its simple to find Territory else where where your not disturbing the lives of Individuals and we pray you start Concidering the destruction that your causing to the Earth confiously please please realize the Earth is alive and Sacred and deserves to be just that. Like the humans on Earth like wise. NO more Killing. We are a family.

Over for more space →

Please Print

Name: Kimi Lawson
Address: 21 Pueblo NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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000206

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS New Mexico
Date: April 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I moved to TAOS, N.M because Ive lived in big noisy, stressful cities all my life. This is my haven and the most peaceful place Ive ever been. Not only peaceful but rich in wildlife and culture. The eagals and the intrusive nature into the "sacared skies" flying ~~into~~ over the Pueblo is a crime against our spiritual community.

I beg you to reconsider this plan, project I fel in my heart it would be a big mistake for the community and even the air force. I fel were a sensitive, intelligent and united it our fellings on this issue, our opposition.

were all made Sacafices to live here, a more rural or rugged way of life or pay cuts, but its worth it for our peace.

Over for more space →

Please Print

Name: Sheri Wilson
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

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000206

A lot of people here are healers and artists & have come here for the earth and spiritual skies and natural land & feel what you're considering must not be let go of. It wouldn't work here!!

Shari Wilson

000207

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS N.M. 87571
Date: 4/4/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I would like to comment on my disapproval of the RBTI initiative. The EIS said in it's own words that this initiative is hazardous to people and wildlife. On page 4-89 it states that threatened and endangered sensitive species are at risk. The EIS covers many dangers that the initiative would have on animals and people. Complex combat training should be done if at all somewhere where it would have no impact at all.

One item that I think is very important is the noise level. An airplane flying at 200 to 600 ft above ground is something that you would not expect & have been under a B52 when at fleur 300 to 500 ft about Valdez N.M. I felt the ground shake and

Over for more space →

Please Print
Name: RICHARD JENKINS
Address: TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓ I have one

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000207

my ears where ringing for the rest of the day. Our congressional representatives are also against this initiative. I hope they do contact you.

BR-4 The EIS doesn't look at the impact of lost of economic support funds on this sensitive area. The area makes it's living from tourism. If people come here to experience the great outdoors and a B52 fly's over them they will not come back to experience that kind of nature. They will not come back to spend their money in our community.

This is a very sensitive area economicly and enviornmentaly. Your EIS does not go into any depth on these issues.

AO-19 An 1800 % increase in Air Force flights over our valley is unacceptable. Your own book page 4-76 said that 95% of bird aircraft strikes occur below 3000 ft. A bird can and has taken down aircraft.

With 600 to 700 flights a year there is plenty of room for mishaps. Plenty of chances to change the delicate enviornment in a negitave way. The area if damaged doesn't come back quickly.

Don't Do It.

000208

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BI-5 ALTERNATIVE D WILL NO DOUBT HAVE ADVERSE IMPACTS ON SPECIALLY PROTECTED BIRD OF PREY AND WILDLIFE BREEDING AREAS ON PUBLIC LANDS BOTH BLM AND FOREST SERVICE. WILDERNESS AREAS ON THE RIO CHAMA HAVE SPECIALLY PROTECTED THREATEN AND ENDANGERED SPECIES (PEREGRINE FALCON) NEST SITES THE RIO GRANDE WILD AND SCENIC CORRIDOR IN THE SUNSHINE VALLEY, UTE MOUNTAIN AREAS IS BOTH THE HEART OF THE RIO GRANDE FLYWAY AND THE HIGHEST DENSITY OF BREEDING BIRDS OF PREY IN THE SOUTHERN COLORADO AND NORTHERN NEW MEXICO. I HAVE BEEN THE FIELD BIOLOGIST THAT CONDUCTED THE A GOOD PART OF FIELD SURVEYS FOR BIRDS OF PREY NESTING AND BEHAVIOR ALONG THE RIO GRANDE WILD AND SCENIC CORRIDOR AND FLYWAY. I HAVE OBSERVED AND DOCUMENTED EAGLE AND FALCON BEHAVIOR IN REACTION TO OVER FLIGHTS IN THIS AREA, THESE IMPACTS ARE ADVERSE

Over for more space →

Please Print
Name: RON GARDINER
Address: QUESTA NM.

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No___

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000208

ALERTATIVE D IS AT COUNTER PURPOSES TO MANAGE OF FEDERAL LAND AND PUBLIC RESOURCES

000209

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NEW MEXICO
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I'm opposed to the incorporation of flight alternative D over Taos County. I am concerned particularly by the choice of a flight route over sensitive elk-calving grounds of San Antonio Mtn. Other sensitive wilderness areas which have outstanding scenic and spiritual qualities are found along the entire route including the Valle Vidal, Elliot Barker, Cimarron Park and Philmont scout ranch. I feel that the prospect of 10 flights a day over Northern New Mexico is completely unacceptable. The impacts on wildlife and humans has not accurately been analyzed. Northern New Mexico should not be extended to be a training ground for B-51's and B-52's. Alternative D will have adverse effects on nesting areas of birds of prey. Also it is unacceptable in an area whose scenic qualities are a basis for much of a tourist economy. Etcetera

BI-1

BI-5

Over for more space →

Please Print

Name: Peter H. Templeton
Address: EL PRADO, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No ✓

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000209

BR-4 flights over the region may also adversely effect our economy.

Sincerely,
Peter H. Templeton
EL PRADO NM

000210

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS New Mexico
Date: 4.14.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I want to express my concern for this Bomber training proposal. I moved here because of the nature & scenic, natural environment. TAOS's economy depends upon tourism to a large extent and your training would put a severe dent in this. I am the supervisor for customer relations for the Harwood Foundation, a part of the Univ. of New Mexico. I have been asking visitors to our museum about your proposal and everyone so far has been vehemently opposed to it - and feel it would ruin our "little corner of the WORLD." Environmentally - there is no doubt that the bombers flying will cause extreme problems. One day last Summer a low flying plane stampeded the Taos Pueblo buffalo herd - causing much fear with

BR-4

Over for more space →

Please Print

Name: TONI SWORDES FERRING
Address: RANCHOS DE TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

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000210

the local children watching this. If we stopped logging here to save the spotted owl - how can you possibly fly low-flying planes and disrupt their habitat.

BI-5

The United States government is to follow the wishes of the people - as it is written into our Bill of Rights + Constitution. No one in Taos or Northern New Mexico approves of this proposal. We stand unanimous on this issue. Please go away and fly over areas that harms no one & causes no damage to the environment - if you can find such a place.

(1969-1973)

In my College years - I was an archeology working in Israel & the Sinai - I will never forget what it felt like to have a Phantom jet do low flying maneuvers over my excavation. Before you could even see the plane the ground started to shake like an earthquake and the sound was deafening - To have this happen here is impossible to imagine - very traumatic.

Taos Valley is a special part of the United States. Please let us keep it this way. The military has done enough damage in New Mexico starting with the early A bomb testings in the 1950's. Enough is Enough - If we have rights as is stated in the Constitution you have to heed our voices.

AWE SAY NO TO THIS Proposal

000211

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos New Mexico
Date: 4/14/1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY

You, as the military cannot be expected to know the extent to which the region you intend to fly over is Sacred.

Would you presume to have such flights over the city of Jerusalem? No! You would not! It is the racism and cultural bias of this military program that allows you to even consider this.

This land is sacred. It exudes a vibration that has been experienced by countless souls as salvation. The air, the sky, the colors of the sun filtering from God to human - these are the blessings ~~to~~ that you are

Over for more space →

Please Print

Name: Satrupa Kagel
Address: , Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

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Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000211

attempting to destroy. You are responsible for destruction of that which you are pledged to protect, for which we all give taxes.

I am a member of a religious group that brought a Native soil the way from India to reside here. Specifically because of belief & knowledge that this land would be the one place in the USA where we could build our temple and worship as is our right.

This too, you seek to destroy. We cannot accept and will not allow this horrible sin.

000212

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I have grave concerns regarding the Realistic Bomber Training Initiative. I choose Taos partly for its tranquil environment. I feel the training initiative would greatly impair any tranquility Taos possesses. As a mother and grandmother of citizens of Taos I do not want my family exposed to these ~~fake~~ flights.

One of my hobbies is long distance trail riding. In fact I manage a regional trail riding organization out of my office here in Taos. I treasure the quiet time riding my horse. These flights would destroy that quiet time. As a big stress reliever, trail riding is an important part of my life. These flights would eliminate that stress relieving hobby and cause

Over for more space →

Please Print

Name: Laurie DiNatale
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No___

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000212

More stress in my life and the lives of my family. I am very concerned about the impact on wildlife in the valley. And the whole flight path. The noise has to have a negative impact on wildlife.

BI-3

I feel very strongly that tourism would also be impaired. Many people in Taos depend on tourism for their livelihood. Presently, hundreds of thousands of people come to experience Taos especially. Part of that experience is the landscape, and tranquility. The flights would greatly impact that experience and I guess it would not do it decrease. You would be taking jobs away by decreasing tourism activities. I'd urge you to not establish the Realistic Bomber Training Initiative.

BR-4

Thank You

000213

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/14/1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I moved to Taos 4 months ago because it is peaceful, undeveloped, has less vs more - technologically speaking, and has miles of peaceful undeveloped surrounding wilderness, & because my Great-grandparents & maternal grandmother are from Taos.

For many years now, my major source of pleasure, inspiration & joy has been to spend time in the wilderness because of the loving acceptance & wisdom it offers me.

Trees, animals, rocks, open space, rivers, mountains, air, & sun have all contributed to years of healing for me. I speak out against low flying, ear-splitting airplane noise which shatters the rare peace Taos & its unique wilderness have to offer. There are many like myself - who wish to be far away from so-called modern technology.

Over for more space →

Please Print

Name: Carilene Newby
Address: El Prado, N. Mex.

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000213

with its noise pollution, etc.
That's why we choose to live here.

I visualize this area - free of intolerable airplane noise & my daily prayers are for love, peace & harmony to be present here & globally.

000214

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Inn, Taos, NM
Date: 4/15/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Please be sure that these comments are included in the final report.

We are retired professors who chose to live in Taos, partly because of the clean, quiet surroundings.

BR-4 Bombs flights over Taos Valley will not only substantially reduce the value of our property, but also make any re-sale almost impossible. As elders our hearing capacity is fragile, our resistance to dust and chemical pollution is lessening. Presently we can live a normal, healthy life in this Taos Valley. The proposed bomber flights will significantly compromise our quality of life. Very likely we will join the large coalition of citizens legal action against the military should you choose to go ahead with these public opinion - to train bomber pilots in this valley. An even more dangerous consideration is being discussed in our community. We

Over for more space →

Please Print

Name: Carmen Acosta, M.D.
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

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000214

I have all read the news paper reports of the military flights in northern state which resulted in 20 deaths. We have decided clearly that the planes that observe declared altitudes, non flight paths, non timing of flights, non training when, non supervision of crews. And in the end, after 20 deaths, we learn that no one is responsible! Safe doesn't exist with this set all day, every day in our own beautiful valley. We observe that our only hope is to keep the military straight of our environment.

000215

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Seagbrush Convection Center TAOS
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PD-8 Not a great idea. You've chosen the wrong skies to play your war games. If you fly boys can't get it right the 1st time in your simulators - you have no business being in the skies. The impact of these flight training exercises is incredibly negative. I live here in TAOS because its beautiful and QUIET!! I don't want to hear your war machines over my head.

CU-1 The fragility of these old buildings here is another consideration. Not to speak of the wildlife that abounds in the mountains on the mesas in the sky — all around the

BI-2 flight patterns of the migrator birds is also in your flight path. I was sitting in the mineral springs at Ojo Caliente last winter when I saw a flock of cranes flying over head in

Over for more space →

Please Print
Name: Susy Mullaney
Address: EL Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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000215

their beautiful V formation, what a sight! I saw an American bald eagle, two months ago along the highway but Embudo cruising along the river. It dipped down and caught a fish. How incredibly beautiful to see. I've also seen the antelope running in San Antone Apt. I've seen elk in TAOS Canyon. All this makes the area special. Our clean skies & pure TAOS water is an incredibly beautiful place to be. Please don't ruin it here for us.

000216

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/14/1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-4 1) Economy: most people in Taos county make a living with tourism. Anything that will threaten tourism, will put many people out of their jobs, or severly decrease their income. New Mexico is already a welfare state. Many people are unemployed, many on welfare. The US government should support the economy here not destroy it.
2) Spiritual healing energy: New Mexico is one of the most important places, if not the most important place in the country for alternative and healing medicine. We have natural hot springs with healing mineral waters, many massage therapists, acupuncturists, herbalists, curanderos + curanderas, Native American healers, and many more. New Mexico has attracted healing people, because there is a special healing energy present here. It can not be measured scientifically. It cannot be explained rationally. But it is here, and people from all over

Over for more space →

Please Print
Name: Manuela Maeder
Address: Carson, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No ✓ Save yourselves the money and the trees.

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000216

the country and all over the world come here to heal and to find relaxation. Bomber training would disrupt the energetics of this area.
3) [Noise level] I work as a massage therapist at one of these hot springs spas, namely Ojo Caliente. People sit in indoor and outdoor hot mineral pools. They come for the peace and quiet, for the relaxation and the healing. With bombers, the noise level would keep these people away from the area. Again, this would create a business loss.
4) [Population] New Mexico is not a highly populated area, compared to other states in the country. That does not make it ok to move all military projects into the state of New Mexico. New Mexico has already contributed to many military projects over the last century. We have already had to deal with the "pollution" of the first atomic bomb being dropped here. We don't want to carry all of the burden of chemical and noise pollution of the bombers, military actions and US defense should be distributed evenly throughout the country.
Barren, unpopulated desert and mountainous areas are not an ideal site for low fly-overs. Our ecology here is very fragile. The environment here takes longer to recover from any kind of training, than it does in other areas.
5) [Global environmental impact] As we are approaching the new millenium, and the cold war is over, we have to start thinking more about the impact of training flights on our whole planet. Global warming and the increasing hole in the ozone are impacts that need to be taken seriously. Training flights in all areas of the world should be decreased. We do not have a big enemy to fight anymore. We need to think of our future generations, and the environment we are creating for them to live in. We need to decrease pollution on all levels. I vote against

000217

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sagebrush Inn Conf Center
Date: Apr 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

When my husband and I arrive in Taos, we marvel at the ringing in our ears from the silence. Our guests are listening to the coyotes watching the elk and morning seeing the eagles as they fly over the Rio Grande. The noise of simulated war conditions with 11 bomber flights a day would destroy this peace that we experience here. It would also cause a lot of air pollution which would destroy the clean air and create acid rain which would more rapidly destroy the adobe architecture.

AO-1

Over for more space →

Please Print
Name: Linda Wheeler
Address: Embudo, N Mex.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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000217

I can not even believe that you would consider this area for this activity. It is my understanding that the noise assessment has been averaged over a 24 hr. basis. This does not at all address the amount of noise & each flyover. It is extremely loud and the noise travels as great distances and reverberates throughout the canyon areas.

BR-1

The air pollution also travels great distances destroying the clean air we now enjoy.

Why can't your training be done with an assimilator computer generated programs.

PD-8

000218

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Its really quite a simple situation - This area of Northern New Mexico is one of the few remaining places in this country where the unique combination of high altitude clear skies & wide open spaces create an extraordinary sense of peace & space & silence. For thousands of years people have declared this a sacred place. Loud aircraft - change that irrefutably.

I have lived & write - L.A. - for 14 years - under the flight path of Burbank - late night military take offs - shake the house etc. you can't talk on the telephone - sleep is disturbed etc.

AO-12

Over for more space →

Please Print
Name: DOUGLAS BLAIR
Address: TAOS DE TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

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000218

This is not a particularly wealthy community — but it has one valuable & unique — quality... Your presence which is already here in the many "off the record" fly-bys, + the increase this will surely destroy the community & all it's inhabitants. Other people will not be drawn here for the scenic & spiritual nature of the place — It's that really something that you would like to see — or even care about.

BR-4 Tourism - a major source of income here — would obviously be destroyed & its appeal would be changed forever.

Katy

000219

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM U.S.A.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

As a resident of Taos, NM and as a mother I have strong thoughts concerning this project. All of us who live in Taos enjoy the quality of life here in its rural setting and I believe that this will surely suffer if the initiative goes through. There are many migrating birds that fly

BI-2 through Taos on route and these bombers will surely harm them and their flight patterns. Taos' economy is not strong and we rely

BR-4 almost entirely on Tourism. I believe tourists will not want to visit our beautiful town to "get away from it all" with these screech-

AO-20 ing bombers overhead. Do you know for sure that these loud bombers will not harm childrens ears and greatly disturb wildlife ?!?

Over for more space →

Please Print
Name: Sage Asplund
Address: El Prado NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

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000219

These bombers would effect all of our lives in many ways. To those who enjoy the beautiful wilderness here, the peace and enormous sense of closeness to our creator when we hike, boat, hunt, backpack, etc. in this area... life would never be the same again.
This RBTI would affect all of us adversely. Young and old, animals, ranchers, wildlife lovers, wildlife, visitors and locals alike.
Please reconsider!!

4/13/99
RBTI

000220 1/2

Dear Maj Brent Adams,

One of our 50th is not missing!

We lived here for over 10 years and I'm here to make it evident.

Plans of low level flying military planes - Alternative D would mean a major disruption of our way of life in northern New Mexico.

Beginning with Chama entrance alone. I trained to become a river guide there five years ago. I have great reverence for the river and wilderness - and respect.

The adrenaline shock factor river runs know enough about - you don't have to go out of your way to show me how you do it.

AO-27 The vibration sound factor alone thru the landscape will cause shock waves in the white water first, the stone, the ground and everything that lived by the earth and water and the air. That counts!

And you're in Park Land Period, places you go to - to learn to the silence while take this process against the grain. Or is this just a census count?

RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St
Suite 102
Langley AFB VA 23665-2769

000220

I know the air currents too. I've flown thru the valley and Rio Grande Corridor with civil air patrol and have floated with the local balloonists.

Just because you can't see it doesn't mean it is not there. You're hosting a local volunteer rescue tech. who will be responsible for trouble.

The days of flying over stampeds are over.

The first half of MPP 4 flight path will not work. Shock value factor.

Thank you for allowing me to voice my concerns. Write back.

Gary King
Peter

Rancho's de Taos
Old New Mexico
U.S.A.

000221

Low Flying Missions over Taos

TY I am a newcomer to Taos but I lived under the flight paths of Tinker Air Force Base and Will Rogers Airport in southeast Oklahoma City from birth to age thirty-two. Because of my early experiences, I want to speak out for the children of northern New Mexico and how this may directly affect them in permanent, negative, psychological ways.

I was born during the height of World War II, in 1943. My earliest memories include chronic, national, community fear of being bombed and when planes flew over at a normal level, time stood still while we checked to see if our insignia was painted on the wings. War and the threat of war was the primary topic of conversation. Today's children hear the talk of war and a threat of war in each newscast and among significant persons in their environment. Impressionable children do not understand the difference between potential and/or actual danger.

Imprinting our future generations with low level, intrusive, bombers is sending them one message, which is, they are in imminent danger. The proposed flights will directly imprint tiny children, teaching that there is no safe place, no safe time, and no way of escape. Cults use the same method to brainwash their victims. Wartime torture, from what I've understood, works, using that method, also. We already know what happens to children who grow up in families where abusive dynamics explode and from which there is no safe place, no safe time, and no way of escape. Some only become permanently hyper-vigilant, wary, depressive, and unaware of personal boundaries, but they may also learn that their adrenal glands have been exhausted by chronic bombardment of inherent fight or flight physical responses. Some chronically violated children also become psychopaths. If the Air Force explodes upon our skies in terrifying, threatening, overflights, will they also be willing to pay the ultimate price for having emotionally raped northern New Mexico's most vulnerable? Children acquiesce to power but they don't understand it.

This discussion is not limited to migratory flight paths of a vulnerable species of our ecosystem, as children cannot migrate, independent of their parents. They are, however, a most vulnerable species, and my plea is for them. I can always relocate. They usually cannot. I can be

000221

thoughtful and intellectually absorb that the noise is only a test but the child will perceive the noise as a direct threat to their personal safety.

Perhaps they will not have recurrent nightmares about bombs and explosions and mushroom-like clouds like I did for so many decades. They have, perhaps, been sufficiently programmed by watching television wars to see all of this as a natural event. I did not have television bringing videos of bludgeonings from around the planet for me to see, I only had the fear-ridden people living around me to explain what those overhead bombers were for, to tell me who our nation's enemies were. I was taught that the Armed Services were the good guys and that they were just flying close enough to see that we were alright but those explanations always carried hidden conflicts. They were well-scripted double messages and children hear what is never verbalized, as well as what words are being articulated. Children hear our words, reading our fears, aware of every inflection.

Allowing these low level flights without taking our children, and any group dynamics that will also impact them, into final consideration is not only short-sighted and ignorant, it is blatant abuse of power over the most powerless among us. I cannot quietly, or mutely, stand by. I have experienced what such over-flights can do to a powerless child and I object to any child, here or abroad, ever having to be subjected to such an obscenity as stays in the memory for the rest of their lives.

Respectfully submitted, albeit in confidence, by a newcomer to Taos.

Susan Jacobs
Now, of Taos

000222

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14 99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

A Hached

Over for more space →

Please Print

Name: Pr Thomas Meehan
Address: Brookfield Ic

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
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129 Andrews Street, Suite 102
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000222

My name is Dr. Thomas Meehan. I am the Head of the Department of Veterinary Services at the Brookfield Zoo in Chicago. I have worked in the area of veterinary care limited to zoo and wild animals for the past twenty-five years. I am here to testify regarding the proposed bomber training exercises to be held over the area of the Bell Ranch in New Mexico. The Bell ranch houses a herd of fifteen Addax antelope owned by the Brookfield Zoo. This species is native to North Africa and is listed as "Critically Endangered" by the IUCN (International Union for the Conservation of Nature). Estimates place the wild population at no more than a few hundred animals. This herd has been at the ranch since 1986 when Brookfield Zoo entered into a cooperative agreement to maintain and breed endangered hoofed animal species. The ranch provides an opportunity to house and raise animals in conditions similar to natural habitat and more suitable for animals that may be available for future re-introduction programs in the wild. The herd is managed as part of an SSP (Species Survival Plan) that maintains this species in captivity in cooperation among an international group of zoos.

BI-1 Addax and other wild hoofed animal species respond to sudden noise as a potential threat and respond by fleeing. Non-domestic hoofed animals are considerably more sensitive to these stimuli than domestic horses or cattle. Addax that are startled in an open pasture setting could be expected to run and risk injury from running into fences or exerting themselves sufficiently to cause indirect muscle or cardiac injury and death. Young animals may panic and leave areas where they have been hidden by their mothers and may become separated risking starvation. It is common practice in zoo settings to desensitize species such as Addax to sudden noises by providing background noise from a radio. When loud noises are anticipated, the animals would be held inside in a familiar environment where the animal felt sheltered. During my tenure at other zoos, I have had experience with hoofed animals exposed to loud noises including planned fireworks displays or military aircraft fly overs associated with air shows including B-1B bombers. The animals were held inside holding areas with masking background noise and did show evidence of being startled by the associated noise. We would not be able to place the Addax at Bell Ranch in holding areas or "desensitize" them with background noise. Such tactics would be contrary to the reason we located the animals at the Bell Ranch, that is maintaining them in a semi-wild environment.

It is my opinion that the sudden noise that I have experienced associated with these aircraft flyovers would be sufficient to cause these animals to flee. I would anticipate a significant risk of injury or death to these animal if these flights took place over the Bell Ranch.

Mr. Augustine J. DeHerrera

000223

Tres Piedras, NM

13 April 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Reference: Proposed RBTI, IR-153 in Northern New Mexico.

Dear Sir:

My house, which is situated on 160 acres, is located underneath the western most leg of the proposed RBTI training range in Northern New Mexico. I have reviewed the study performed by the Air Force (the two manuals) and I am not in favor of the proposed range being located in Northern New Mexico for the following reasons.

1. The sound pressure level analysis in the Air Force Study is misleading.

BR-1 The averaging method used in the analysis yields an unrealistic figure. My reference sources indicate that one average jet engine generates a 140-dB sound pressure level at 75 feet, which is significantly higher than the levels indicated in the Air Force Study for two and four jet engine planes. I also have personally experienced the sound pressure levels generated by F-15 and F-16 take-offs at Hill AFB in Layton, Utah, detected from a distance of approximately 3/4 to a mile. The sound is deafening and it lasts for no less

BR-1 than 20 seconds at full level before it begins to ease off. The figures presented in the Air Force Study are not realistic.

2. Sound pressure levels generated by low flying jet aircraft do have a very detrimental effect on both wild life and human life in the area, regardless of Air Force Study claims to the contrary.

000223

BI-2 3. I saw nothing in the Air Force Study that indicated to me that the preparers were aware of the existence of a probably two-mile wide migratory bird flight corridor running north and south (paralleling US Highway 285) that would intercept the first and second western most branches of the proposed training range. For at least two months in the spring and another two months in the fall, thousands of wild geese migrate north and south through this corridor. They fly at different elevations and at different times of the day, from early morning until after dark. As you may know, when they fly into a thermal current, they break their V formations and swarm like bees do, but in larger 100-ft diameter spirals, climbing until they reach a desired altitude and then they break out into V formations again and continue their flight. While they are swarming, they seem like a cloud of birds, which they are. I observe this swarming activity daily and almost continually during these months. It seems to me that it would not be too

AO-19 unlikely that fatal crashes could result from low flying aircraft colliding with some of these large birds. Such crashes would not only destroy aircraft and endanger the lives of flight crews, but also potentially endanger my life and the lives of my family.

It would not seem wise to locate a low-level flight training range that crosses a natural wild geese migration route where bird-aircraft collisions would almost be inevitable. I am not in favor of locating the RBTI training range in the Northern New Mexico area.

Sincerely,

Augustine J. DeHerrera

000224

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BI-3 I do not want the bombers flying over our county. It will destroy our economy. Our ecology is fragile and the noise will harm our wild and domestic animals. Accidents happen and we are not prepared to handle such a tragedy. Our houses + public

CU-1 buildings are made of Adobe and can not withstand the heavy noise.

PD-4 There must be some place the the airforce can fly for training purposes where you already have the clearance. Again - please do not fly these bombers over us.

Thank you.

Over for more space →

Name: Paula Fox ***Please Print***
Address: San Cristobal NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

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000225

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BI-3 I believe this bombe route would destroy our economy, Wild animals will be frightened.

AO-16 Cattle will abort their young, accidents will happen. We don't have the facilities to deal with accidents. Planes. It is definitely cruel to have bombers disturbing the peace. Please Don't.

Thank you
Sgt John Hawley

Over for more space →

Please Print
Name: Ann SGT John Hawley
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

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000226

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BI-3 Northern New Mexico is blessed with sensitive wildlife ecosystems that would be severely damaged by low flying aircraft.

The areas of Taos, Red River, and Angel Fire depend on tourism for their livelihood. The ski areas are important to that economy. The tragic incident in Italy and the poor handling by the military and federal governments is evidence enough that we do not need that kind of activity in Northern New Mexico.

Over for more space →

Please Print
Name: ROBERT K. HILTON
Address: VADITO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No X

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000227

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am against Bombers training over this area. It will be noisy & wreck the peaceful atmosphere - something we treasure.

BI-3 It may be dangerous to some animals, as well as some accidents may happen, as

AO-16 happened in Italy.

I don't want bombers training here, for whatever reason.

Over for more space →

Please Print
Name: Nadia McCurdy
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No X

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000228

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, N.M.
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I DON'T WANT TO EVEN THINK OF BOMBER TRAINING OVER OUR HOMES. THIS IS A QUIET VALLEY.... IT WOULD DISRUPT THE SINCERELY WONDERFUL SERENITY OF OUR TOWN, COUNTY & EVERY DAY LIVES.

BI-3 THE WILD LIFE WOULD BE AFFECTED. OUR OLD ADOBE

CU-1 HOUSES WOULD CRACK & CRUMBLE FROM THE NOISE LEVEL. WE WOULD FEEL LIKE WE WERE IN A WAR ZONE. PLEASE, CHOOSE AN ALTERNATIVE FLIGHT PATTERN. I LOVE MY COUNTRY but I do BELIEVE THAT YOU CAN do THIS IN AN AREA THAT IS NOT POPULATED.

Over for more space →

Please Print
Name: LOYCE STARK
Address: RANCHOS de TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000229

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM / Sagebrush
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY

I live in El Rito near the Latir Wilderness Area and find that consideration of this area for low-flying bombers to be an infringement on my rights and the rights of citizens of a community to live in peace and tranquility. The impact of low-flying bombers on a residential community is similar to creating a war zone to practice warfare. Asking residents of a civilian community to live in a permanent war zone, created by the military that is 'protecting' this country seems cruel and unusual punishment. This County is struggling to survive economically and is spending extensive energy teaching its children to be non-violent - we have a very violent community historically. Seeing B-1 Bombers cruising seriously contradicts the love and pride of this community!

Over for more space →

Please Print
Name: Carole A. Peddy
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000230

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS N.M.
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I Came to Taos in 1983 to get away from all the Noise of Dallas Tx.
I have Enjoyed this quite Valley for 16 Years.
I think all the Noise + Vibrations of the Bombers

CU-1
BI-3

would damage the Adobe Homes. Disturbs all the animals + wild life in the area.
Please find another Rt. to use

Over for more space →

Please Print
Name: FOY A. STARK
Address: RANCHOS DE TAOS, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000231

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Sack Ranch
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Oppose alternative 2 over Taos.
Support Alternative 1: No Action. Flights are too disruptive to our way of life.

PD-4

I believe the air force has enough air space for training bombers.

BR-3

We do not need to see the whites of your eyes. My horses do not need spooking at 300 feet.
We do not want your testing in our backyard.

Over for more space →

Please Print
Name: Lorraine Lidani
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000232

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM 87557
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

This proposal is an atrocity! This proposal is an assault on we, the citizens, and is totally unacceptable. Our entire society is already over-militarized. The damage done to wildlife & domestic life and the damage to human nerves and quality of life is unacceptable. We went through all this last year. Why are you here again?

GE-3

Over for more space →

Please Print
Name: Joanne Forman
Address: Ranchos de Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000233

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4.14.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

My Name is Donna Longo and I have lived in Taos New Mexico for 5 years. I make a living here in Taos waiting tables. I am concerned about being able to make a living. ~~and from~~ The people I ~~who~~ wait on are tourists from all over the world. They come to Taos to enjoy the outdoors & our Art community. Taos is a very spiritual quiet community would like to keep it this way. **BR-4**

Over for more space →

Please Print
Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000234

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

MY NAME IS J. FOLEY AND I MAKE MY VERY LIMITED LIVING IN THE OUT DOORS OF TAOS COUNTY. AS AN OUT DOOR GUIDE I FREQUENT MANY LOCATIONS IN THE TAOS WILDERNESS AND HAVE FOR THE PAST SIX YEARS. MY INCOME IS DEPENDENT ON THE CLIENTS ENJOYMENT OF THIS PRISTINE LOCATION. WITH MANY CLIENTS COMING HERE FROM MAJOR CITIES THEIR ATTRACTION TO TAOS IS THE QUIET PRISTINE NATURE OF THIS COUNTY. THE PROPOSED "D" FLYOVER WOULD CHANGE THIS INVIRONMENT AND JEPORDIZE MY LIVING. I STRONGLY APOSE THESE FLYOVERS ANY WHERE IN TAOS COUNTY. **BR-4**

Over for more space →

Please Print
Name: J. Foley
Address: TAOS, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000235

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I AM OPPOSSED TO BOMBER TRAINING I believed ITS impact on my ENVIORMENT would be DETRIMENTAL to the TAOS economy. A sky highway is not what I want to look at when I camp or Hunt. I enjoy the PEACE & QUIET of this BEAUTIFUL Country. Thank you **BR-4**

Over for more space →

Please Print
Name: WES MORLAND
Address: TAOS

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000236

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: April 14, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

This area is environmentally sensitive, quiet, and not appropriate for realistic bomber training! The wildlife and human residents will be traumatized. The county will be economically devastated, as well. **BR-4**

As the military has other "in place" bombing ranges, there is absolutely no reason for this area to be devastated. **PD-4**

Thank you!

Over for more space →

Please Print
Name: Suzanne Beta
Address: Taos,

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No___

Please give this form to one of the Air Force Representatives or mail to:
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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000237

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am very against. It has gotten to the point that there is no peace in Taos. The Comanche Air Corps are not as concerned to have planes all over the place as you are. Take those planes & go to Holloman. WHY TAOS? People don't sleep at night, & only a people are happy.

PD-4

Over for more space →

Please Print
Name: [illegible]
Address: RANCHOS DE TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000238

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY

The TAOS COMMUNITY IS A PEACEFUL, RELATIVELY QUIET PLACE BECAUSE WE LIKE IT THAT WAY. WE DO NOT LIVE IN CITIES FOR THAT REASON.

WE ALREADY HAVE OVERFLIGHTS OF COMMERCIAL AIRCRAFT AND SOME MILITARY AT PRESENT.

WE DO NOT WANT ANY MORE — ESPECIALLY LOW FLYING, VERY NOISY, MILITARY JETS WHOSE ONLY PURPOSE IN LIFE IS TO KILL.

YOU'RE WINGING UP THE WRONG VALLEY.

Over for more space →

Please Print
Name: CAROL DE MARINIS
Address: RANCHOS DE TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000239

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

People who have moved to Taos (and the rest of northern N.M.) from the 1960's through today, have come, in part, to get away from the cities, noise pollution & air pollution and to get "back to nature."

The bombers are unsightly in the natural scheme of things — they will have a heavy impact on the breeding of the elk herds and the bald eagle, to name only a couple!

After the Air Force accident in Italy, we now know the direct impact can be deadly!

Please go away! WEST TEXAS LOOKS GREAT TO ME!

BI-1

Over for more space →

Please Print
Name: JULIE GABRIEL
Address: TAOS

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000240

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am against flights over Taos. I feel they will disrupt the ecology of the region. They will bring noise to our quiet peaceful valley and the possibility of tragic accidents. Taos is known as a haven of peacefulness & tranquility and I strongly protest any disruption of that state of being!!

We don't want you in our community and our skies!

AO-16

Over for more space →

Please Print
Name: CHARLOTTE HESSE
Address: RANCHOS DE TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000241

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I DO NOT WANT BOMBERS FLYING OVER MY COMMUNITY DAY OR NIGHT.

THIS IS A SENSITIVE CULTURAL AREA.

AO-16 THE NOISE & THE POTENTIAL DANGERS FROM CRASHES ETC. WILL IMPACT ALL OF US INCLUDING THE ANIMALS IN A NEGATIVE WAY.

OF COURSE THE AIR FORCE NEEDS MORE TRAINING BUT THAT TRAINING DOES NOT NEED TO ENDANGER OUR COMMUNITY!

Over for more space →

Please Print

Name: WILLIAM GRAGG
Address: SAN CRISTOBAL NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000242

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos - Sagebrush Cond. Cent.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-3 This will totally destroy all economics bases for Taos County. Agriculture, e.g. livestock raising will be destroyed; cordo and ewes will abort their fetuses if a plane passes low overhead. Tourists, recreation, and returns will disappear. All but a tiny fraction of our economy will be destroyed. Who will return huge tax $ for our lost jobs, businesses, land values, tax base? This a populated area!!

BR-4 To reiterate: 95% of our economy is tourist, recreation, and retirement based. This will destroy us.

Over for more space →

Please Print

Name: ABIGAIL WINSTON
Address: ARROYO HONDO, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000243

CAS CONSTRUCTION, INC.
WATER & WASTEWATER TREATMENT PLANT SPECIALISTS

April 13, 1999

RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

ATT: Major Brent Adams

RE: RBTI Environmental Impact Statement

Dear Major Adams:

We are responding to the March 19 copy of the above. We are opposed to the Mt. Dora Alternative which would provide for flying extensive missions over some the United States most environmentally productive land as well as damage one of the most productive local economies for recreational opportunities available in the central and west United States.

BI-3 The Moreno Valley will be damaged extensively by the intrusion of Military Aircraft in a resort environment and cause long term damage to the thousands of local animals that have been encouraged to develop in the extensive U S Forest Service Lands that surround the Moreno Valley.

We believe there has been more than adequate information provided on the short and long-term damage that the proposed route would provide for the wildlife in the area. There has been more than adequate information provided for the detrimental economic impact the proposed route will generate for the resort communities. There is little economic activity in these communities that is not tied to continued environmental protection, which encourages persons from outside the area to have homes and living units in the area and bring substantial disposable income with them to the area.

BR-4

We would like to offer another detrimental impact the proposed route will create for the area concerning the diminished use of the Angel Fire airport caused by the route proposed.

Our family has just recently purchased a home in the Angel Fire Resort. We have purchased the property due to the attractiveness of the area and the access to it by flying into the Local Airport. We are very concerned that the use of the Mt. Dora Alternative will result in restricting the use of the local airport due to the anticipated restrictions on Air Space while the low-level military missions are active. Our experiences with other airports located in other parts of the country have shown that access to local airports while the Military Operations are active is significantly restricted. We have also experienced considerable rerouting when Military Operations are active. The unique location of the Angel Fire airport, with the high altitude, narrow mountain range, unusual wind conditions and location in proximity to the Village of Angel Fire make modifications to the access route hazardous. The access from the East to Angel Fire is restricted to few areas. The flight route proposed by the Military will be in direct conflict with access to the local airport. The elevation required to land at Angel Fire is also restricted by the FAA by oxygen requirements at between 12000 and no more than 14000 feet MSL and will therefore be further complicated by a Military Restricted Air Space. It is expected that further restrictions will result in additional accidents at the Angel Fire airport.

AO-30

We have read where the local flying community has had plans for a future Instrument Approach being developed and implemented for the local airport. This proposed instrument approach would increase safety and likely increase airport activity. Our experiences at other local airports where Military

000243

BR-2 Operations have instituted Restricted Airspace around them, has not allowed further Instrument Approaches being developed and allow improvements in the safe operations of the local airport. This restriction, if implemented, would impact airport improvement, restrict use of the airport at a time the local resort is just now seeing the need for airport activity, and likely safety impact with attendant serious accident incidence increase.

We spent a considerable time investigating airport availability along the Rocky Mountains before selecting Angel Fire as our choice as a resort area. I am pleased to say that the Angel Fire Airport is uniquely located and is one of only two airports available along the Eastern Rockies that provides immediate access to local resort areas. The airport is only one mountain ridge over the plains, which virtually assures access. The restrictions the Military Operations will place on the airport will make this airport resource diminished and will restrict other potential persons such as ourselves to move to other areas where such restrictions are not present.

Thank you for the opportunity to express our views and we look forward to a rational response to the concerns expressed by others and ourselves.

Very Truly Yours,

Charles A. Stryker, P.E.
President

000244

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ANGEL FIRE, NM
Date: APRIL 13, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

1) After experiencing two forest fires in the immediate area last summer, I am concerned not only about the safety of new military overflights but about the dependability of the US Air Force. If one of these bombers fell/crashed, would the US Air Force pay the fire fighting bill in full? What would they consider to be full compensation? **AF-12**

2) I understand that the various alternatives were created using a modelling technique to avoid bias. However, I highly suggest that each of these alternatives be personally visited & reviewed before a decision is made. We live in what is called "The Land of Enchantment" for a reason. Also from 12 years of site location research to do anything else would be utterly irresponsible.

Over for more space →

Please Print
Name: Jennifer Cavan
Address: ANGEL FIRE, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000244

3) Angel Fire, the Moreno Valley & Colfax County are experiencing considerable growth in population. No federal governmental organization (ie. the census bureau) could possibly have an accurate count of population. Please do your research and hire a demographer to accurately count the people influenced by such overflights. **LU-2**

4) Most of the economic benefit of these flights [redacted] to the population of the air force bases from which they fly. It would seem more fair to have the states which benefit from having the AFBs to have the negative impact of the overflights. Please do not consider Alternative "D". New Mexico cannot afford these flights. It will keep the tourists away. **BR-4**

5. While our area is growing rapidly, I know of at least 5 individuals who are actively considering returning to this area. They have decided to postpone decision making until the issue of overflights has been addressed. If Alternative "D" is chosen, they are moving to other places (N. Carolina, Oregon & Illinois). This will hurt our livelihood. Please don't do this.

000245

To: Honorable F. Whitten Peters,
Re: RBTI Alternative D April 13, 1999

Sir,

I and well over a thousand of my neighbor in Angel Fire & Taos have already made clear all the reasons these training flights should not take place anywhere in this area last year. Among them were, disturbance of wildlife breeding grounds, flying over designated wilderness areas, flying through a major sandhill crane migration route at low level, with great likelihood of encountering one of these large birds and crashing, flying a [redacted] mile from our elementary school, the danger of a major forest fire should a crash take place in dry conditions, the continual disturbance of wildlife, domestic animals and people in the area, not to mention the incredible impact on a resort and real estate based economy in this area, where people come to escape the stressful realities of life in the city and in our modern world. Would you spend three hundred thousand dollars to buy a house here so you could listen to ten to twelve low level bomber flights a day? Our senators and congressmen, and every village and county government in the area **BI-1** **LU-1** **BI-2** **AO-19**

000245

including Taos & Picuris Pueblos have all issued statements against it. But this doesn't seem to be enough for the Air Force. They make us wait in limbo for nearly 2 years for a decision. They try to placate us by moving the route a mile to the east. The EIS states there is no appreciable [redacted] economic and social impact to be felt from these flights. How can any true assessment of the impact come to these conclusions? The socio economic impact will be devasting and the environmental impact will be significant. **GE-8** **BR-4**

My wife and I have lived here for 20 years, we've seen B-1 flights go through this valley in the 80's when there was no input or warning. And they were most disturbing. - My point is, how many good reasons do you need to scrap this ill conceived idea? If you want community input, you got it last year. Your minor changes and bogus impact statements are not going to make us change our minds. If you truly want our input, then heed it. Don't make a mockery of it. If the military can force this on us no matter what the consequences for this area and no matter what the people who live here say, then we really won't be protecting our democracy, you'll be protecting a [redacted] military state. [redacted] This really boils down to who has the power here, The military or the people? I was under the impression that it is supposed to be the people. Sincerely, David Patton

000246

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Angel Fire, New Mexico
Date: April 13, 1999

Comments: Having attended the scoping meeting in Angel Fire last spring I was heartened to hear that all the comments and concerns raised at that meeting would be addressed in the Draft Environmental Impact Statement. At that meeting I raised concerns regarding the impact of realistic bomber training on fishing at Eagle Nest Lake. Having breifly reviewed the Draft Impact Statement I have found no material addressing this concern. Upon asking an Officer at the Open House for the hearing tonite where this question was addressed in the Draft Impact Statement I was assured that there would be no flights closer than 5 miles to Eagle Nest Lake. But the map shows a flight path within an area of less than a mile from the lake. I do not feel that this impact has been adequately addressed. Eagle Nest is a village in which recreational fishing plays a large part in the total economy. Fishing is a recreation greatly enhanced by silence. This would seem to be common sense but I am certain scientific inquiry could verify this if such verification were required by the Air Force to find an impact.

BI-7

An additional concern centers around the ways the Draft Impact Statement takes into account subjective valuations of culural and natural attributes. It has come to my attention that these factors are not negligible in military decision making processes and are specifically acknowledged in the work done by the Nature Conservancy and the Department of Defense in the Handbook on Preserving Bio Diversity on Military Lands published in 1996. Are the same standards of evaluation of impact suggested in that handbook applied in the Impact Statement for evaluating realistic bomber training? This concern arises in particular around the impact of realistic bomber training in the alternative D route where the visual, natural, recreational values and resources are great and the population is largely constituted of hunters, fishermen, ranchers, skiers and artists.

GE-9

Finally, I understand that the Department of Defense has formed an alliance known as Partners in Flight engaged in evaluating the impact of military operations on subtropical birds. To what degree has Partners in Flight been consulted and engaged in assessing the impact of realistic bomber training? My comments are particularly addressed to the impact of realistic bomber training arising in particular in connection with alternative D, the Mt. Dora alternative, originating in North Central New Mexico.

AF-13

Name: Jeff Thomason
Address: Angel Fire, NM

000246

Would you like a copy of the EIS: YES

Signature:

Submitted from Philmont

000247

Our position has not changed - we believe that the U.S.A.F. should be the best trained, best equipped, best prepared people in the world however we find it hard to believe that the best place to train our crews is over Philmont Scout Ranch.

When we last met as a group in this room we were led to believe that our comments were being recorded and considered only to find out that we were attending a fact gathering meeting and not a "Scopping" meeting, also on **page 7 - 10 to 13** there is no reference to the meeting held in my office with Air Force representatives.

As we read and reread the Draft EIS there are conclusions drawn that are not correct:

Page 4-76 - you imply that there are very few population centers affected - on any given day during May through August, directly under the proposed flight path live 5,150 people at Philmont.

Page 4-81 - Operations would not threaten public safety. At any one time we could have 120 people hanging on various rock faces - several climbing spar poles and most importantly 160 on horseback. (1.) Attached

Page 4-79 - When we read Table 4.2-12 - you are proposing to over fly 114,000 of our 137,000 acres of program area. This is totally unacceptable because this means according to your own calculations on **Page 4-81** the estimated time of each flight over Philmont would be 3.3 minutes and if there are a minimum of 16 flights per day that equals 52.8 minutes and if our young people are with us for 12 days they are going to be exposed to 6 ½ hours of noise and disruption - so much for the mountain wilderness experience!

BR-6

Page 4-77 - is incorrect - Philmont is not range land over 60% is mountain wooded terrain.

Page ES-5 - Cultural Resources - there seems to be no mention of our two National Historic Sites. The Kit Carson/Maxwell Abreu Houses at Rayado and the Villa Philmonte. Also we can find no where, as to what effect constant low level noise vibrations will eventually have to the 100's of abandon and semi-active mine shafts in these mountains including two (2) active gold mines on Philmont that 1,000's of youth tour each summer.

ES-3 - Your last sentence causes us great concern. "Effects from aircraft emissions and the potential for aircraft mishaps would be inconsequential for all alternatives". An aircraft coming down in out tent city or dumping fuel to gain altitude on cook fires and camp fires is certainly not inconsequential.

000247

4-46 - G-4 (Appendix) - The draft says that noise levels will average between 62 and 68 dBs. The noise level of a B-52 at 300 ft. is 117 dBs. This increased noise level will greatly interfere with our staff as they instruct our participants, and their safety can sometimes depend on instruction. Imagine trying to teach all the safety techniques required in climbing a sheer rock face and having to compete with flyovers. If a participant can't hear the information being passed along, he or she could be seriously injured or worse!

AO-8

G-13 - You state that local residents will get used to the overflights and will be able to sleep through them at night (much like living near a railroad track). What you don't take into account is that our participants will be here for about two weeks--not enough time to "get used" to this type of activity - and will live in tents instead of housing (the report says that about 20% of the flights will occur between 10pm and 2am). There's no doubt that this will have a serious effect on their health.

AO-9

We have many questions and concerns that are still unanswered:

BR-3 What is the negative effect on wildlife and domestic livestock?

AO-10 What would happen to our radio system? Would there be any interruption of ours or yours?

AF-15 What happens - God forbid- there is a mishap - how can we shut down a part or our entire operation to investigate - who's liable, morally and financially?

BR-5 If you read the Federal Aviation Administration (FAA) Title 14, Code of Federal Regulations Section 91.119 minimum safe altitudes: General . Attached 2, and if the FAA regulations apply to the U.S.A.F. then we certainly have a conflict. Item B, over congested areas, also would raise serious doubts if the (FAA) would allow such flights.

Let me conclude by reemphasizing that we are in total support of our military. We want our men and women to be the best trained fighting force, however, what we have tried to share with you is that it is our belief that the RBTI - Alternative D - is unwise and unsafe. Parents send us 20,000 young people each year - we are responsible for their health and safety. Please don't create a situation where by I must call a parent and tell them their child is severely injured or dead due to a fall, or being drug by a runaway horse, that was caused by a low flying United States Air Force bomber!

000247

ATTACHMENT 1

In the first paragraph on page 4-81 of the Draft EIS it is stated that "flight operations would not be expected to preclude existing land uses or ..... preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations." We believe this to be incorrect.

The health and safety of our horseback riders will be jeopardized. At Philmont we provide trail rides or pack trips for 7,500 to 9,500 mostly inexperienced riders each summer. The riders age can be from eleven years old to adult. At certain times during daylight hours there can be as many as 165 inexperienced people horseback on various trails across the ranch.

The startle effect of a high decibel low level flight can be catastrophic to those on horses. Often when one horse spooks on a trail ride, several others may also spook or try to run off even if the original cause of the disturbance is not obvious. Inexperienced riders can not be expected to control a horse that spooks or tries to bolt at the unexpected sound of a low flying jet, especially when the rider may be just as frightened as the horse. With as many flights as proposed under Alternative D, it will be just a matter of time before we have multiple injuries or even death due to falling off or being dragged by runaway horses.

000247

ATTACHMENT 2

Minimum Safe Altitudes

Federal Aviation Regulations
Title 14, Code of Federal Regulations

Sec. 91.119 Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure.

(d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

[Posted February 23, 1998]

GWS/mv
04/07/99

000248

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Angel Fire NM
Date: 4/13/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

The Angel Fire Chamber of Commerce Board of Directors represents 215 members & businesses in the area & wishes to express their opposition to RBTI Alternate D.

BR-4 It will negatively impact the economy of the valley from our tourism based & real estate business as well as decrease the quality of life for residents

Over for more space →

Please Print

Name: SHARON FLOYD, EXECUTIVE DIRECTOR - Angel Fire Chamber of Commerce
Address: ANGEL FIRE, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000249

April 13, 1999

To The Honorable F. Whitten Peters,

TY I am opposed to Alternative D: IR-153/Mt. Dora MOA, for flights over northern New Mexico. Because according to my U.S. Representative Tom Udall, 3rd District, alternative D would increase the number of sorties over northern New Mexico more than alternatives B or C. The noise level for D would increase 10 to 16 DNL, for B 2 to 8 DNL, for C 4 to 5 DNL. This would adversely affect twelve National Register-listed properties and thirteen special use land management areas. Alternative D would also have a negative impact on threatened and endangered species like peregrine falcons and bald eagles.

Besides these important reasons pointed out by U.S. Rep. Tom Udall. I feel the Philmont Boy Scout Ranch would see a great negative impact. And this is an area enjoyed by large numbers of young people from all over the United States.

In conclusion I feel that Alternatives B or C would better serve the important and necessary training of the U.S. Air Force Pilots.

Sincerely,
Craig Hudson
Craig Hudson

Angel Fire N.M.

000250

Miranda Jones

Angel Fire, New Mexico

April 13, 1999

U.S. Airforce

RE: RBTI Flights

To whom it may concern:

I just want to add my voice on this issue and state that I am **ADAMANTLY OPPOSED** to these proposed flights in our area. Like the majority of people in this valley I don't want my quality of life diminished which it would be. Nor do I want the economy of the area to take a severe downturn as I believe would happen. Nor do I welcome the negative impact these proposed flights would have on the environment and wildlife of the area. Recent events indicate that the air force seems to think their pilots are not responsible when they slice gondola cables thereby plunging a score of innocent people to their deaths; I think this valley is too populated for such a cavalier attitude towards life.

BR-4

Cordially,

Miranda Jones

Miranda Jones

000251

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Angel Fire
Date: 4.13.99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I implore you - I owners that be — do NOT destroy our way of life in this beautiful area.

Over for more space →

Please Print

Name: Carla Sides
Address: Angel Fire NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000252

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Angel Fire, New Mexico
Date: 4-13-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY We are full time residents of Angel Fire, N.M. We oppose the RBTI for northern New Mexico for many reasons which have all been addressed at this meeting. But the most important reason is the effect on Philmont Scout Ranch which is in the direct path of the flights. Please consider other routes!

Over for more space →

Please Print

Name: Martha & Dale Massey
Address: Angel Fire, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000253

Therese and David Patton

Angel Fire, NM

To the Honorable F. Whitten Peters
RE: RBTI Alternative D

David and I have lived in the Moreno Valley for over 20 years. And for 20 years we have tolerated fighter planes flying over our house every Monday. Sometimes these jets are flying low enough to see the profile of the pilot. Often they have been loud and sudden enough to be alarming and threatening. Although there have been no accidents in our valley I feel at risk. Fortunately these fighter jets training flights are usually limited to once or twice a day and only on Mondays.

We cannot imagine accelerating this invasive military exercise to 15 flights a day 6 days a week. We do not feel anyone who has chosen to live anywhere in the west should have their safety, beauty, peace of mind and tranquility destroyed by Bombers flying low and loud all day and all night all week long. This will drive people crazy. It will also disturb wildlife and livestock, have a negative impact on our economy, threaten our forests in this severe drought time, and further endanger several endangered species.

BR-4

I have read the letters from my congressmen and it seems they are of the opinion that Alternative D is the least desirable of the options for your realistic bomber training. I am grateful to them for standing with their constituency against RBTI. I wish this made me feel secure in knowing you would not pick an area that would be so negatively impacted. So I encourage you to listen to the facts and the reasoning behind the public's opposition to RBTI Alternative D. And on behalf of the other alternatives don't destroy their world either.

Therese Patton

David Patton

000254

April 3, 1999

To Whom It May Concern:

Re: RBTI - Moreno Valley, Taos, Cimarron, New Mexico

TY Please register our position on this issue as being absolutely against the plan to fly B1 and B52 bombers at low levels over the Moreno Valley, Taos area and Cimarron for training purposes.

Richard A. L. Greene. Marie Greene
Richard A. L. Greene Marie Greene

Angel Fire, NM

000255

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Raton, NM
Date: 4-12-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I support Alt A.

Over for more space →

Please Print
Name: John Hephner Combined this with Tracy Hephner at same address
Address: N. Mex

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000256

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: RON
Date: 4/12/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I SUPPORT ALTERNATIVE A

Over for more space →

Please Print
Name: TRACY S HEPHNER
Address: WAGON MOUND, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000257

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Roy, NM
Date: 4-12-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PD-7 There is a great deal of Government Land in the SW. Is it really necessary to fly over private land on low altitude flights?

BR-3 Flying over residential areas, especially close to even small towns, can startle penned livestock and cause them to injure themselves.

Over for more space →

Please Print
Name: Wanda L. Gard
Address: Gladstone, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000258

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Roy, NM
Date: 4/12/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I SUPPORT ALTERNATIVE A

Over for more space →

Please Print
Name: PAIGE WILSON
Address: Roy, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Alpine am

000259

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ALPINE, TX
Date: 4/10/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

THERE ARE NO PROVISIONS IN THIS INITIATIVE TO PROVIDE SAFETY FOR CIVILIAN AVIATION OPERATING IN THE PROPOSED AREAS.
THERE IS NO RADAR COVERAGE AT THE ALTITUDES PLANNED. "SEE AND AVOID" METHOD OF COLLISION AVOIDANCE IS NOT EFFECTIVE AT THE SPEED OF OPERATION OF THESE B1's AND B52 AIRCRAFT.
CIVILIAN AIRCRAFT OPERATORS, U.S. BORDER PATROL, U.S. DEA AND OTHER NON-MILITARY UTILIZE THIS AIRSPACE EXTENSIVELY. THIS IS AN ACCIDENT WAITING TO HAPPEN. THE FAA RECOGNIZES THE DANGER OF MIXING HIGH-SPEED AND LOW SPEED AIRCRAFT AT LOW ALTITUDE BY RESTRICTING FLIGHTS TO LESS THAN 250 KTS BELOW 10,000 FT.

BR-2 WHAT PROVISION WILL BE MADE TO AVERT COLLISIONS WITH CIVILIAN AIRCRAFT?

Over for more space →

Please Print
Name: DR. STEVEN H. POSNER
Address: ALPINE, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

pm

000260

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ALPINE TX
Date: 10 APRIL 99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Rather than destroying the tranquility, wildlife, livestock and people of this area, I would suggest: Choose another country, especially one which is being supported by Tax money of 92-5- citizens, to do your devastation!

Over for more space →

Please Print
Name: (MR.) TENNESSEE
Address: ALPINE TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000261 pm

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Alpine Texas
Date: April 10, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY "Quiet" is too vital and rare of a natural resource for us to lose here in Alpine. The bigger cities have their lives with rushing and its accompanying noise; a sacrifice they make in exchange for a what they see as higher standard of living.
So many of us in Alpine have moved (93) and universe have moved here from noisier parts. We have taken a substantial cut in pay in our respective jobs in exchange for that irreplaceable natural resource of gentle quietness. It is different from the enforced silence of, perhaps, a classroom. It is nature's own gift to (93) us, available to anyone who recognizes or freshly rediscovers its gentle goodness.
It has been (93). This blessing has been taken away from so many towns already. We dearly wish to keep it and offer to share it with anyone. Please don't spend the bombers nor their regions.
Thank you.

Over for more space →

Please Print
Name: Frones Sommer
Address: Alpine, Texas

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Alpine am

000262

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ALPINE TX
Date: 4-10-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I support you 100% Go for it. I was in the 5th AAF in WW II I remember how unprepared we were back then. We need flying space

Over for more space →

Name: (Earl Lively) EARL LIVELY
Address: ALPINE, TX.

Please Print

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Alpine am

000263

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ALPINE, TX
Date: 4/10/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I HAVE REVIEWED THE EIS. THERE IS INSUFFICIENT IMPACT TO WARRANT ALT. "A". I ENCOURAGE THE AF TO PURSUE TO COMPLETION, IMPLEMENTATION OF ALT. "B", "C" OR "D". THIS SHOULD HAPPEN IN THE INTEREST OF "BEST USE" OF ALLOCATED AIR FORCE TRAINING TIME IF FOR NO OTHER REASON. IT WILL ALSO CONTRIBUTE TO A "BALANCED BUDGET MENTALITY" IN THE AF & WASHINGTON, D.C.

Over for more space →

Name: E.O. PITMAN
Address: ALPINE, TX

Please Print

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000264

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Pecos Texas
Date: 9 Apr 99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am NOT For bomber Training over our Homes. I retired with My wife IN Balmorhea IN November of 1997. We were looking For a small Town atmosphere and Trying To get away From The Noise & Traffic of The larger cities. The over Flights of The bombers over our home and The Town of Balmorhea are loud and uncalled For. We are NOT on The Flight path of

BR-5 The bombers and They are NOT staying on There present Flight plans. If The pilots cannot control Thier Aircraft and stay in ~~The~~ Thier present Training paths I Feel That ~~the~~ This Area should NOT be used For Training.

J. L. Keeper
Sonja J. Keeper

Over for more space →

Name: John Keeper & (wife: Sonja)
Address: BALMORHEA TX.

Please Print

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000265

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Pecos
Date: 9 April 99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-31 Does JP-8 contain Any: ethylene dibromide Is this compound Banned by the EPA?

see www.islandnet.com/~wilco/investsky.htm

Over for more space →

Name: Clark Lindley
Address: Pecos, Tx.

Please Print

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000266

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Pecos
Date: 4-9-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PD-4 I am not opposed to the Flights. I only want the flights to be south of the I-10 main for Pecos Co. Now they are North of I-10 and flying over ~~the~~ Balmorhea Town.

AF-12 Mainly we are concerned about Personal in case of accidents. The don't need to fly with us without equipment to do rescue in our remote area.

Over for more space →

Please Print

Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000267

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Pecos, Tex
Date: April 9, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PD-7 My main concern is that you have other routes & areas that you can use, that are less populated then the area. Another con I can is that we don't know all the technology that these aircraft have. But I know for fact that some of them can ~~know~~ jam the electrical systems in some vechicles on the road especially some of the newer vechicles that have the new pre-fire mace chips on the M. Not one person at this hearing supports what you are accumulating doesn't this tell you something

AO-32

AO-33 also who's to say some of these aircraft won't have nuclear weapons on them or sometime post some sort of explosive danger if a crash occurs

Over for more space →

Please Print

Name: Mrs. Arthur B. Pineda
Address: Pecos

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000268

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Pecos, Tx. 79772
Date: 4-9-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I vote FOR Alternative (A) Because for the past 15 years this area has been used for low level training exercises with a tremendous effect on the environment neither myself there is no need for Proposal B, C & D. except to correctly calculate simulating bombing of targets. Using existing routes should be done. That way the majority of the public will not see or hear aircraft except in very remote locations.

Over for more space →

Please Print

Name: Steven Pineda
Address: Pecos, TX.

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000269

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Pecos, Tx
Date: 4/9/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY As a private citizen, I would strongly suggest not to use the planned flying Routes. I feel that using the Existing Routes should be kept. Too many problems with Noise & Environmental impacts will arise if your new Routes are used.

Over for more space →

Please Print

Name: Bill Lease
Address: Pecos, Tx.

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000270

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Big Lake Tex
Date: 4/8/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

My Son and I conduct Ranching operations on 5 Ranches in Union Schleicher, and Crockett counties in the area of C Plan. We fly a Cessna and Supa Cub about 5 day a week at 300' or below observing our livestock and wildlife. The cubs only fly at 60 MPH.

BR-2 I could not avoid a B1 or B52 even if I saw it coming at 550 Knots. Planes do not fly at this level of altitude. 3000 AGL would be OK. Not below.

Over for more space →

Please Print
Name: LAD LINSTHICUM
Address: BARNHART, TEX

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No L
I HAVE ONE

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000271

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: BIG LAKE, TX
Date: 4-8-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I oppose Alternative "C" in the RBTI Proposal.
By expanding the TEXON MOA actually doubling the B-52 boundaries from 45 sm to 80+-sm, the eastern boundary will be 3 sm from my house + runway. Also the MOA floor will drop from 6000' AGL to
BR-2 3000' AGL. Our runway elevation is 1980'. This doesn't give us much room to fly under the MOA

The Mount Dora Alternative "D" will take less airspace than either Alternative B or C. And for this reason I would suggest Alternative D would be the best alternative. Alternative D uses 89 percent of existing military airspace. Alternatives B+C will expand into more civilian airspace.

Over for more space →

Please Print
Name: ART & JUDY STEELE
Address: SAN ANGELO, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No V

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000272

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Big Lake, Texas
Date: April 8, 1999

AO-34 BR-5 **Comments**: The possibility of night flying is a big concern of mine with the noise. The possibility of a pilot flying lower than he should. My house and farm are at 2670 feet above sea level. If your fly at 3000 feet above sea level, this is closer than the 500 feet above residence that the FAA has rules on. Why not pay us for the nuisance of the noise?

Name: Leroy Wilde
Address: Big Lake TX

Would you like a copy of the EIS: YES

Signature: Leroy Wilde

000273

REALISTIC BOMBER TRAINING INITIATIVE

Public Hearing Computer Comment Sheet

Thank you for providing your comments on the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Location: Big Lake, TX
Date: April 8, 1999

TY **Comments**: I have read the report that you have sent out. It appears there are minimal differences between the alternatives as far as environmental impacts are concerned. They only impact that I can see is to the people living in the area. I notice however that the US Fish and Wildlife services and other radical eco-groups may have their considerations emphasized over those of individual citizens. I recognize the Air Force's need for training and have always supported the military of the US in that you protect me. Generally, from those that might invade my territory. Since you already have some facilities in New Mexico where the government owns ample public land, if you chose Alternative D, I feel that it would allow you to minimize the amount of effect on private property owners by allowing you to construct you electronic emitter sites on public land instead of private land. We currently have two extremely irritating unmarked small jets(believed a Navy or civilian type aircraft) that fly relatively low and noisely through our ranch land on a daily basis. I feel that the addition of up to 14 sorties of B-52/B-1 would be irritating in the extreme. I, of course, hope that you chose to go to New Mexico. What he would really like is for us to take all of our bombers to McGuire AFB where the terrain is similar to that of the current Eastern European arena of operations.

Name: W. C. Williams
Address: Mertzon, TX

Would you like a copy of the EIS: NO

Signature: W C Williams

000274

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: BIG LAKE, TEXAS
Date: APRIL, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

1. I AM A PILOT FOR THE WEST TEXAS WEATHER MODIFICIATION ASSOCIATION. OUR FUNCTION IS TO INCREASE RAINFALL OVER A SEVEN COUNTY (AT THIS TIME) AREA IN WEST TEXAS. THE FUNDING FOR THIS PROJECT COMES FROM THE TAX PAYERS IN THESE COUNTIES AND MATCHING FUNDS FROM THE STATE OF TEXAS. I AT THIS TIME WE USE THREE AIRCRAFT FOR OUR CLOUD SEEDING OPERATIONS. TWO AIRCRAFT FLY VFR BELOW CLOUD BASE 1,000 FEET ~~ABOVE~~ GROUND LEVEL TO 10,000 ABOVE GROUND LEVEL. THE OTHER AIRCRAFT OPERATES ON A IFR BASIS AT ALTITUDES BETWEEN 16,000 FEET MEAN SEA LEVEL TO 22,000 FEET MEAN SEA LEVEL. DURING THE PAST SEVERAL YEARS WEST TEXAS HAS EXPERIENCED SEVERE DROUGHT RANCHERS AND FARMERS HAVE

Over for more space →

Please Print
Name: CHARLES M DOUGLAS IV
Address: SAN ANGELO TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000274

UNDER GONE SEVERE HARDSHIP AS A RESULT OF THE DROUGHT, THE CITY OF SAN ANGELO IS CONSIDERING WATER RATIONING WITH THE EXCEPTION OF LAKE O.H. IVIE THE LAKE LEVELS IN THE REGION ARE LESS THAN 50% MANY LESS THAN 20%. BY EXPANDING THE

BR-2 TEXON MOA AS PROPOSED BY ALTERNATIVE "C" A LARGE PART OF OUR SEEDING AREA WILL BE RENDERED OFF LIMITS TO US. (50% OFF OUR AREA). ~~BECAUSE THE MOA SINCE~~ ~~DOES NOT~~ ~~EVEN~~ ~~COVER~~ THIS WILL RESULT IN THE WITHDRAWAL OF SEVERAL COUNTIES FROM OUR PROJECT IT MAY VERY WELL RESULT IN THE COLLAPSE OF THE ENTIRE PROJECT. ~~THE~~ I SHOULD POINT OUT THAT AT THIS TIME WE WORK A SEVEN COUNTY AREA, BUT PLANS ARE UNDERWAY TO ADD 3 OR 4 MORE COUNTIES IN THE NEXT YEAR GREATLY INCREASING OUR OPERATIONS AREA ~~OF~~ ~~THE~~ SO IF THE PROJECT IS FORCED TO TERMINATE NOT ONLY WILL SEVEN CURRENT COUNTIES LOOSE ~~BUT~~ SO WILL THE whole Region.

(2) ~~FOR~~ TWO TWELVE YEARS AGO I LIVED IN COLORADO PRIOR TO MY LEAVING, A B1 BOMBER

AO-19 CRASHED AFTER INGESTING A BIRD. AS A PILOT I CAN TELL YOU THAT THERE A LOT MORE LARGE BIRDS IN TEXAS THAN IN COLORADO.

000275

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder TX
Date: 4/7/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I strongly oppose the RBTI proposal I am a resident of Snyder and local businessman. I am a strong supporter of our country and military, however I believe this will be economically destructive

BR-4 to our local economy despite what the Air Force studies show.

The air force already has

PD-4 existing training sites available but I believe they should continue to use

Over for more space →

Please Print
Name: Keith Herrley
Address: Snyder, Tx

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000276

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder
Date: 4-7-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I oppose the Realistic Bomber Training Initiative Proposal. As our economy in Scurry Co. shifts from oil industry to agriculture we feel ourselves struggling to survive. I don't believe the RBT will encourage new industry to move into our county and can't imagine how it could be beneficial to us in anyway. My Children are the third generation born & raised in Snyder. My family has been in business here over 40 years. I love this country dearly and it is so hard to see our people hurting – family are moveing away to find work. Please do not inflict further injury on us at a time when we are fighting to hold on to a life that we love.

BR-4

I appreciate the job that you do, but I will have great respect for you if you choose a better place to conduct your RBTI !!

Over for more space →

Please Print
Name: KAREN HERRLEY
Address: SNYDER TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000277

RESOLUTION

Whereas, the Lamesa Rotary Club is a community service organization in Lamesa, Texas, whose members have an interest in the agriculture and ranching industries and the quality of life in Dawson, Lynn and Borden counties.

Whereas, the Lamesa Rotary Club is of the opinion that allowing the United States Air Force to use the air space over Dawson, Lynn and Borden Counties would negatively impact the economy of Dawson, Lynn and Borden counties.

Whereas, the Lamesa Rotary Club is concerned abut the safety of low level training flights in this area.

PD-4 **Whereas,** there are other low level military operating areas already established that can be utilized by the United States Air Force.

Now Therefore Be It Resolved, that the Lamesa Rotary Club actively supports the Heritage Environmental Preservation Association in opposition to the United States Air Force Lancer Realistic Bombing Initiative.

Passed and Approved by the Lamesa Rotary Club on this 7th day of April, 1999.

Attest:

Philip Mack Furlow
President, Lamesa Rotary Club

000278

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: _____

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY First let me say I am from a Military family and so is my husband. We support our Air Force and believe in them.
However, we do not support this operation.
I have but one question to ask of this panel.
Would you like these flights to go over your Mother's home?

Over for more space →

Name: ***Please Print*** MARY T. COLLIER
Address: DAYTON, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000279

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder, Texas
Date: April 07, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

My NAME is DICK CRILL. I am a land owner at Camp Springs in Scurry County. This meeting here tonight is part of the plan of those who are charged with the responsibility to protect and guide the free world. What is at stake here concerns the freedom, security, and peace of the free world. The gravity of what we are doing is significant. I specifically am asking for those who are charged with the responsibility of establishing this proposed Military Operations Area to deal with us fairly and honestly.
My question is " How do those of you who must make these very difficult decisions in establishing this proposed Military
BR-5 Operations Area ---- How do you plan to compensate the affected citizens for the proposed invasion of their air space whether it is here in Scurry County or in some other location?

Over for more space →

Name: ***Please Print*** DICK CRILL
Address: Hermleigh, Texas

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000280

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ~~East~~ 5 MI - SOUTH EAST - SNYDER
Date: 4-7-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Down a ranch and I am sure against the bombers flying over my place. We are in the livestock business.

Over for more space →

Name: ***Please Print*** JUANITA HART
Address: HERMLEIGH, TEX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Citizen Concern
Lancer RBTI

000281

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: Joel Dennis
Address:
City, State, Zip: Gail, TX.

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

BR-2 We do a lot of flying (Helicopters + Super Cub) in the control of predators to protect our livestock + wildlife. At any altitude we fly, we are in danger of crashing with a B-1 or B-52 flying at 300' passing overhead. Pilots tell me we would have no chance of survival in such a situation. It is a real life or death problem

Joel S. Dennis

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000282

FOR YOUR INFORMATION

TY If you are opposed to this latest expansion of military airspace and these extremely noisy Low Level Realistic Combat Training Flights which will disrupt our peace and quiet, pollute our environment, endanger motorists and pilots, damage and disrupt livestock operations, create potential fire hazards, damage structures and property, have a definite negative effect on local economies, drive away tourists and retirees, damage wildlife and related industries (hunting, etc.) and so forth--**here's what you can do.**

Get informed--contact:

Trans-Pecos Protection Group
Harold Bryan Kelley, spokesman
Alpine, Texas

Heritage-Environmental Preservation Association (H.E.P.A.)
Buster Welch
Snyder, Texas

Rural Alliance for Military Accountability (RAMA)
Grace Potorti, director
Reno, Nevada

National Airspace Coalition
Dale Ahlquist, director
Bloomington, Minnesota

ask for a copy of A Citizen's Guide to Opposing Military Airspace Expansion

Write comment letters to:

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

It is extremely important that your comments on this proposal become part of the Final copy of the Environmental Impact statement. The National Environmental Policy Act (NEPA) requires your participation. These comments will be critical for future litigation.

000283

Trans-Pecos Protection Group, Inc.

Alpine, Texas

A Non-Profit, Information Organization

April 2, 1999

To: All Local Governments, Local Agencies, Land Owners, Private Citizens and the General Public.

Reference: Public Meetings Relative to the "Realistic Bomber Training Initiative", Environmental Impact Statement, Draft Stage

Abstract of Facts:

1. The Department of Defense (DoD) and the United States Air Force (USAF) are attempting to perfect a mistake made in 1980. USAF Regulations are violations of the National Environmental Policy Act (NEPA), the Clean Air Act (CAA) and the Freedom Of Information Act (FOIA).
2. When flying 500 feet above ground level or lower, the DoD Air Forces are flying on Populated Private Property. They are trespassing.
3. Each time Military Jet Aircraft engines are started, there is a Negative Impact to the National Environment, no matter where they fly. The National Environmental Policy Act (NEPA) requires Populated Private Property be considered as part of the Human Environment.
4. This Negative Environmental Impact is composed of excessive noise that can deafen, and chemical pollutants that can kill.
5. The National Environmental Policy Act (NEPA) has taken into consideration the fact that the Department of Defense (DoD) Air Forces are trained to wage war by performing acts of Death and Destruction to a Human Environment.
6. The NEPA has also taken into consideration these necessary Low Level Realistic Combat Training Flights (LLRCTF's) at less than 5,000 feet above ground level (AGL) create a Negative Environmental Impact to the Human Environment. DoD Air Forces documents agree with these NEPA requirements.
7. The NEPA requires any Negative Environmental Impact to the Human Environment must be temporary unless it is the development of a natural resource. Examples of a development of a Natural Resource would be a Mining Operation, or the construction of our National Interstate Highway System.

The damage to the Human Environment by the mining operation can be mitigated by restoration of the earth. The damage done by construction of the National Interstate Highway System is permanent, but enhances the Human Environment. Both are commercially oriented, but will indirectly benefit the Human Environment, and could not be created elsewhere.

1

000283

gencies that initiate these LLRCTF's are no longer in existence. Relative to the MTR's created for the purpose of LLRCTF's, we find no consideration for the Accumulative Direct or Indirect Environmental Impact to the Human Environment.

We also find no consideration for the required Alternatives.

9. The only solution to this Major National Problem created by the DoD Air Forces is to isolate their actions from the Human Environment by conducting these LLRCTF's on existing Federal Land in lieu of on Populated Private Property.
10. Isolation of these Death and Destruction actions from the Human Environment will "Enhance and Protect" the Human Environment. When, and if, these actions by the DoD Air Forces cease, the National Environment will recover over some hundreds of years. This isolation complies with NEPA requirements.
11. Relative to all other DoD Military Forces, training has been isolated from the Human Environment since the Civil War, except during a National Emergency. There are bombing/gunnery ranges, rifle ranges, artillery ranges, tank training ranges, infantry training ranges; all on Federal Land with no Human Environment.
12. The present Jet Aircraft Training Flights by the DoD Air Forces require a longer distance in which to train. Any Combat Training Flights not over existing Federal Land must be kept above 5,000 feet AGL.
13. There is no logical reason for these LLRCTF's to be on Populated Private Property when there is some Six Million Acres of existing Federal Land on which to conduct them. The DoD/USAF/ACC/FAA continues to attempt to perfect their destructive mistake.

Basis For Complaints:

1. Keep in mind this meeting is about the Environmental Impact Statement relative to the RBTI, and has to do with actions the United States Air Force (USAF), and its Agency, the Air Combat Command (ACC), are proposing. They are proposing to make drastic changes to the Human Environment. Since 1980, they have been formalizing Military Training Routes (MTR's) over West Texas. In 1984, they created Instrument Route #178 (IR-178) for the purpose of Testing the new B-1 Bomber.

This Testing could have been done on existing MTR's centered around Edwards Air Force Base, Nevada. Edwards AFB was designed, developed and used for testing new Military Aircraft because it had all the shops, roads, communications, runways, vast dry-lake salt flats for emergency landings, safety controls, crash equipment and experts in the use of this emergency equipment and emergency medical experts.

2. Keep in mind these B-1 Bombers were not a proven Military Aircraft. They were being Tested on Populated Private Property. These conditions constitute a Proven Hazard the USAF was subjecting the civilian population of West Texas to.

We questioned the USAF/ACC, through the Freedom Of Information Act, on why they would choose to Test a new Weapons System called the Air Launched Cruise Missile over this same Populated Private Property. This was to be tested over the present-day MTR "loop" known as IR-102/141 and IR-122/130 on the Trans-Pecos

2

000283

Region. These Tests were equally Hazardous. The Department of Defense (DoD) made the decision to subject the citizens of the Trans-Pecos Region and West Texas to unreasonable Environmental Impacts that purposely included, among other things, unnecessary danger to the Human Environment. They continue to do so.

3. Like some of you, we have been through the cafeteria line formulated by the ACC for information relative to the RBTI Draft EIS, and have found, as usual, about 90% of the information has to do with ACC Logistics, Air Crew Training, Personnel, Equipment, Facilities and how we should all help the DoD/USAF/ACC ruin our lives. Our questions to the designated Environmental Personnel went unanswered.

4. To counter these unreasonable and illegal acts, we all need to contact our State of Texas and United States Senators, Representatives, the Council on Environmental Quality, the Environmental Protection Agency and the Department of Justice.

The USAF/ACC has presented a neat, attractive Draft Environmental Impact Statement to us for our comments. This document is totally insufficient in meeting the requirements of the NEPA.

5. The following are our complaints against this Draft Environmental Impact Statement:

GE-10 (a) The DoD/USAF/ACC has not complied with the requirements of the NEPA.

(b) The Draft EIS for the Realistic Bomber Training Initiative (RBTI) has not

BR-5 shown any Technical Data relative to the Significant Impact of Military Aircraft flying 200 feet above ground level (AGL) at 633 miles per hour over Populated Private Property.

(c) The Draft EIS for the Realistic Bomber Training Initiative has not shown any Alternatives that relate to the required Study, Technical Discoveries or State of the Art determinations based on the:

(1) obvious hazards to Human Health, both physical and psychological,

BR-4 (2) the severe damage to the Economic Status of the Populated Private Property presently being used for these Low Level Realistic Combat Training Flights by Military Aircraft of all types,

CU-2 (3) significant Environmental damage to the Cultural and Historic Structures of Texas,

BI-3 (4) significant Environmental damage to the existing Ecologies encompassing the Wild Animals, the plant life and the natural beauty of the Trans-Pecos Region,

(5) constitutional right to security, peace and happiness.

AO-35 (d) The Draft EIS for the Realistic Bomber Training Initiative has not shown any Direct, Indirect or Accumulative Pollution from both Jet Engine Exhaust and Noise from the Base Line of Environmental Impacts starting on December 1, 1982.

(e) There is an Economic/Political motivation for these LLRCTF's. The commercial profits run into the billions of dollars. There are millions of tons of jet fuel used in these training flights. LLRCTF's use approximately 28% more fuel than higher altitude flying. Several of our expert consultants question the necessity of this training. These Low Level Combat Flights were discontinued in the Gulf Oil War due to high casualties of English and German PA-200 Aircraft. The Low Level Combat Flights cannot be flown in Kosovo and Yugoslavia.

3

000283

altitude flying. Several of our expert consultants question the necessity of this training. These Low Level Combat Flights were discontinued in the Gulf Oil War due to high casualties of English and German PA-200 Aircraft. The Low Level Combat Flights cannot be flown in Kosovo and Yugoslavia.

AF-14 6. The complaints against the RBTI by the Trans-Pecos Protection Group also include the premeditated violation of Federal Statutes (Laws) by the DoD/USAF/ACC such as:

(a) the usc. modification and expansion of MTR's illegally formed in Eastern Arizona, Southern New Mexico and West Texas.

(b) the modification and expansion of MTR's and MOA's in the areas and regions set out in (a) above.

(c) the lack of any Programmatic Environmental Impact Statement to address the progression of actions starting in 1982 and continuing through 1998.

(d) the lack of Environmental Impact Statements required by the NEPA and the Council on Environmental Quality Regulations (CEQ Regulations) for all Major Federal Actions that propose change to the Human Environment.

(e) the lack of relative Alternatives required by the NEPA/CEQ Regulations for all Environmental Impact Statements.

7. For further information relative to the Social Structures, Hazards, Biological and Economic Environmental Impacts, the Trans-Pecos Protection Group will furnish documentation published by the USAF/ACC/FAA/EPA and CEQ to substantiate our claims.

8. The National Environmental Policy Act (NEPA) and other Federal Statutes (Laws) stand guard between the Local Governments, Local Agencies, Land Owners and Private Citizens and the illegal actions of the DoD/USAF/ACC. However, all citizens must participate in the NEPA for it to provide this protection. It is required that you furnish documented complaints or acceptance of these illegal actions. The USAF has designated the required point of contact at the ACC's Environmental Office for you to register your complaint or acceptance with; please do so. Please send a copy of your complaint or acceptance to the Trans-Pecos Protection Group.

Write to the Ultimate Responsible Authority, the USAF/ACC, and to your Elected Representatives. The USAF/ACC requires that you file your complaints within the "Comment Period" set forth in this Draft EIS (by May 1, 1999). We recommend that the letter you send to the RBTI address be by Certified Mail, Return Receipt. Keep your Receipt.

Respectfully,

Harold Bryan Kelley
Spokesman

4

000284

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder TX
Date: 4/7/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

We are writing to voice our concerns regarding the recent critical information we have obtained regarding proposed military exercises being conducted over (8) of our area counties, including our own county of Lipan County.

While we clearly understand and want our military to be well trained and combat ready, we DO NOT want these military training exercises taking place over

PD-7 these populated counties. Our federal government owns millions of uninhabited acres in other States that these trainings exercises could be conducted in. There is absolutely NO reason why 50,000 plus citizens of our Eight-County area should have

BR-5 to be put thru this major disruption and also loss of certain property rights, and peace of mind. We are also extremely concerned about the fact that much of the area in these counties is farm and ranch land.

Over for more space (over)

Please Print

Name: Mr. & Mrs. Lester Gicklhorn
Address: Wilson TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000284

Besides all of the citizens, livestock, wildlife, farm and ranch land will be adversely affected by these training exercises. Our farmers and ranchers are already in extreme crisis - PLEASE DO NOT PUT THEM IN FURTHER CRISIS!!!! Our small towns need to be protected NOT!

Please understand, we are supportive of our military, and understand they must stay trained for our country's future and protection. We would greatly appreciate understanding our position and our concerns regarding this serious matter.

PLEASE HOLD THESE TRAININGS ELSE WHERE !!!!

000285

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Abilene High School
Date: 4/6/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I CAN'T BELIEVE WE'RE FIGHTING THIS BATTLE WHAT EVER HAPPENED TO THE PATRIOTIC FEELINGS OF DECADES PAST. I REMEMBER COMMENTS FROM RANCHERS NEAR BIG SPRING BACK IN THE 70's. QUOTE: I DON'T CARE HOW LOW FAST OR LOUD IT IS, AS LONG AS IT DOESN'T HAVE A RED STAR ON THE TAIL IT'S OK WITH ME.

AND

JET NOISE: THE SOUND OF FREEDOM.

Over for more space →

Please Print

Name: B. W. BAURIES
Address: ABILENE

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

4/24/99

000286

Major Brent Adams
RBTI EIS Project Manager
HQ Acc/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Sir

TY I wholeheartedly support the need for Military Training missions. When alternatives are available it is important to consider all Aspects of impact. To those affected. Philmont Scout Ranch is a heavily utilized youth high adventure area that will be adversely affected by any decision to route the bomber training mission over Philmont. Many Scouts - future Air force recruiting source will be at ground ZERO during their philmont experience. I am certain many of your ranking officers have a deep appreciation for the beauty of Philmont.

(over)

Please select an alternate site for your Training mission. A Boy Scout Ranch is not a good idea!

David Reinkemeyer
Committee Chairman
T-1660 Spring TX

written on The Trail at Hammon Scout Ranch while Training for a philmont expedition This summer.

000286

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street Ste 102
Langly AFB, VA 23665-2769

Elizabeth Gilbert
Taos, NM
000287

Dear Major Adams,

I am writing about proposed RBTI Alternative D. I am a landowner in Northern New Mexico & believe the proposed overflights would have a devastating affect on the economy, ecology, and culture of this area.

Taos and Northern New Mexico depend heavily on tourism for our economy (more than 60%). The noise pollution of low level overflights would

BR-4 drive tourists away who come here for rest and relaxation. The increased number of flights in our skies would clutter our landscape which has traditionally drawn artists to this area due to the beauty of our clean skies.

Our region - Taos County - already suffers 18% unemployment an exorbonate figure when compared to national averages. 27% of our population lives below the poverty line. Any loss of the important

000287

Tourist dollar is incredibly destructive to a community that is already suffering economically.

The environmental impact of RBTI Alternative D in this area would also affect the economy of this area as many come here to observe our abundant wildlife including our nations symbol the Bald Eagle. The bomber route flies over wintering habitat for bald eagles 12-14 times a day below 10000 ft AGL. As I'm sure you know the US Fish and Wild Life Service has advised that anything at or below 2000 ft AGL between October 1 and March 1 could result in significant impacts to wintering bald eagles. In a delicate ecosystem such as we have in New Mexico significant impact can be severe. Our area is subject to low rainfall and drought frequently if the arrival of disruptive bombers occurred

000287

BI-5 In a drought year the culminative effect would drastically reduce the number of bald eagles we have. It is very important to preserve these Species for our National morale.

Culturally this area is extremely rich due in great degree to the Native American population.

CU-4 The Tewa Indians at Taos Pueblo are residents of this land for thousands of years. The flight routes proximity to Blue Lake, a traditional sacred area for the Tewa, is disruptive to the Tewa culture.

Due to this strong information I ask you to not Select Alternative D. It is hard on our people, hard on our ecology, and hard on our culture. This unique + beautiful area must be Preserved for our children. NO Proposal D.

Thank You for your Time, Elizabeth Cano

000288

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM
Date: APRIL 20 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I AM OPPOSED TO THE RBTI ALTERNATIVE D FOR NUMEROUS REASONS:

1) AT THE EIS HEARINGS I ATTENDED, THE AUDIENCE AND PEOPLE TESTIFYING WERE OVERWHELMINGLY IF NOT EXCLUSIVELY ANGLO- REPRESENTING ONLY 25% OF OUR POPULATION IN TAOS. THEREFOR, YOU HAVE FAILED TO ELICIT THE RESPONSES OF THE MAJORITY (75%) OF TAOS COUNTY RESIDENTS. ANYONE WITH POLITICAL EXPERIENCE HERE KNOWS THAT IT TAKES ALOT MORE WORK THAN JUST ADVERTISING A MEETING TO GET FULL COMMUNITY PACTICIPATION

GE-22 FROM THE HISPANIC & PUEBLO RESIDENTS. YOUR POOR TO NONEXISTENT EFFORTS IN THIS REGARD AMOUNT TO DISENFRANCHISEMENT. DID YOU TALK TO CHURCH LEADERS, POLITICAL LEADERS, COMMUNITY ORGANIZATIONS REPRESENTING THESE PEOPLE, TO GAIN THEIR PERSPECTIVES?

2) HOW CAN YOU THINK OF BOMBARDING Over for more space →

Please Print

Name: BETH ENSON
Address: ARROYO SECO NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000288

PRISTINE WILDERNESS AREAS WITH THIS KIND OF NOISE POLLUTION? EXPERTS ON NOISE POLLUTION WHO I HEARD AT THE HEARINGS & ON THE RADIO STRONGLY DISPUTED YOUR ESTIMATES OF DECIBEL LEVELS. YOU DON'T HAVE TO BE A ROCKET SCIENTIST TO KNOW THAT B-1 & B52 BOMBERS MAKE AN INCREDIBLE EARSPLITTING NOISE.

BI-5 3) THE PROPOSED ROUTE FOR ALTERNATIVE D FLIES OVER EYRIE NESTING AREA OF ENDANGERED HAWKS & RAPTORS IN OUR REGION. OVERFLIGHTS MAY DISASTROUSLY DISRUPT NESTING BEHAVIORS LEADING TO A PLUMMET IN HAWK & RAPTOR POPULATIONS

BR-4 4) THE FRAGILE ECONOMY OF NORTHERN NM DEPENDS EXCLUSIVELY ON TOURISM. 10 FLIGHTS A DAY OF SCREAMING BOMBERS WILL HAVE A SEVERE NEGATIVE IMPACT ON TOURISM & PEOPLES LIVELIHOODS.

5) ITS TIME TO LOOK FOR PEACABLE SOLUTIONS TO CONFLICT ON THIS PLANET— THE WAR IN KOSOVO IS A PERFECT EXAMPLE— BOMBING THAT COUNTRY TO SMITHEREENS HAS ONLY ESCALATED THE CONFLICT, CREATED HALF A MILLION REFUGEES, KILLED SCORES OF INNOCENT CIVILIANS, & MADE THE SITUATION INCALCULABLY WORSE. I SEE OUR INVOLVEMENT THERE AS A JUSTIFICATION FOR FURTHER MILITARY EXPENDITURES, SUPPORTING A WASTEFUL, OUTDATED, NECROPHILIAC WARTIME ECONOMY IN THIS COUNTRY. I REJECT (ALL) ALTERNATIVES FOR THIS RBTI. MY OPPOSITION IS NOT ONLY A NOT-IN-MY-BACKYARD ATTITUDE.

Jim Clayton

El Prado, N.M.

April 25, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

000289

Dear Major:

TY I just wanted to let you know that there is a large contingent of people in the Taos area who are not opposed to the RBTI. If you were to poll the intelligentsia in Taos, you would find a large percentage of those people who do not oppose the RBTI.

I have not attended any of the meetings in Taos. I don't wish to be surrounded by so many self-centered, misinformed and selfish people as usually attend such meetings. Unfortunately the uninformed are those that attend such meetings.

The problem with so many of those who are opposed to the RBTI is that they begin with an agenda that I do not view as rational. That agenda is a conviction that is anti-military to begin with and they cannot discuss the subject rationally.

In my view, the agenda for RBTI discussions begins with some assumptions that I belief are more than assumptions; they are facts.

1. The United States MUST maintain military capability.
2. That military MUST maintain an Air Force as part of that military capability.
3. In order to maintain an Air Force, training is required.
4. That training must be made under conditions which are similar to any possible actual conditions the military must face.
5. There are few places in the United States which have the appropriate terrain for such training.
6. Northern New Mexico has the appropriate terrain for such training.

In discussions with some of the those opposed to the RBTI, the fact that they are not open to intelligent discussion on the issue is readily revealed when discussing the above. It would not matter to them if the RBTI were to fly at 50,000 feet at 300 mph.

Recently at the Taos Talking Pictures Festival, the founder of that project, Josh Bryant, announced that meetings were being held at the Katchina. He then explained what the RBTI was all about including the statement that the planes would fly 200 feet over the Taos Pueblo. I could not interrupt him to correct the misinformation which the audience received.

000289

I could go on and on about the misinformation. I have managed to destro some arguments in conversations with the misinformed but to a limited extent (I am a lot more articulate than most of the misinformed.)

So, you have my support until such time that all my windows are broken by sonic boom, which, of course, is not a rational probability. And please don't pay any attention to Dan Pearlman. He has no credibility in Taos wit anyone who has an IQ over 40.

Sincerely,

Jim Clayton

~~000290~~
000289

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: _____

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Over for more space →

Please Print
Name: James G. Clayton
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000290

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Roy, New Mexico
Date: 4/12/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

CU-1 Our family is very much opposed to the bombing flight training plan which was and is being considered for Harding County, New Mexico.

Numerous low level flights involving large aircraft such as the B-1 and B-52 are a detriment to many facets of this area. The previous low level flights performed by the smaller fighter aircraft over this area have caused considerable damage. There are five stone churches which sustain damage by vibration. The County Courthouse also has vibration damage and it is on the National Historic Sites list. Many of the old homes are built of stone.

Practically all of this county is private land, with some state land intermingled. Of the 1.3 million acres in the county, only 70,000 acres are federal lands situated in the north end of the county.

We are located east of Mosquero on top of the caprock. We have had damage to windows as well as the rock walls of our home.

Over for more space →

Please Print
Name: James K. Byrd
Address: Mosquero, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000291 cm
000290

On one occasion a low-flying F-111 flew very low over a windmill which was pumping. The wash from the aircraft reversed the mill causing it to shred all gears and break the shaft.

BR-3 Livestock and wildlife are our way of making a living. Low level flights are stressful to these animals, to say nothing of the humans involved.

We are enclosing an article copied from the Harding County Leader dated June 6, 1994. The helicopters involved were Army and not Air Force, but the effect is the same. That incident occurred within 100 yards of our front door.

Thank you for your consideration of these comments.

Jim & Mary Byrd

000290

WEDNESDAY, JUNE 8, 1994

THE HARDING COUN

Unexpected helicopters land at Jim Byrd ranch

Harding County rancher Jim Byrd and his wife Mary narrowly escaped tragedy Thursday, May 26, as did the crews of two United States Army helicopters.

The two helicopters, traveling from California to Kansas, were passing over the Byrd ranch south of Mosquero atop the cesprock around 5:30 in the afternoon. Byrd was riding a four-wheeler, rounding up sheep near his ranch home, and Mrs. Byrd was just outside the house. Light rain was falling, amid a very heavy fog, limiting visibility to "probably 10 feet, maybe a little more," according to Mrs. Byrd.

The helicopters broke into visual distance of Jim on the four-wheeler, pulled up a short distance and then landed less than 100 yards from the Byrd home. "They were no more than 10 feet off the ground when Jim saw them. Apparently they saw him about the same time as he saw them," said Mrs. Byrd. "Had the first helicopter not seen Jim out there with the sheep, they most certainly would have hit the house." She explained also that the second helicopter barely missed the power line to the house. "It's propeller came less within two feet of that power line, and they told us that both helicopters had more than 900 gallons of fuel on board at the time."

"After they landed, four of the crew came in and talked with us and then the others came for a cup of coffee," she said, adding they made contact by telephone with authorities in Dalhart to proceed on their journey. After about an hour and a half, they determined visibility had cleared enough for them to proceed on their trip.

"I don't believe they had any idea they were as close to the ground as they were," said Mrs. Byrd. "Apparently the cesprock threw them off on their elevation. They really didn't have any idea they were that close to the ground."

Mrs. Byrd described the visitors as cordial and nice. "The main thing I noticed though, was they were just as scared as we were, upon first seeing them," adding that they were also very thankful that the near tragedy was averted without incident.

000291

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Angel Fire, NM
Date: April 13, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

See Attached

Over for more space →

Please Print

Name: Jerry Moody
Address: Eagle Nest, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000291

After attending the public hearing on April 13, 1999 in Angel Fire, New Mexico I have come to the conclusion the DEIS submitted by the Air Force is seriously flawed, incomplete and full of inaccurate or unsubstantiated conclusions and statements. A rational and logical study of the document will reveal its inadequacies.

The following statements are from RBTI Newsletters one and two: "Since the Air Force's goal is to balance realistic training with the environment and traditional land uses, we have begun a process of identifying alternatives that meet both training and environmental goals." "These alternatives meet training requirements while minimizing impacts to the environment and traditional land uses to the greatest extent possible."

How can these statements be true when the proposed alternative D affects Carson National Forest, Rio Grande Wild and Scenic River Area, Urraca Wildlife Area, Elliott Barker Wildlife Area, Philmont Scout Ranch, Colin Neblett Wildlife Area, Cimmaron Canyon State Park, Santa Fe National Forest, Villanueva State Park, Sumner Lake State Park, Kiowa National Grassland, Rita Blanca National Grassland, Chicosa Lake State Park, Clayton Lake State Park and

PD-4 numerous populations of people under or in close proximity to the route? Clearly one could pick any area of impact (people, wildlife, endangered species, livestock, traditional land use, economic base) in alternative D and conclude it is not viable and does not balance the training

AO-36 needs with the environmental impact. The Air force stated that alternative D is already a designated MTR. While that is true, it is not the entire story. The route is not used for low level flying of B-1 and B-52 bombers, at least not anywhere near the frequency it would be used under RBTI. Some residents have reported being around a low level flight in the proposed area and their description of the experience was very different from the Air Force statement of "practically no impact on the over flight areas".

A major flaw in the EIS is the complete lack of understanding and analysis of route D on Philmont Scout Ranch. The impact on this area alone is enough to warrant throwing out D as a viable alternative. The gross misrepresentation of the impact on Philmont throws doubt on the

AO-37 entire report. While the Air Force states that this MTR already exists, they fail to point out that half or more of the proposed route over 114,000 acres of Philmont's 137,000 acres is newly

BR-6 requested space. They also referred to Philmont as open range land as if it was only occupied by livestock. On any given day in the summer months, there are 5,150 people all over Philmont on backpacking treks and horse back rides. How can any adequately researched study conclude

000291

BR-6 that large bombers flying at 200-300 feet will have no significant impact on an area such as Philmont? Thousands of boy scouts and their leaders come to Philmont from all over the United States to experience high altitude camping, hiking and other activities which would be severely impacted or even eliminate because of the direct low level flight of bombers . To say that training is balanced against traditional land use in this case is inconceivable. It contradicts all logic that the Air Force should propose to do this to one of the last youth organizations in this country that supports the flag, patriotism, and the military.

Similar arguments can be made for all the affected areas in alternative D. The sheer frequency and low flight levels of this plan can have nothing but adverse effect on Northern New Mexico. However, if one looks at the other two proposed routes, B and C, one finds a completely different story. These routes are very similar to each other except for the location of the MOA. Certainly civilian populations and animals would be affected as they would in just about any area chosen. However, it is significant that these alternatives do not appear to affect special use land or wildlife in the significant way D does. They only marginally clip two state park areas and do not touch any thing as significant as Philmont.

One of the Air Force's goals is to reduce transit time to training areas. It should be noted that B&C significantly reduce that time while D has much less impact. I am familiar with the country

BR-4 that B&C cover and it in no way compares to D in land use. While none of these areas may want to be chosen, the significant impact on people, wildlife and an economy based on tourism should be weighed more heavily in alternative D than it currently shows.

My conclusion is that alternative D is not viable for environmental and economic impact

PD-18 reasons. It is presented with flawed and deficient analysis and should be eliminated from consideration. If the Air force wants to prove there is minimal impact from these flights, let them notify the affected areas of a few test flights and allow people to experience a B-52 or B-1 flying

PD-2 over at 300 feet. If these bombers spend most of their time flying training missions, why not move them closer to existing training areas? Why not have them fly to bases near existing

PD-2 training areas, stay there while training, and return to home base after the training? You could also move Dyess and Barksdale to New Mexico and cut down travel time even more and help a state that needs the economic boost of a military base. These suggestions make as much economic sense as does alternative D when you really study its impact on Northern New Mexico.

000292

Steven J Wolhandler, P.C.

El Prado, New Mexico

Steven J. Wolhandler
Attorney Mediator

Admitted in New Mexico and New York

April 23, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

BY US Mail

Re.: Realistic Bomber Training Initiative Proposal D - Northern New Mexico

Dear Major Adams:

I am against the Air Force's RBTI proposal D, which involves over 2,600 low altitude flights by bomber jets per year over Northern New Mexico. I urge you to use your good offices to oppose it.

BR-4 This proposal will devastate the economy of Northern New Mexico. Already on of the poorest regions of the country, Northern New Mexico relies on tourism for its economic life blood. (Approximately 65% of our economy relies on tourism.) Currently, people with money come as tourists, fall in love with the natural beauty AND QUIET of the area and either move or build/buy vacation homes here. Low level training flights will destroy the appeal of this area for tourists. People will stop moving here. The vacation home industry will die.

AO-20 This proposal will disrupt local communities in Northern New Mexico.
This proposal will create sound levels dangerous to humans.

BR-3 This proposal will damage wildlife and livestock.
This proposal will depreciate land values.

BR-4 This proposal will threaten endangered species such as the Mexican Spotted Owl and the Peregrine Falcon.

BI-5 According to the US Fish and Wildlife Service, this proposal could significantly endanger bald eagles.

000292

This proposal further increases an already lopsided burden on New Mexico of low level training

CE-2 flights. The Air Force should provide an EIS covering the commutative impact of the proposed flights New Mexico and the rest of the West.

AO-7 This proposal will endanger public safety. Training flights crash. Crashes kill people and injure property on the ground. Crashes start forest fires, which can wipe out whole swaths of Northern New Mexico in a single event.

PLEASE VIGOROUSLY AND UNRELENTINGLY OPPOSE THE AIR FORCE'S REALISTIC BOMBER TRAINING INITIATIVE PROPOSAL - DO NOT LET THEM FLY THESE TRAININGS OVER NORTHERN NEW MEXICO.

Please call me with any questions or comments.

Sincerely,

Steven Wolhandler

SJW/hs

000293

CHARLES & NORMA SCOTT

Santa Fe, New Mexico

April 12, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street - Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

We are writing with respect to the possibility that the Air Force will decide in favor of the proposed Mt. Dora Alternative D which would cause fighter/bomber jets to fly training missions over northern New Mexico hugging the eastern edge of the Moreno Valley. We are just beginning to build a home on the western ridge of the Moreno Valley looking towards the east. We would be facing directly towards the proposed flight route of such training missions. More importantly, we would be in a direct line to receive the sound waves generated by such training missions.

We are sorry, indeed, to see that the decision on this matter is being made in Virginia. It must be very difficult for anyone who has not spent a good bit of time in the Moreno Valley to appreciate the peace and tranquility which is the hallmark of that area. Indeed, it is the very reason why we have decided to build a house there. Unfortunately, that peace and tranquility will be totally destroyed by the implementation of Alternative D.

There are very few, if any, places remaining in the United States that equal the Moreno Valley for scenic beauty and a sense of apartness from the commercial world. We fell in love with the area while sitting on what has become our property listening to the wind blowing through the pines and aspens. In fact, it is the absolute quiet of the area which makes the proposed Alternative D

BR-7 so reprehensible. Noises such as high flying commercial jets and the sound of motorized all-terrain vehicles are disruptive of that peaceful atmosphere. But none of that even comes close to the disruption which will be caused by consistent screaming military jets.

The Moreno Valley is slowly developing a significant tourist and vacation home population.

BR-4 That population is attracted by the serenity referred to above. We wonder how the Air Force is able to conclude that its plans will have no "socioeconomic impact", when it must be blatantly obvious to anyone who visits the region that the consequences of Alternative D will be to destroy those very attributes of the Moreno Valley which make it desirable for tourism as well as for permanent and secondary residences. This finding as part of your EIS is so far at odds with reality that one suspects it was made by people in Virginia who have never visited the Moreno

000293

Valley. It is difficult to conceive of someone in the Moreno Valley coming to such a conclusion.

The possibility of Alternative D being selected has caused us to seriously reconsider our decision to build at Angel Fire (even though our building plans have been approved and the building site has been cleared of trees). How many tourists and potential home owners, seeking solitude and serenity, will be driven away by the thunder of low flying jets. When the sonic boom has replaced the current building boom in Angel Fire, will the Air Force contend that there has been no "socioeconomic impact".

AO-14

The residents and governing bodies of Angel Fire have worked intently to prevent activities in the area which would spoil the natural beauty. They are dealing every day with problems which might create noise and other forms of pollution that will spoil the charms which the Moreno Valley now offers. None of those problems come even close to the noise pollution which will be created by flying jet training missions at low level over the length of the valley.

PD-4

While we realize the need for such training missions, we are at a loss to understand why new routes suddenly need to be found, nor why you have selected an area for which such activity will be so totally antithetical to the values which are treasured there. After all, the task of the military establishment is to preserve our way of life, not destroy it.

Therefore, we ask that you to reconsider the conclusion that your plans will have no "socioeconomic impact" on Angel Fire. From our personal experience we can assure you that the exact opposite is true.

Sincerely,

Charles Scott

Norma Scott

cc: U. S. Senator Pete Domenici
U. S. Senator Jeff Bingaman
U. S. Representative Tom Udall
Governor Gary Johnson

000294

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

22 April 1999

Kimberly Webber

Taos, New Mexico

Dear Major Adams,

I am writing in response to the proposed Realistic Bomber Training Initiative Alternative D that is being considered for Taos county in northern New Mexico. There is a tremendous amount of opposition to this proposed route for a myriad of reasons. I am writing to encourage you to cease RBTI plans in northern New Mexico and to choose the No Action Alternative, or Alternative A instead. I will focus on several reasons why alternative D is in direct conflict with the livelihood and culture of Taos's inhabitants, why RBTI would destroy historically significant registered structures/buildings and how various endangered species will be obliterated by such flyover activity in this correspondence.

CU-4

First, the proposed flight pattern flies almost directly over, (5 miles), from the ceremonial grounds of the Tewa Pueblo Native Americans. This culture is thousands of years old and is very much an intact and functioning tribal unit. Alternative D is a flagrant assault to the Tewa people and way of life; this can also be defined as genocide. Northern

BR-4

New Mexico and Taos county's economic base is also heavily dependent on the tourist industry which garners an international array of visitors who travel to Taos for it's pristine natural beauty and quiet skies. Low level flight tactics would negatively impact our main source of income; the tourist trade. Without our tourist flow the communities of Northern New Mexico would be devastated.

Secondly, in the Taos area that is directly affected by RBTI Alternative D, many culturally significant structures, that are nationally registered with the Historical Society, would be impacted. In our area, many of the homes and buildings are built in the traditional **adobe** architectural method. Adobe is a rather fragile building material; however, virtually all of our historic structures, including the 1000 year old village pueblo

CU-1

are made of adobe. The vibration from the bombers would shake and destroy registered historical monuments and many, many American citizens' homes. I am a homeowner, and I would not have made this investment if I had known that I would be catering to tremendous disturbance, vibration and invasion from low level bombers sweeping overhead.

000294

Thirdly, the list of endangered species that Alternative D affects reads like a conservationist's nightmare. Let me focus on the Ute Mountain Wilderness area that the proposed RBTI flies directly over. Ute Mountain is one of the premiere American Bald Eagle and Golden Eagle breeding and nesting havens ***in the nation.*** The Bald Eagle, symbol of freedom and democracy, as well as the emblem for the United States Air Force,

BI-5

would be completely destroyed in this area. A Bald Eagle or Golden Eagle, having no natural airborne predators will rise to the challenge of an oncoming B-1 or B-52 bomber. As you know, through documented cases, an eagle can easily become sucked into the bomber's engine and take the aircraft down in a tragic and unnecessary crash which results in loss of life for the pilot and crew, forest fire, civilian risk, pollutants, and of course, devastation for the endangered eagle.

Ute Mountain, Latir Wilderness Area, San Antonio Mountain Area, the Chama Wilderness Area, and the Blue Lake Area are all directly impacted by the RBTI Alternative D route. Low level flights here will obliterate the Peregrine Falcon, (on both

BI-5

state and federal endangered species lists), the Northern Aplomado Falcon, the Mexican Spotted Owl as well as migratory bird routes too numerous to mention here. Other endangered species in the aforementioned areas include the Mountain Lion, or cougar, and the Lynx(*L. Canadensis*). The delicate balance of wildlife and endangered species in the Alternative D flight pattern would be irreparably damaged.

In closing I would like to note that the Environmental Impact Study is a highly distorted and inaccurate piece of literature that does not address the "realistic" impact on the people, the environment, the historical structures and the endangered species of the Taos area. I implore you to make a decision that will avoid a virtual attack on the very citizens and ideals that the United States Air Force claims to protect and serve. I trust that you will discard any further motion to proceed with the Realistic Bomber Training Initiative in Taos County, New Mexico. Thank you for your time and attention.

Sincerely,

Kimberly Webber

9K Ranch LLC
9K Ranch

000295

Carlsbad, New Mexico

April 20, 1999

Brent Adams
RBTI-EIS Program Manager
HQ ACC/CEVP
129 Andrews Suite 102
Langley AFB, Virginia 236665-2769

The Honorable Henry Bonilla
US House of Representatives
1427 Longworth House Office Building
Washington, D.C.20510

Re: RBTI Taxpayer/ Property Owner Response

Dear USAF and Representative Bonilla:

The 9K Ranch LLC is located in Culberson County, Texas and owns and operates 60,000 acres of privately owned lands for agricultural purposes, which property is included within the Air Force's proposed Realistic Bomber Training Initiative program.

BR-5

This letter voices our 100% opposition to the implementation of the proposed low level bombing make-believe flights over our property for military purposes. Our property rights include the immediate air rights over the property and this activity would constitute a taking of the property without compensation.

PD-4

The federal government owns millions of acres over which these flights could be directed without interference to the environment or its inhabitants and we recommend that such property be used exclusively.

Just as private citizens have no rights to compromise federal property by low level flights, the same rights apply to the citizens protecting its rights against intrusion by the federal government.

No possible restrictions could be imagined that would protect the inhabitants and the property against such activity envisioned by the Air Force. If so, then the Air Force should include in its strategy, low level runs over the interstate highway systems and the urban areas so the entire areas are incorporated into the plan, if indeed it is so harmless.

Nothing could be imagined that would be more harmful to the private property and people than such an ill-conceived plan. Can you imagine the fright caused by unexpected low level bombing runs above one's head at night or day?

000295

Page 2, RBTI, April 20, 1999

We have had actual personal experience with this sort of activity. The same thing happened during WWII when the ranch headquarters were regularly "dived bombed" by passing air force bombers. All the inhabitants would themselves hide under the kitchen table, as the entire house would shake from the roar caused by the bombing run descents. It was truly frightening. More often than not, we truly feared the planes would hit us, because they came so low. Modern aircraft are even more dangerous, as the recent Italian Alps incident confirms.

AO-16

We agree with the concept but use federal property for the activity, not private property.

Yours truly,

Jax Cowden, Manager

000296

April 19, 1999

Maj. Brent Adams
RBTIEIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

I have written to the Air Force, as well as to my congressmen, the EPA, and other federal and state agencies before, as well as attended town meetings in Ft. Davis, Tx. and Crane, Tx., to voice my opposition to your plans for low-level pilot training over West Texas. I have heard most, if not all, of the arguments used on both sides of this issue, and probably I will not add anything new to the debate that you have not already considered and dismissed. But since we still live in a democracy and I still have this one right left, I feel compelled to write to you once again.

Our area newspapers, notably the Odessa American and the San Angelo Standard Times, have finally been made aware of the magnitude of your plans and how it could effect many aspects of life in West Texas. I read in one of the accounts that one of your spokesmen had declared that regardless of how citizens in West Texas felt, the Air Force was going to do what it believed was best. I felt like this was a rather arrogant statement, but I'm not surprised. Many of us feel that your orchestrated public meetings are just a legal aggravation that you must put up with before you go ahead and do whatever you planned to do in the first place.

GE-3

As I understand your main arguments, it is necessary to sacrifice this part of the state because it is too far and too expensive to train pilots over federal land which has already been designated for such uses. Perhaps if the military made better use of the money it is allocated and was not constantly in the news with scandals involving $400 hammers and such, you could somehow find the funds and thus avoid illegally violating the airspace of private landowners. If you are losing too many pilots to private industry, why not cut the exorbitant salaries and country-club benefits of officers to raise the level of enlisted men's pay? With computer technology, why can't you use simulators for training like other professions? More than that, why not move the critical air bases closer to the training sites in the western states? Surely this would be less expensive than what you're advocating. One the other hand, pork-barrel politics and home-town bases are involved, so the politicians would never allow such a sensible move.

PD-8

PD-2

As far as economics are concerned, your public relations people assured us that there would be a method of financial redress for landowners whose livestock and livelihood were damaged by these low-flying monsters. Who would make such decisions as to the

000296

validity of these claims? The Air Force? Apparently you don't plan on paying out much in damages, or you would have to factor in these claims. And speaking of damages, no adjustment was mentioned to cover the long-term economic and environmental damage you would inflict.

AF-15

As you can see, I am very bitter and frustrated about this whole issue. I own property in the peaceful mountains of Ft. Davis, and that property will become worthless to me or to any prospective buyer if jets and bombers are flying over it day and night. Try and place yourself in my position, or in the position of thousands of people who call West Texas their home. Would you want these planes flying 100 feet above your head ~~in your home?~~ You're insulated from the effects of what you want the rest of us to bear under the guise of patriotism. The issue is still in the courts, so hopefully we will get a fair hearing.

BR-4

Maj. Adams, if you should happen to read this letter, and not just a secretary who fields all such letters from your sight, I would appreciate a personal reply to some of the questions I have raised. I may not be satisfied with your answers, but at least I would have the feeling that my complaints are actually reaching the people they're supposed to reach. I shall be waiting for your reply.

GE-11

Sincerely Yours,

Raymond Ifera

Crane, Texas

Citizen Concern
Lancer RBTI

000297

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: Christine Scrivner
Address:
City, State, Zip: Sisyden Tx 79550

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

We live in the country & enjoy the peace & tranquility of watching the wildlife. We try our best to Raise more quail, deer, turkeys, rabbits OR any other form of wild life. What you WANT TO DO is make sure we have NO peace, quiet, tranquility OR wild life & to me it is wrong. Also you WANT to spray our air with exaust that you won't even let us use in cars, how safe is this, OR does you CARE? Lastly, I DONT Know (OVER please)

AO-1

Chris Scrivner

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000297

About you but I tend to need my Rest so I CAN work the next day. I'm sure if you would Really consider how you would feel if it were your life being threatened you too would be AGAINST this type of training over townships, homes, or wildlife. The one thing that is dear to most of us is our home & lifestyle in our property & I just don't WANT you OR ANYone else interrupting that.

Thank You
Chris Scrivner

Dear Major Brent Adams,

000298

BR-6 I am in scout troop 878 spring TX. I am currently a life scout working on Eagle. I have a lot of respect for are armed forces, but i was angered when I heard you were planing to use Philmont for practice bombing raids. Even though no land will damaged will be done, it will still disturb a peaceful environment & make disturbing sounds.

I would like to hear what your plan to do about this I would apreciate a letter.

Mr Hayden High

Spring TX, 77388

With respect,
Hayden Milton High

Dear Major ADAMS 24APR'99

000299

BR-6 My name is GERRY O'BRIEN, I am a Scout Leader and parent. I have been to Philmont Scout Ranch and have enjoyed the program and Solitude. It would be a real abomination if the U.S. Armed Forces were to violate the calm and serenity of such a place - especially in the Summer when some 20,000 Boy Scouts and their leaders will be trying to enjoy the "experience of a lifetime." Many of these kids are making a significant investment of time and money. It would be a major injustice to spoil their adventure with the low flying sorties - especially if other courses are available as options.

Please reconsider your proposed fly-path and avoid flying over the Scout ranch. Wilderness should be able to be enjoyed without the obvious intrusion of the military.

Sincerely,
W. GERRY O'BRIEN, JR

MISSOURI CITY, TX

Dear United States Airforce;

000300

You have no right to invade the Boy Scout's of America's airspace over Cimarron, New Mexico Philmont. The Boy Scouts of America is a distinctly American, moral building organization, which the US. Airforce is meant to protect, not destroy. Of course, bombing runs are neccessary to train our pilots to better defend our great nation, but doing so at the expense of Philmont's beauty being destroyed is unacceptable, and ruining Philmont's

BR-5 airspace and serene beauty with noisy jets without the permission of the Boy Scouts of America is not only wrong, but it is unconstitutional.

The fact that the plan could even be considered would have shocked our founding fathers. I support the US. airforce and I recognize the need to maintain U.S. air superiority, but a different route for the bombing runs that does not destroy Philmont must be adopted.

United States Citizen, Boy Scout;
Aron Benjamin Goins

-24/99

000301

To Major Brent Adams:

BR-6 I have recently become aware of the plan to use Philmont Air space for practice bombing runs. I am in strong opposition to this plan Philmont is one of the most famous Boy Scout High Adventure Camps. It is steeped in Tradition and is important To Thousands Boy Scouts and Leaders across The Nation. Carrying out this plan would ruin the experience that is so important to very many boys. It is a travesty to ruin the great good that Boy Scouting does, to be replaced by a means to kill with greater accuracy. What we need today is not more military interference. Instead we need to instill the youth of the world with moral uprightness and responsibility, which the Boy Scouts do. Even if practice bombings is what we "need," there way to go about it does not lie in the repression of our youth and freedom. Please reconsider this horrible scourge on the future of our Youth.

Sincerly,
Nick Curtis

MAJOR ADAMS -

000302

BR-6 MY NAME IS STEPHEN MCFARLAND, I AM 18 YEARS OLD AND HAVE RECENTLY RECEIVED MY EAGLE AND I WILL ALSO BE ATTENDING PHILMONT FOR MY SECOND TIME THIS SUMMER. THIS SCOUT RANCH HAS PROVIDED PERHAPS THE ULTIMATE SCOUTING ADVENTURE FOR MANY MANY YEARS AND FOR MANY PEOPLE. ANYTHING THAT WOULD HAMPER THE PHILMONT EXPERIENCE WOULD BE A DETRIMENT TO THE MINDS OF PEOPLE WHO ARE LOOKING FORWARD TO FUTURE TRIPS. I BELIEVE THAT BEFORE ANY DECISION IS MADE, YOU PERSONALLY SHOULD TAKE A FEW WEEKS TO GO AT PHILMONT. AFTER SPENDING IN PHILMONT EXPERIENCE THEN YOU COULD MAKE AN ACCURATE JUDGEMENT. THANK YOU FOR YOUR TIME.

SINCERELY,
STEPHEN MCFARLAND

000303

DEAR MAJOR BRENT ADAMS,

BR-6 I AM A BOY SCOUT FROM TROOP 1852 IN TEXAS. WITH ALL DUE RESPECT, I SIMPLY SUGGEST THAT YOU DO NOT FLY YOUR AIRPLANES OVER PHILMONT SCOUT RESERVATION. THANK YOU FOR YOUR TIME.

THANKS,
BRIAN GRELL

Dear Major Brent Adams,

000304

BR-6 Please don't let the planes fly over Philmont. It would take away part of the feeling of the camp. This summer is going to be the first time I get to go, and I hope fully will get to go again. I hope the people in the future can experience the same camp as ones in previous years.

Sincerely,
Brant Dodson

Dear Major Brent Adams, April 24, 1999

000305

BR-6 I am an Explorer Scout and am scheduled to hike Philmont Scout Ranch in July this year. The United States Air Force's plan to fly fast bomb drops over Philmont greatly disturbs me and my entire Post. Philmont is one of the few purely preserved areas in America, and we owe it to our country, our land, and our God to protect it from any dangers of destruction. The fast flights are potential polluters and will surely disturb the peaceful serenity of the wildlife in the area.

Not only is Philmont simply a pretty place in nature, but it serves thousands upon thousands of American youth each year. The Philmont treks provide us with survival skills, leadership and teamwork experience in its most fundamental state, and a great opportunity to use & appreciate nature without destroying it.

I strongly feel that if the Air Force follows through on the Philmont proposal, the loss will be greater than the gain for our forces. The Boy Scouts of America are some of the strongest patriots you'll ever find, and to threaten their beloved retreat, their second home, would be to threaten the respect American citizens treasure for our country. To threaten that is to threaten the entire future of our country. I don't want to see that danger realized. Our country needs skills, but our country also needs respect and loyalty. Let's not taint the hearts of our country's youth by destroying their dreams and expectations today. Thank you for your time and consideration.

Sincerely, Kathlyn G. Coulter

Kathlyn G. Coulter Houston, TX

Major Adams,

000306

BR-6 I am a life scout and have been in scouts for 4 years. It is my first time to go to Philmont. If there are planes flying over 24 hours a day, then the experience isn't as good. The whole point of Philmont is to have as primitive of a camp as you can get. If there are planes flying over 24hrs. a day, every day, then it is not primitive anymore. If you are making your decision on how many people actually live in that area, then the count isn't real accurate. Philmont in the summer is packed full of scouts. To give you an idea, Philmont was reserved and all slots were filled until the year 2001 in 1 hour and 10 min. So it would be bad idea.

Thanks,

Dear Mr. Brent Adams,

000307

BR-6 Are we forgetting about the future of our Nations? All the kids of this generations see all scenes of violence and civilization. Philmont is a place, a peaceful place, one of the few places left for us to learn about the past and the beauty of the land our ancestors came to years ago. All my life I have waited to go to Philmont. All the skills I will learn will be distorted by the loud blasting sounds of airplanes flying over head. How much for selfish can you be? As our struggling generation tries to form a strong foundation one we don't get, you people want to come in and take away the little treasure we have left. We are asking you to please not allow the planes to fly over Philmont. Philmont was the place my grandfather took my father, my father took my brother, and now me. What a tragedy it would be if this was taken away from me, like candy from a baby. Youth can only respond to an environment they are exposed to. The only way to respond properly is to stop the planes. so I, as well as my children, can enjoy the serenity, peace of the place that is so magical and so meaningful. Philmont Scout Ranch.

Sincerely,

Kristin West

000308

Midland, Tx.
April 19, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Re: Low Level Realistic Combat Training Flights

Major Adams,

We are residents of Midland, Texas, but operate a working ranch in Jeff Davis County, Texas, where our son and his family live year round.

We attended the public meeting in Pecos but were unable to be present for the meeting in Alpine. We submit the following comments for record:

"Commercial and private pilots are trained not to fly over military bases and know they must avoid the air space above these installations. Yet the Air Force does not hesitate to invade the air space above public or private property.

BR-5 This is an infringement by the Air Force on the rights of land owners to conduct low level altitude flights over private property and rural communities. Hundreds of private pilots - many of them farmers and ranchers - use the airways in the open country of West Texas and New Mexico.

AO-16 Continued and increased numbers of low level altitude flights by the Air Force are ACCIDENTS WAITING TO HAPPEN."

We strongly object to the present and proposed low level flights over private and public land.

Sincerely,

Bill & Gloria Evans

Bill & Gloria Evans

Dear: Major Brent Adams

000309

BR-6 I am writting to you on behalf of the Boy Scouts of America, on the issue of putting the flight path of your's planes flying over Philmount Scout camp.

Though it may be more convenient for you, the low level flying is a great annoyance to those camping there, and those that live in that area. So please try to search for other more secluded airways to fly the aircraft through.

Sincerily yours;

William Rutherford
Troop 879

000310

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TA 05
Date: 4/15/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Please choose a paper less disruptive route for training flights.

This area is so fragile, contains humans, and animal life that needs consideration

Over for more space →

Please Print
Name: PHYLLIS Hatch
Address: , TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams:

000311

BR-6 It has come to my attention that the Air Force has planned to fly bombers on test flights over Philmont Scout Ranch. Being a boy scout from Houston, TX I am greatly disturbed at hearing this for my troop is planning to go on a trek at Philmont this summer. I believe the noise levels from the low-flying bombers will disturb the peaceful environment that Philmont has created. I ask that you please choose a different area to test your planes and keep Philmont the best boy scout camp, as it has been for many years.

Concerned Scouter,

Ben Caldwell

To whom it may concern;

000312

BR-6 I would like to take this opportunity to ask that you do not ~~and~~ agree to use Philmont in this way. For years Philmont has been a place of tranquility; but if bombing runs begin to take place, the sounds of nature will be harder to hear. Living in the city one can only dream of peace from technology. I and many more go to Philmont to get in touch with mother nature and to enjoy the peace and quiet of the outdoors. Philmont is allready booked for the year 2001 so you can determine from this that it is a popular vacation. If bombing runs were to take place Philmont would never be the same, From the sights to the sounds, and even the wildlife. Please don't bomb Philmont

concerned citizen,
(and scout) Chris Anderson

Dear Major,

000313

BR-6 Please don't fly your planes over Philmont, New Mexico, and ruin the the park with your bombing practice. I am sure there are other places for you to bomb.

Sincerely yours,
Matt Kinder
Troop 878

TEXAS REDFISH COMPANY

000314

4/27/99

Dear Major Adams:

TY I have reviewed the DEIS and find it to be O.K. I live under the present flight corridor and have noticed no adverse effects of the flights. I support the Air Forces efforts to increase training flight time and to decrease travel time to and from training areas. In fact, I feel that the effects of the RBTI are so benign, that I have offered part of my property to be used as a radar site. If I can be of use to you in this endeavor, please let me know.

Sincerely,

• GRANDFALLS, TEXAS

000315

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

April 20, 1999

Major Adams:

TY The purpose of this letter is to register my profound opposition to the proposed Realistic Bomber Training Initiative-D (Northern New Mexico Route). This program would have a devastating impact upon the wildlife, livestock and residents of the area.

Last year my family and I bought a ranch located in the Canadian River Canyon (an important migratory flyway) west of Roy because of its natural beauty and tranquility. So far we have invested over 2 million dollars (from out-of-state) in the land, cattle operations and habitat restoration, and we had planned to spend an additonal 1 million this year. If the RBTI goes ahead, however, we will be faced with the probablity of selling the ranch and seeking compensation for our loss. In the meantime any further investment is put on hold.

Generations of the inhabitants of northern New Mexico have enjoyed living in an environment blessed with quiet grandeur and undisturbed wildlife. You can help preserve for future generations this fast-disappearing way of life.

Sincerely,

Ted Boucher

Ted Boucher

Roy, NM

Citizen Concern
Lancer RBTI

000316

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:

Name: Roger Fellar

Address:

City, State, Zip: Snyder, Texas

Dear Sirs:

TY **I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.**

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

Roger Fellar

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000317

TY Dear Major Adams —
As a Resident of the area just North of Taos, N.M. and unable to be at the 4/16 Public Hearing Re: RBTI, I am writing to voice my disapproval of any notion to fly training missions at that particular low altitude in my neighborhood. Thanks anyway, but stick with West Texas Please. Joe Tompkins

000318

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: _____

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-1 Please know that this comment is expressing A VEHEMENT OBJECTION to the Realistic Bomber Training Initiative. I am a resident of Taos County for over two years with long term plans to stay. I believe that I could not habituate to the noise pollution created by flyovers. And I don't expect others to have to habituate to the noise pollution. I would not say that the over all effect of the implementation of the RBTI is negligible. I believe it would be great. And simply because there would be no outstanding or gross effects on the military doesn't mean that the wildlife won't be enormously impacted in subtle realities the military doesn't seem to have the ability to recognize or validate. I say that the ecosystem, the human inhabitants and the wildlife will suffer greatly if the RBTI is put into operation. Please do not ask us to endure such enormous invasions into our world. Thank you for listening to me. Please do not implement the RBTI Over for more space →

Please Print
Name: Thomas R. Hicks
Address: [redacted] San Cristobal, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X (I have one)

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000319

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Big LAKE, TX.
Date: 4/8/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-2 I feel that the E.I.S. document was very wordy and yet contained little or no reference to the impact of the RBTI on the day to day operations of the West Texas Weather Modification Association.
This association is in its thirty years of operation and is very important to the people who live in the Texon MOA. I feel that the RBTI would present considerable danger to the pilots and planes used for this weather enhancement project.
Please move the MOA for the RBTI to another area!
P.S. The West Texas Weather Modification Association if funded by tax dollars which the people in the target area voted upon themselves!
Over for more space →

Please Print
Name: EUGENE VINSON
Address: BIG LAKE, TX.

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Santa Rita Underground Water Conservation District 000320

President-George Tucker — Vice President-Jerry Floyd — Secretary-Max Schneemann III
Director-Joel Ham — Director-Charles Williams

Big Lake, TX 76932

April 20, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley, AFB, VA 23665-2769

Dear Mr. Brent Adams:

The Santa Rita Underground Water Conservation District has supported and been an active member of the West Texas Weather Modification Association and the cloud seeding program for four years. The purpose of the program is to enhance rainfall in West Texas. In recent years, West Texas has suffered from drought conditions. The increase of rainfall would largely benefit our economy.

BR-2 The Low Level Realistic Combat Training Flights will endanger the West Texas Weather Modification pilots and equipment.

Be it resolved as the Board of Directors of the Santa Rita Underground Water Conservation District, we stand opposed and encourage you to find another solution to the low training flights.

Jerry A. Floyd

Eugene Vinson - Dist. Manager

000321

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Cimarron, NM
Date: 4/20/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-7 This area is one of the most scenic and peaceful areas in our great country. It would be a shame to compromise these qualilities for the sake of "realistic" training exercises. The only "realistic" component of this training would be the terrain, I doubt that lack of our terrain has hampered pilots efforts in Serbia. I realize that computer simulations are not a replacement for actual training routes, and I understand that no one wants the noise in "their backyard". I would propose that consideration be given to limiting this type of training in our area to the winter months, so as to not be detrimental to the peak seasonal business period in our depressed economy

PD-9

Thank You.

Over for more space →

Please Print

Name: Karl Sitzberger ✓
Address: Cimarron, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000322

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: LACHINA LODGE-TAOS, NM
Date: APRIL 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Despite The Air Force Environmental Study- I believe That the noise will Seneraly impact wildlife in all areas Clade to the planned flight zones - The human impact will be as great - I moved to This Area to get away from The high noise levels and the

AO-16 closses in valued from occassional low level flights - ie - disaster in Italy. Please try to find other areas such as West Texas - Trans Pecos region (not Big Bend Area) where There would be less impact. I appreciate your problem - Taos is just not The place

Over for more space →

Please Print

Name: GRETCHEN L. MORGAN
Address: RANCHOS DE TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000323

Mr. Augustine J. DeHerrera

Tres Piedras, NM

13 April 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Reference: Proposed RBTI, IR-153 in Northern New Mexico.

Dear Sir:

My house, which is situated on 160 acres, is located underneath the western most leg of the proposed RBTI training range in Northern New Mexico. I have reviewed the study performed by the Air Force (the two manuals) and I am not in favor of the proposed range being located in Northern New Mexico for the following reasons.

BR-1 1. The sound pressure level analysis in the Air Force Study is misleading. The averaging method used in the analysis yields an unrealistic figure. My reference sources indicate that one average jet engine generates a 140-dB sound pressure level at 75 feet, which is significantly higher than the levels indicated in the Air Force Study for two and four jet engine planes. I also have personally experienced the sound pressure levels generated by F-15 and F-16 take-offs at Hill AFB in Layton, Utah, detected from a distance of approximately 3/4 to a mile. The sound is deafening and it lasts for no less than 20 seconds at full level before it begins to ease off. The figures presented in the Air Force Study are not realistic.

2. Sound pressure levels generated by low flying jet aircraft do have a very detrimental effect on both wild life and human life in the area, regardless of Air Force Study claims to the contrary.

000323

BI-2 3. I saw nothing in the Air Force Study that indicated to me that the preparers were aware of the existence of a probably two-mile wide migratory bird flight corridor running north and south (paralleling US Highway 285) that would intercept the first and second western most branches of the proposed training range. For at least two months in the spring and another two months in the fall, thousands of wild geese migrate north and south through this corridor. They fly at different elevations and at different times of the day, from early morning until after dark. As you may know, when they fly into a thermal current, they break their V formations and swarm like bees do, but in larger 100-ft diameter spirals, climbing until they reach a desired altitude and then they break out into V formations again and continue their flight. While they are swarming, they seem like a cloud of birds, which they are. I observe this swarming activity daily and almost

AO-19 continually during these months. It seems to me that it would not be too unlikely that fatal crashes could result from low flying aircraft colliding with some of these large birds. Such crashes would not only destroy aircraft and endanger the lives of flight crews, but also potentially endanger my life and the lives of my family.

It would not seem wise to locate a low-level flight training range that crosses a natural wild geese migration route where bird-aircraft collisions would almost be inevitable. I am not in favor of locating the RBTI training range in the Northern New Mexico area.

Sincerely,

Augustine J. DeHerrera

000324

Mark Belles

Rowlett, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

31 March, 1999

Dear Major Adams,

Thank you for the prompt delivery of the Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement (DEIS). Congratulations on a very well written and easy to read DEIS. I found the document very accessible and was able to review it very efficiently.

In general, I support the purpose of RBTI, but I have serious concerns with one aspect of Alternative D, the alignment of Instrument Route 153 (IR-153) directly over Philmont Scout Ranch (DEIS, Figure 4.2-8). I understand that the present conditions include certain existing Military Training Routes (MTRs) used by other military aircraft, mostly fighters and a few bombers (DEIS, Table 2.2-1).

My concerns about the alignment of IR-153 are solely related to noise. Even though there are existing MTRs which over-fly Philmont, the RBTI Alternative D proposal represents a significant increase in the quantity of sorties and the magnitude of sound levels expected to be experienced by the backcountry users of Philmont.

The facts of the proposal are clearly presented, but not highlighted, in the DEIS. A careful reading of the document reveals the effects on Philmont Scout Ranch as shown in Table 1.

- While the maps supplied in the DEIS are insufficient to determined the exact locations of the MTRs, it is clear that the proposed new airspace in segments FG and GH include the eastern third of the Philmont Scout Ranch. This along with the existing MTRs renders nearly all of the Philmont property subject of over-flights. (DEIS, Figure 2.4-10)

- Military over-flights will increase from a current maximum of 360 per year to a possible 3020 per year (DEIS, Table 2.4-12, IR-153 segments EF, FG & GH)

000324

AO-38

- The paragraph entitled Noise Effects on Recreation (DEIS, page 4-56) is appalling in either its audacity or ignorance. The paragraph cites a Forest Service reference to support the assertion that aircraft over-flights are "not generally noticed by wilderness area visitors". Note that the minimum altitude proposed for the Philmont area is 300 feet above ground level (AGL) (DEIS, page 2-22) or if judged to be subject to the FAA rule regarding separation from persons, 500 feet AGL. **I find it incredible that the Air Force really believes that a B-1 or B-52 at 500 AGL could pass by unnoticed by a ground observer!**

AO-39

- The general public often misunderstands the mathematics of sound levels. Buried deep in Appendix G is an explanation, however many people may not realize the implications of the increased decibel levels noted in Table 4.1-18. The data states that the area over Philmont can expect an average increase is noise due to military training flights from 49 dB to 64 dB, ***an increase in average noise levels of 32 times the current condition.*** It is without doubt that these noise level increases will significantly effect the backcountry experience of ALL visitors to Philmont. The 49 dB estimate of the current sound condition is just above the threshold of hearing, while the 64 dB estimate approximates an ***average sound level*** equivalent to an automobile at 100 feet.

BR-3

- The paragraph entitled Noise Effects on Recreation does admit to two vital points. First, that the annoyance of a ground observer resulting from a military over-flights is related to the context of the observer. Certainly at air shows and in urban areas the annoyance is less. However, when great effort has been expended to leave developed areas and obtain a wilderness experience, the annoyance is greatly enhanced. Secondly, the subject of the "startle effect" on ground observers is mentioned. Consider the types of backcountry activities in Philmont, such as shooting sports, archery, horseback riding, climbing and ropes courses where concentration and communication are vital to the Scout's safety. The potential "startle response" from a B-1 or B-52 passing by at 500 feet AGL is not acceptable. **What will be the Air Force's response when a 14 year old boy falls during a climb or is thrown from a horse and is crippled due to the startle effect of being buzzed by a military flight?** The DEIS explicitly admits that these types of startling events can be expected (DEIS pages 4-13 & 4-81).

ED-1

- The discussion of the Modern Population and Economy (DEIS paragraph 3.2.2) omits the presence of the most important High Adventure Base owned by the Boy Scouts of America, Philmont Scout Ranch. A very careful reading of the DEIS reveals admission of Philmont's existence, but there is no discussion of the effects the RBTI will have on this facility. Each year approximately 20,000 Scouts and Leaders come to Philmont for the pinnacle of their Scouting career. Philmont is a place where boys become men and a quick survey of anyone who has been to Philmont will quickly reveal the love of the place held by the vast majority of those who have tested themselves against the mountains. There are 5 million members of the Boy Scouts of America. I believe if the proposals of Alternative D of the RBTI were more widely known and if the DEIS were to more honestly highlight the effects on Philmont Scout Ranch, the public outcry would be deafening.

~~000325~~ or

In summary, I urge you to reject Alternative D, or if absolutely necessary, to re-route the MTRs away from Philmont airspace. Please don't ruin the place where generations of America's leaders have first challenged their minds, bodies and souls. 000324

Thank you for the opportunity to comment,

Mark Belles

Mark Belles
Scoutmaster Troop 1188

PLEASE RETAIN MY NAME ON YOUR MAILING LIST - THANKS!

000325

March 25, 1999

Major Brent Adams
HQ ACC/DEVPP
RBTI Project Manager
129 Andrews Street, Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

The undersigned is college-educated, has spent years in the corporate world in Los Angeles, California, and moved to Taos, New Mexico years ago to escape the air and noise pollution, traffic, stress and crowded living conditions of a big city.

In the corporate world - I have witnessed many proposals presented during meetings. It was understood that these proposals would be limited to 25 pages, including charts and graphs.

Your Draft Environmental Impact Statement (of approximately 250 pages and one-inch thick) would be unacceptable and we find it unacceptable here. The report is lengthy, boring and lacking in substance. But --- that is your intent. If you make it overwhelming lengthy - no one will read it. Or - you can hide the pages of misinformation.

This is an insult to this community!

I have waded through pages of gobbledegook to find the issues concerning this community have not been properly addressed.

I refer to my attached letter. Would you please address these issues directly in 25 pages or less?

Sincerely,

Roberta L. Flowers

Roberta L. Flowers

Taos, New Mexico

000325

Representatives of United States Air Force

Gentlemen:

Please be advised that this is not barren desert land but a thriving community. Most of our income is from tourists, who come from all over the United States, and the world, to enjoy our peaceful valley, fresh clean air, year-round sunshine, and to visit [among other attractions]:

1. Over 100 art galleries and many quality museums. Taos has been an artists' community since 1898, with more artists in residence than are in Paris, France.

2. Taos Pueblo. The Tewa tribe of native-americans have been in residence here for centuries. Their living structures (as are many here in Taos, including my own) are of adobe construction. Subjected to the stress of vibrations from large, low-flying bombers, these adobe structures will crumble.

3. A triple AAA class ski resort at Taos Ski Valley.

I am sure you are aware of the recent tragedy that occurred in Italy concerning a low-flying US Air Force plane. True - it was another type type plane, but once the corridor is open it will be available to other types of planes - I have no doubt.

There is an old Mid-Eastern expression - which is applicable today. " Do not allow the nose of a camel into your tent because the body will soon follow."

Since the United States is not in a state of war with a foreign power or in immediate danger of invasion by any such foreign power - your proposed operation does not supercede our right as US citizens.

I am aware that your allegience is to other superior officers in the US Air Force, but other higher powers are in place. For one - the US Senate. For another - the US Judicial System. Under the US Constitution - every US citizen is guranteed the right to life, liberty, and the pursuit of happiness. Your proposed operation will infringe upon all of these rights.

BR-4 Our source of income will be destroyed - because tourists will not visit here in a war zone of your making.

AO-12 Our homes will be destroyed and our peaceful way of living will not be possible.

It was my understanding that the purpose of the US Air Force is to protect us from foreign invasion. I assure you no foreign invader could do more damage.

A citizen of Taos, New Mexico

000326

Gilbert-American Companies • • Rockwall, Texas

March 30, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams,

As an infantryman with the 25th Infantry Division at Cu Chi, Vietnam during the Tet Offensive of 1968 I fully understand the value of low level air support, and the importance of well trained flight personnel. My love of America extends to my children who I strive to share with them positive, character building experiences.

This past summer my son and I spent two weeks backpacking in the wilderness at Philmont Scout Ranch. We experienced first hand a low level training mission that shook the valley we were in. Disrupting, to say the least—and disturbing. Were it an air show it would have been wonderful, but it wasn't. We did not even get the pleasure of seeing the plane dart into the valley and scream out the other side.

I support the purpose of RBTI, but with millions of acres of uninhabited wilderness don't you think that we could carve out 100,000 acres that is home to 20,000 scouts and adult leaders every summer? Perhaps you would consider a June to August break in training flights that over-fly Philmont property.

My concerns about the alignment of IR-153 are solely related to noise. Even though there are existing MTRs which over-fly Philmont, the RBTI Alternative D proposal represents a significant increase in the quantity of sorties and the magnitude of sound levels expected to be experienced by the backcountry users of Philmont.

The facts of the proposal are clearly presented, but not highlighted, in the DEIS. A careful reading of the document reveals the effects on Philmont Scout Ranch as shown in Table 1.

While the maps supplied in the DEIS are insufficient to determined the exact locations of the MTRs, it is clear that the proposed new airspace in segments FG and GH include the eastern third of the Philmont Scout Ranch. This along with the existing MTRs renders nearly all of the Philmont property subject of over-flights. (DEIS, Figure 2.4-10)

000326

Gilbert-American Companies • • Rockwall, Texas

Military over-flights will increase from a current maximum of 360 per year to a possible 3020 per year (DEIS, Table 2.4-12, IR-153 segments EF, FG & GH)

AO-38 The paragraph entitled Noise Effects on Recreation (DEIS, page 4-56) is appalling in either its audacity or ignorance The paragraph cites a Forest Service reference to support the assertion that aircraft over-flights are "not generally noticed by wilderness area visitors". Note that the minimum altitude proposed for the Philmont area is 300 feet above ground level (AGL) (DEIS, page 2-22) or if judged to be subject to the FAA rule regarding separation from persons, 500 feet AGL. I find it incredible that the Air Force really believes that a B-1 or B-52 at 500 AGL could pass by unnoticed by a ground observer!

AO-39 The general public often misunderstands the mathematics of sound levels. Buried deep in Appendix G is an explanation, however many people may not realize the implications of the increased decibel levels noted in Table 4.1-18. The data states that the area over Philmont can expect an average increase in noise due to military training flights from 49 dB to 64 dB, an increase in average noise levels of 32 times the current condition. It is without doubt that these noise level increases will significantly effect the backcountry experience of ALL visitors to Philmont. The 49 dB estimate of the current sound condition is just above the threshold of hearing, while the 64 dB estimate approximates an average sound level equivalent to an automobile at 100 feet.

BR-3 The paragraph entitled Noise Effects on Recreation does admit to two vital points. First, that the annoyance of a ground observer resulting from a military over-flights is related to the context of the observer. Certainly at air shows and in urban areas the annoyance is less. However, when great effort has been expended to leave developed areas and obtain a wilderness experience, the annoyance is greatly enhanced. Secondly, the subject of the "startle effect" on ground observers is mentioned. Consider the types of backcountry activities in Philmont, such as shooting sports, archery, horseback riding, climbing and ropes courses where concentration and communication are vital to the Scout's safety. The potential "startle response" from a B-1 or B-52 passing by at 500 feet AGL is not acceptable. What will be the Air Force's response when a 14 year old boy falls during a climb or is thrown from a horse and is crippled due to the startle effect of being buzzed by a military flight? The DEIS explicitly admits that these types of startling events can be expected (DEIS pages 4-13 & 4-81).

ED-1 The discussion of the Modern Population and Economy (DEIS paragraph 3.2.2) omits the presence of the most important High Adventure Base owned by the Boy Scouts of America, Philmont Scout Ranch. A very careful reading of the DEIS reveals admission of Philmont's existence, but there is no discussion of the effects the RBTI will have on this facility. Each year approximately 20,000 Scouts and Leaders come to Philmont for the pinnacle

000326

Gilbert-American Companies • • Rockwall, Texas

of their Scouting career. Philmont is a place where boys become men and a quick survey of anyone who has been to Philmont will quickly reveal the love of the place held by the vast majority of those who have tested themselves against the mountains. There are 5 million members of the Boy Scouts of America. I believe if the proposals of Alternative D of the RBTI were more widely known and if the DEIS were to more honestly highlight the effects on Philmont Scout Ranch, the public outcry would be deafening.

In summary, I urge you to reject Alternative D, or if absolutely necessary, to re-route the MTRs away from Philmont airspace. Please don't ruin the place where generations of America's leaders have first challenged their minds, bodies and souls.

Thank you for the opportunity to comment,

Sincerely,

Lee Gilbert

Citizen Concern
Lancer RBTI

000327

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Donald R. + Edna B. Smith

Address:

City, State, Zip: Dayton, TX

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

Please be advised that the Bomber Planes would damage our Lives As Follows:

BR-7 1. Destory our peace + quiet.
BR-3 2. Starve our Cattle + Wildlife + Horses.
AO-1 3. Pollute our Breathing Air.
BR-5 4. Damage our Land Values.
5. Aggravate + irretate people with Noise.
BR-3 6. Damage our income by Reduced Stock Birth Rate.
BR-5 7. Reduce or Eliminate our Hunting Leases.

over →

Donald R. + Edna B. Smith

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

BR-4 8. Lower our incomes because Plane Noise distu. Touri
9. Low Flying Planes Can Cause Property Damage.
10. Add Too much Stress on an over Stressed people + Area

Do you want these Bomber Planes Flying over your House + neighborhood?
No + Of Course Not!
Please Follow the Instruction of Jesus in this Important Matter!

Do unto Others As you would have other do unto you.

So please continue your Bomber Training where it is now or Fly over isolated Federal Lands If you have Any ?'s please Call me At 1-806-237-2131

000327

Respectfully

Donald R. + Edna B. Smith
+ Brother Wayne H. Stricklin,
Land Owners

000328

April 15, 1999

Major Brent Adams
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Re: RBTI Public Hearing on Alt. D
Angel Fire, NM, April 13, 1999

Dear Major Adams,

Two days ago my husband and I attended the meeting in Angel Fire, when you made your presentation and then held the Public Hearing. We had written you of our concerns just previous to this meeting. I am writing now because I am even more concerned about our area's intrusion if Alt. "D" is chosen for training missions. Our local, legitimate concerns were not addressed in the Draft Environmental Statement. In fact, they appeared to be ignored, if what was heard at the April 13th meeting is accurate.

Each Air Force representative was polite and considerate as we talked to them during their presentation before the Public Hearing and that was welcome. You presented yourselves well. But that does no good if you sit through public meetings with us but then go on to ignore our objections and concerns.

BR-7 For the Air Force to accept an Environmental Statement that says that "quality of life" cannot be measured, which means, I suppose, that it can't be taken into consideration, is sheer nonsense. There are news headlines that come out often which refer to polls taken as to which cities in our country, or even which ones in a state, won in the "top 20" regarding "quality of life." If one were to consider moving to another area, the quality of life there would be a top priority. "Quality of Life" would be your own personal concern for your family with any move of location that you, yourself, would make.

LU-8 "Quality of life" is our personal, prime concern regarding Northern New Mexico. Your maps did not show but a very few of the the communities affected by flight training in Alternate "D." This lack needs to be addressed. And the detrimental impact on the famous Philmont Boys Scout Ranch, with its 30,000's summer occupancy would be monstrous.

Apparently someone from the Air Force needs to go over the Alt. D area personally, both on the ground as well as overhead, to see exactly who and what would be affected. We are an occupied area! One does not have to have a population of 35,000 to be considered occupied! Someone should go back to the drawing board!

Respectfully submitted,

Albert T. Sindel Lillian J. Sindel

Angel Fire, New Mexico

000328

cc: New Mexico Gov. Gary Johnson
Sen. Pete Domenici
Rep. Tom Udall
Sen. Jeff Bingaman

000329

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, N.M.
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

The attached is clearer than my printing.

Over for more space →

Please Print

Name: George N. Traff
Address: Ranchos de Taos, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000329

I listened to the Air Force representative Lt. Col. Mason and I have read the handouts, looked at the proposed fly route Alternative D, and have been overwhelmed by the incompleteness of the study which has probably cost thousands. I believe strongly in the need for the Air Force to have adequate training in order to prepare them for their jobs and you have that in Utah etc. This proposed route will save on flight time, save on fuel, the $ saved is important, but at what cost? Is the environment expendable and could the damage done be replaced, at what cost to future generations? To drive out the eagles, falcons, elk, deer and how many other species because of noise and air pollution is that reason enought to warrant the training required? To disturb the populace of 9 counties in Northern NM from the physical standpoint, not to mention the economic disruption, is that reason to proceed? The impact study doesn't address these specifics in detail. Is the Air Force aware of the limited medical facilities available in the Alt. D area should a accident occur? I moved here from the Chicago area. On the North side of Cook/ Lake county there were occasions that the approach pattern to Ohare took place over our home. I can attest to the disturbance, all conversation would cease when the planes were overhead, and these commercial craft had muffled exhaust to reduce the level of the noise and they weren't flying at 200 to 500 feet above the ground. I also had a snowmobile experience above Red River. We were in a valley running our machines when we heard a tremendous roar, a Stealth came over, at a level higher than 500 feet, it was impressive but the thing that I noticed was that I couldn't hear the snowmobile on which I was sitting.

BR-1 Decibel levels are not something you can average, they are something you measure at the time of the occurance. I do belive they would also be higher at the altitude of Taos County and the surrounding counties you propose to fly over. I came here to escape some of the very things you desire to do, I retired to a small town in the mountains, I do

BR-4 not want to have my life style come crashing down because of the negative impact the proposed fly over will have on the economics of the area, the change in the wildlife habitat, and the possible personal impact it will have on me, lower property values, more unemployment in the valley, higher crime and the destruction of a haven that is unique to our United States. I suggest you stay with your current training sites, or another alternative. It would seem the proper way to verify all that is proposed is to put people, politicians (state, local, federal) in the areas affected and have some flyovers, run the fly routes for a week and then lets see what the impact is. Be sure to have wildlife biologists present and tourists in the area so do it in July or August, then I think you will have a real comprehensive feedback on the impact your proposal makes to the 9 counties involved.

Citizen Concern
Lancer RBTI

000330

To: April 7, 1999
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: DGAIL LATIMER
Address:
City, State, Zip: SNYDER, Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

~~I would like to support Alternative A - No Action~~

I AM VERY SORRY that the AIR FORCE of this Nation has been Appointed by the NATO ORGANIZATION TO BE THE WEAPON THAT WORLD LEADERS WILL USE TO WRECK HAVOC ON PEOPLE in ALL PARTS OF THE world who disagree with their PERSONAL AGENDA. do You know AMERICA HAS always been the Champion of FREE MEN IN ALL PARTS of the world to prevent encroachment

(over)

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000330

OF NATIONAL Power UPON people who wish to be Free to the Persuite of Happiness, which was once the Original goal of our Republican State.

You People in the Service of the "Quote" United States of America have been brought up with a different doctrine to that of previous Americans, and you do not really understand. For this reason I have no hope that the leaders of America will give own small bit of their time to consider our desires, if these desires conflict with their "Visions of Grandeur" which they have been in persuite of for many Decades. You see, These NEW American leaders are AGAINST The Private OWNership of LAND and Minerals which

BR-5 Americans have had since the Fore Fathers CARVED Our Present Constitution.

If you succeed in Making this West Texas area a Fly Over Training Ground then My Air Force you have been used to drain the remaining blood of our Heritage. I Firmly stand against this Plan. When I Was an American Service man I Sworn to Uphold Our Constitution [illegible]

000331

CAS CONSTRUCTION, INC.
WATER & WASTEWATER TREATMENT PLANT SPECIALISTS
• Topeka, KS

April 13, 1999

RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA. 23665-2769

ATT: Major Brent Adams

RE: RBTI Environmental Impact Statement

Dear Major Adams:

We are responding to the March 19 copy of the above. We are opposed to the Mt. Dora Alternative which would provide for flying extensive missions over some the United States most environmentally productive land as well as damage one of the most productive local economies for recreational opportunities available in the central and west United States.

The Moreno Valley will be damaged extensively by the intrusion of Military Aircraft in a resort environment and cause long term damage to the thousands of local animals that have been encouraged to develop in the extensive U S Forest Service Lands that surround the Moreno Valley.

We believe there has been more than adequate information provided on the short and long-term damage that the proposed route would provide for the wildlife in the area. There has been more than adequate information provided for the detrimental economic impact the proposed route will generate for the resort communities. There is little economic activity in these communities that is not tied to continued environmental protection, which encourages persons from outside the area to have homes and living units in the area and bring substantial disposable income with them to the area.

We would like to offer another detrimental impact the proposed route will create for the area concerning the diminished use of the Angel Fire airport caused by the route proposed.

BR-2 Our family has just recently purchased a home in the Angel Fire Resort. We have purchased the property due to the attractiveness of the area and the access to it by flying into the Local Airport. We are very concerned that the use of the Mt. Dora Alternative will result in restricting the use of the existing airport due to the anticipated restrictions on Air Space while the low-level military missions are being active. Our experiences with other airports located in other parts of the country have shown that access to local airports while the Military Operations are active is significantly restricted. We have also experienced considerable rerouting when Military Operations are active. The unique location of the Angel Fire airport, with the high altitude, narrow mountain range, unusual wind conditions and location in proximity to the Village of Angel Fire make modifications to the access route hazardous. The access from the East to Angel Fire is restricted to few areas. The flight route proposed by the Military will be in direct conflict with access to the local airport. The elevation required to land at Angel Fire is also restricted by the FAA by oxygen requirements at between 12000 and no more than 14000 feet MSL and will therefore be further complicated by a Military Restricted Air Space. It is expected that further restrictions will result in additional accidents at the Angel Fire airport.

We have read where the local flying community has had plans for a future Instrument Approach being developed and implemented for the local airport. This proposed instrument approach would increase safety and likely increase airport activity. Our experiences at other local airports where Military

AF-16 Operations have instituted Restricted Airspace around them, has not allowed further Instrument Approaches being developed and allow improvements in the safe operations of the local airport. This restriction, if implemented, would impact airport improvement, restrict use of the airport at a time the local resort is just now seeing the need for airport activity, and likely safety impact with attendant serious accident incidence increase.

We spent a considerable time investigating airport availability along the Rocky Mountains before selecting Angel Fire as our choice as a resort area. I am pleased to say that the Angel Fire Airport is uniquely located and is one of only two airports available along the Eastern Rockies that provides immediate access to local resort areas. The airport is only one mountain ridge over the plains, which virtually assures access. The restrictions the Military Operations will place on the airport will make this airport resource diminished and will restrict other potential persons such as ourselves to move to other areas where such restrictions are not present.

Thank you for the opportunity to express our views and we look forward to a rational response to the concerns expressed by others and ourselves.

Very Truly Yours,

Charles A. Stryker, P.E.
President

000332

Colorado River Municipal Water District

Big Spring, Texas

DIRECTORS
John Currie, Big Spring
R.S. Yorgesen, Snyder
Charles R. Perry, Odessa
Jim Bill Little, Big Spring
Richard D. Gilliam, Odessa
John A. Fagin, Snyder
Rod Waller, Snyder
Ed Barham, Odessa
Ted Crenwelge, Snyder
Wade Choate, Big Spring
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W.R. "Bo" Hill, Odessa

OFFICERS
John Currie, President
R.S. Yorgesen, Vice President
Charles R. Perry, Vice President
Jim Bill Little, Secretary-Treasurer
John W. Grant, General Manager
C.L. Wingert, P.E., Assistant General Manager

April 20, 1999

Major Brent Adams,
RBTI EIS Project Manager,
HQ ACC/CEVPP,
129 Andrews St., Suite 102,
Langley AFB, VA., 23665-2769.

RE: Comments for introduced into the public record by writing.
Proposed **Realistic Bomber Training Initiative (RBTI),** B-1 And B-52 Bombers
Permian Basin Region of West Texas

Major Adams,

Our comments and concerns are submitted specifically for the following area:

- **Proposed RBTI Area:** The training missions would fly over a 50-mile by 100-mile stretch of West Texas, called the Lancer MOA, covering eight counties Lynn, Garza, Kent, Stonewall, Dawson, Borden, Scurry and Fisher. The bombers also could fly near the Big Spring area, southwest of the eight-county block.

The Colorado River Municipal Water District (CRMWD) has conducted a Weather Modification Program, permitted by the State of Texas, in the Permian Basin of Texas for the past 25 years. Enclosed is our Operational Target Area map. The proposed RBTI would operate in seven of our counties Lynn, Garza, Kent, Dawson, Borden, Scurry and Fisher.

Synopsis of CRMWD's Weather Modification Operations:

1. **Cloud Base Cloud Seeding:** Operate aircraft in and around rain shafts of maturing cloud cells at 1,500-to 12,000 feet above the ground. Visibility is limited once on target.
2. **Operational Season:** Permitted to operate on a year around basis. Typically monitor and operate seven days a week from April 1 to October 30.
3. **VFR(Visual Flight Rules):** Visual flight rules with no notification are required unless
   a. Visibility decreases to less than 5 miles, pilot coordinates intentions and location with FAA - Fort Worth Center.
   b. Visibility decreases to less than 3 miles, pilot terminates operations and returns to base at Big Spring Airpark, under IFR (Instrument Flight Rules) as necessary.
4. **Time to Station:** The majority of clouds seeded under this program develop rapidly with little notice. A typical mission is initiated with a 15-minute take off notice to the pilot and a 15-minute airborne window of opportunity to reach the cloud cell.

Specific concerns of the proposed RBTI area:

AF-17 1. **Fixed Electronic Target Restricted Airspace:** To date no restricted airspace has been mentioned, this is a typical component of similar training areas currently operated by the U.S. Air Force and U.S. Navy. Restricted Airspace anywhere in the District's Operational Area would greatly hamper our abilities to seed clouds in a timely and effective manner.

BR-2 2. **Moving Electronic Target without Restricted Airspace:** The possibility of a midair confrontation would exist anywhere within the operational area, our pilot would never know where to expect a bomber to make a quick ascent from 500 to 5000 feet.

The Weather Modification Program is an essential part of CRMWD's responsibility of impounding and delivering water for over 430,000 people in West Texas. The District is not opposed to the proposed training as long as it can be conducted in manner that would not preclude and/or restrict the movements of our weather modification aircraft during quickly developing favorable weather conditions.

Please contact us if you have any questions or need any additional details.

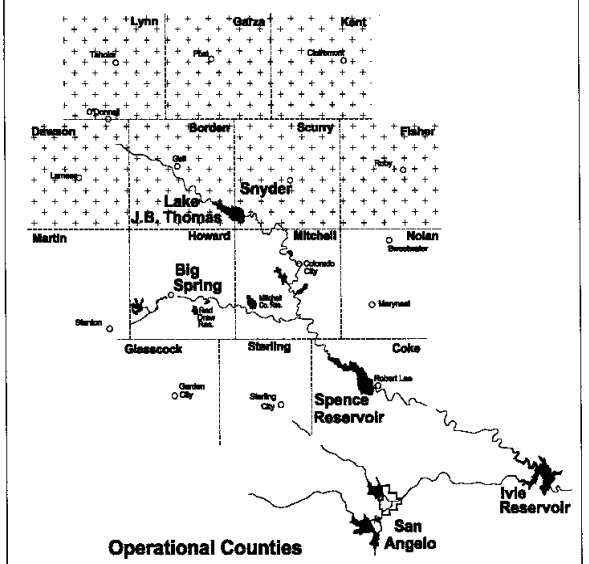
Respectfully Submitted,

John Grant
General Manager

CY: Senator Kay Bailey Hutchison, United States Senate
Senator Phil Gramm, United States Senate
Representative Larry Combest, Member of Congress
Representative Lamar Smith, Member of Congress
Representative Charles W. Stenholm, Member of Congress
Representative William M. "Mac" Thornberry, Member of Congress

000332

Colorado River Municipal Water District
Weather Modification Program
Operational Area Map



Citizen Concern
Lancer RBTI

000333

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: M/M SURRY H. GILLUM

Address: HERMLEIGH, TEXAS

City, State, Zip:

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

It appears to me that we are seeing a Republic formet Govern ment became a dictatorship. The people who produce the Lively hood for Armed Services are being abused by that same Armed Services. NOT many people who come into power use it wisely.

AO-31 The fumes from Jet fuel will cause those of us who have Allergies to suffere. If the additive ethyl Dibromide is added to Jp8 jetfuel it is sure to be toxic to people. It was removed from Gasoline IN 1960's. This project seems to me to be a example of the tail wagging the Dog.

OVER

S.H. Gillum
Signature

Use back if necessary

cc. Stenholm, Hutchison, Gramm, Ron Paul, Bush, Counts, Haywood, Adams

PLEASE PRINT CLEARLY

lets look at another example in government
Supreme Court Statement 1892 000333

OUR LAWS and our INSTITUTIONS must NECESSARILY be based UPON and embody the teachings of the Redeemer of Mankind. It is impossible that it should be otherwise; and in this sense and to this extent our Civilization and our institutions are emphatically Christian.

Has our Supreme Court strained at a gnat and swallowed a Camel in Regard to many issues Prayer in School, abortion + soon.

We waste much money at Home + overseas. Helping nations who are our enemies. So it would not be a waste of money to fly over desert areas build fake towns to practice over. The military may take the right to abuse peace loving Americans but the constitution + Bill of Rights Does not Give it that Power. It would be a saving when you look at the whole picture.

Look at Mr Clinton according to my memory he was overseas condemning our war effort. When he became powerfull in My opinion he is doing today what he said he was against. Power seems to make wrong-Right.

Look at our Senate vote to uphold lying and IMMoral Conduct because of position. The common man is sent to Jail when he lies in court.

Look at Micheal New who stood by the constitution. How he is abused for Right. Military or govt has no Right to disobey Constitution + bill of Rights

BR-5 There will be those flying who got a charge out of flying low + seeing animals + people scared automobiles sway because of air drafts. This will happen. There will be cows to get back homes Fences to be repaired, and no kind of Compensation will be able to pay for trouble caused.

AF-15 The common man has no chance of getting Paid for Damage Done by Air force. I have already Tried Damages breaking Sound Barrier

000334

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet Page 1

Location: HARRISON AR
Date: 22 APR 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I personally was unable to attend the public Hearing due to having to work but I do have a few comments/ questions. I am already on your mailing list and would like to thank you for the copy of the draft EIS. One of the few things I did not see any mention of in the EIS was anything relating to a study of the effects of the RF radiation that these radars emit. Since some of them put out as much as 750 thousand watts and at relatively dangerous frequencies 5000 MHz and below, what effect on the environment & people and the area are they going to have? Have you even studied this yet?

AO-40

Another point to consider is that these radars operate through a wide range of frequencies to simulate all of threats needed for Training. Has anyone looked into getting frequencies cleared for these areas, for the threats to be simulated and if you have clearances do they meet the requirements in AFCR 11-458

AF-18

over for more space → (over)

Please Print

Name: JAMES R. LORANCE
Address: Harrison AR

Do you wish to be sent a copy of the RBTI draft EIS? Yes ☐ No ☑ already have one

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Page 2

000334

Also have these frequencies been studied for the proposed areas to determine if they would cause any interference with things such as surrounding Cell towers or radio stations etc...

Something else comes to mind. As I was reading your draft EIS I noticed your Sortie rates looked a little "doctored" if you will. I wondered how you derived those numbers? I feel the Range Activity Reports from the Sites would have been a better way to go about it. If you relied solely on the Military Airspace Management System (MASMS) You should understand that that can vary every 5 min or less. Sorties slip times, add on, not show up at all, or bootleg runs all the time. There are also several units that do not utilize MASMS at all but do utilize the ESS's. It also appeared that only aircraft utilizing IR 174 or IR 552 low level were taken in to account. As you should know there is considerably more high altitude sorties that practice both Conventional and EW0 releases and ECM at some ESS's than others. With this in mind (Sortie numbers and type of Training) at the Harrison Site how would Training be closer by flying to South West Texas than to Harrison for B52 aircraft from the 4 Squadrons at Barksdale AFB in LA? It would seem to me that with a larger / slower bomber like the B52 high altitude Training would be good since taking it low would subject it to a considerable amount of ground fire.

AO-41

Another point I would like to address is, if you do end up moving this site to Texas, I noticed in the draft EIS, the location or proposed location of an Electronic Scoring Site under both alternatives B and C would be in the middle of a turn and the route had a "racetrack" or "bowtie". This could cause some problems in both Scoring of a release and Tracking.

(Continued)

Page 4

000334

Radio, and Television. The only Notice of any of your meetings was a "very" small add near the back of the paper that most people would overlook anyways no radio, no TV etc. Legally this may be all that is required but if I were the average citizen looking at all of this I would probably get the impression that you did not want a large number of people to know just what was happening. I might get the impression that you were just filling a square in a legal mess to get what you feel is best. Well it worked pretty well didn't it?

GE-22

Is it true that you are supposed to notify all parties that this would effect? I.E. the Chamber of Commerce, mayor, etc. etc. How did you notify these agencies?

GE-12

In Conclusion the draft EIS appears inconclusive without RF and Frequency considerations. It appears to be based on aircraft and just the Construction of the Sites, not the long term effects of ground based emitters etc. It also appears grossly inaccurate concerning actual Sortie rates and Range Utilization.

Positioning of the ESS's and remote emitters seems to have not been thought out well. Mini-mutes RFU's are not as reliable as advertised especially in drastic climate conditions. Logistically how are you going to maintain these pedestals? Last but not least you need to work on advertising / notifications, had I not been doing this for almost 15 years I would have no idea what was happening to this site and Logistics.

PD-10

AF-20

On a closing note, if transient flying time is the issue why close the 2 closest ESS's to Barksdale and leave the furthest "Belle Fourche" open? Common Sense must not be a factor. I am not a rocket scientist but even I can see a problem with logic here.

AF-21

000334

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet Page 2 3

Location: Harrison Nr.
Date: 22 APR 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

You see trying to score a release while the aircraft is in a turn gets rather tricky and I won't go into detail. Also trying to score the aircraft on the aforementioned "racetrack" would mean transmitting back over the ESS, this could cause very non realistic or inaccurate scores due to the bouncing of the RF off of the buildings creating a scatter effect and not only reducing power but distorting the signal. If the simulated threat did make it to the aircraft it probably would look nothing like a real threat and therefore be ineffective training. How would you remedy this problem without raising the threat radar above the highest structure on the Site?

AF-19

One more item I would like to address is notification of your meetings / hearings etc. In your Newsletters you stated that every attempt would be made to notify the "public" of the meetings through newspapers. (Over for more space — Rev)

Please Print

Name: JAMES R. LARMORE
Address: Harrison Nr.

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Calvin H. Gray
Scoutmaster, Troop 405

Georgetown, TX

Better to Build Boys Than Mend Men

BOY SCOUTS OF AMERICA

April 20, 1999

000335

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to express my concern with the Air Force's Realistic Bomber Training Initiative (RBTI) plan for northern New Mexico and the effect it will have on the Boy Scouts of America's Philmont Scout Ranch located near Cimarron.

Philmont is over 127,000 acres of mostly wilderness in the Sangre de Cristo mountains in northeastern New Mexico. At any time during the summer there are between 5,000 and 6,000 people in the camp including about 650 at the base camp either arriving or leaving, about 3,500 backpacking in the mountains, almost 1,000 staff, and between 500 & 700 at the Philmont Training Center. In a typical year, over 30,000 people will enjoy a Philmont experience of some type.

For over 60 years Philmont has been considered the "crown jewel" of Scout camps, a place Scouts and leaders dream about and love to attend. Over the years, numerous Scouts from Troop 405 have attended Philmont. The Philmont experience builds character as it is very challenging. I've literally seen teenagers go to Philmont as "boys"and return as "young men."

I understand that the Air Force is considering four sites for its RBTI; the one that would affect Philmont is the path near the proposed Mt. Dora MAO (Military Operations Area).

One of my concerns is for the safety of the boys. Philmont is a physically demanding program; one or two flights during the early part of each night will disturb everyone's sleep, leading to physical and mental fatigue.

000335

Major Brent Adams
April 20, 1999
Page 2 of 2

Philmont also has a strong horse program, including a program known as "Cavalcade" where riders spend eight days on horseback in the backcountry. As you probably know, a horse could easily be "spooked" by low flying aircraft and throw a rider. With strings of 30 riders, at four locations four times a day, plus the Cavalcade trips and the Ranch's working staff, this is a real concern.

My other major concern is for the preservation of the wilderness experience. There are few places left where young people can experience true wilderness, away from distractions of the modern world. Philmont is one of these places. Not only would the RBTI flights be a constant intrusion, but there is a large wildlife population that would be disrupted.

I am not denying the need for these training exercises. On the contrary, I fully support the need for military training. But there must be other places for this training which do not have the dangerous potential that this does.

Thank you for giving consideration to this concern of mine which, by the way, I'm sure is shared by thousands of other Scouting leaders throughout our country.

Sincerely yours,

Calvin H. Gray

Calvin H. Gray
Scoutmaster, Troop 405

April 3, 1999

000336

Lt. Don Kerr
Deputy Chief of Public Affairs
Dyess Air Force Base

RE: Comments on the proposed Lancer MOA

Dear Lt. Kerr:

My husband and I were in the active military for several years. We support our military and appropriate training measures 100%. Through a tour overseas, numerous field exercises and his seven months in Saudi Arabia during Desert Storm, we have always had a sense of respect and honor for our military.

In recent months, the Lancer MOA proposal has been on our minds. I am a fifth generation Texas landowner. This area is truly home to us. We find it troubling that the U.S. Air Force is not able to utilize federal lands rather than initiate alternative routes and training sites. The costs are understandable in traveling to and from training, however, it is a necessary expense.

PD-7

BR-4
BR-3
AO-1

The proposal to increase private land use simply doesn't make sense. Especially in an area fighting to survive declining agricultural prices and values. The expense saved by the Air Force will be forced upon the landowners in reduced or lost hunting leases due to increasing noise levels, negative conditions on the cattle and polluted air. Fisher County has recently endured drought, declining oil and ag prices and production, and extreme temperatures. One constant that has remained throughout these difficult times is our quality of peaceful country life. With our one constant gone, this area will not survive economically.

Fisher County and the surrounding area is striving to maintain and improve our rural communities. The residents are determined to stay and make things better. Please consider the price we will pay in becoming a consolidated training site. We appreciate your help and consideration.

Sincerely,

Jackie Martin

Jackie Martin

Rotan, TX

El Prado, NM
April 8, 1999

~~000337~~

000337

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am writing to voice my objections to the proposed "Alternate D" (Northern New Mexico) route for training runs for low-flying bombers. Unfortunately I will not be here for the public meetings scheduled to be held in Taos, and so cannot express my opinions there in person.

I am not writing to comment on the draft EIS statement that is now on file in the Taos Public Library, because an EIS does not consider what I think is the principal objection to the proposed route. The main objection is an intangible. Even if no physical damage is done to the environment, there is no doubt that it will seriously damage the way of life of the people of Taos. THIS IS THE POINT, and the focus of all the objections. Most of us live here because we cherish the peace and quiet of a beautiful rural area. Peace, quiet, and beauty are not tangible assets, but are none the less real for all that.

BR-7

Several years ago there were low-flying military air-to-air refueling practice flights over Taos. I wrote to the field from which they came--I believe it was in Oklahoma--and objected. I got a very arrogant letter back (I'm sorry I didn't save it, so I can't quote it directly) saying, in effect, that I should be happy to hear those planes because they indicated that the military was protecting me and my way of life. In effect, the military wishes me to welcome the destruction of my way of life because what they are doing is necessary so that they can protect and save it! This is illogical nonsense.

When I speak of the destruction of my peace and quiet, it is not an idle claim. My house, which is in the foothills above Taos, is relatively new (12 years old) and sturdily built, yet when those military planes went over, the entire house vibrated, the windows rattled, and the cat ran cowering under the bed. This is not the peace and quiet for which I live in the Taos area. I don't suppose that the low-flying bombers will be any quieter.

Perhaps you don't cherish peace, quiet, and isolation. We who live here put up with certain difficulties and inconveniences in order to have it. Please don't destroy it. Taos is unique, and peaceful spots like it are more and more rare. Please put your practice bombing runs somewhere else, where it is already noisy and the way of life of an entire area won't be destroyed.

Sincerely,

Dorothy M. Radbruch-Hall

Dorothy M. Radbruch-Hall

Surely there is some place in the United States that is suitable for this activity where it won't destroy the entire ambience of a whole area!

Citizen Concern
Lancer RBTI

000338

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: WARA HAYES
Address:
City, State, Zip: Rotan TX

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

The quality of life is the primary reason I have chosen to raise my family (wife + 3 small children) in rural West Texas. I feel very strongly that your proposal will take away this quality & put at risk this primary reason most of us live here. The economic impact on our ranches + farms will also be very real. We have struggled through drought, market fluctuations, + increasing production costs. We don't need, or want, the additional burden of these aircraft. We take this as a very serious threat to our life + our livelihoods. Thank you for your consideration.

BR-4

Ward A. Hayes

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Karen Ahlgren
Amalia, NM

Maj. Brent Adams
RBTI Eect Manager
HQ ACC/CEVPP
129 Andrews St., Ste 102
Langley AFB, VA
23665-2769

000339

April 5, 1999

Dear Maj. Adams:

TY I live in the heart of a pristine wilderness where Bald Eagle, the Peregrine Falcon, mountain lion, elk, bear, and deer call home. This area is called the Costilla Valley and leads into the Valle Vidal - another pristine wilderness area. This is also the area over which the proposed alternative route D would fly. Please do not allow this to happen, as it would be a violation against nature and the humanity that also calls this home.

Thank you,
Karen Ahlgren

JERRY LEWIS

McKINNEY, TX

000340

April 3, 1999

Honorable Richard Armey
United States House of Representatives
301 Cannon House Office Bldg
Washington, DC 20515

LOW-LEVEL FLIGHTS OVER PHILMONT SCOUT RANCH

Dear Congressman Armey,

BR-6 Thank you for your talk at the North Collin County Republican Men's Club last Tuesday. I need your help in interfering with and stopping the Air Force from conducting low-level training flights several times a day over Philmont Scout Ranch in New Mexico. The OIC of the current public hearings is Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVPP, 129 Andrews St, Ste 102, Langley AFB, VA 23665-2769.

I join with Mark Griffin, a Philmont staffer, in his heartfelt concerns sent recently to the Air Force. Paraphrasing, he said Philmont supports fully the mission of the [USAF], Philmont is extremely concerned about the impact on the Scouts' safety, on the quality of program that Scouts and their families receive, and on the wildlife that inhabit the 137,000 acres of the ranch. There are 5,000 people on the ranch on any given day during the summer.

The chance for injury as the direct result of these flights is very high. Horses could be spooked and easily throw a Scout, causing a trek-ending injury or worse. These low-level flights if conducted 24-7-7, will destroy the wilderness experience for people from all over the United States, just as it did at the Grand Canyon. The planes will awaken Scouts and Advisors who need their sleep to complete the strenuous hikes each day.

Philmont is a natural paradise, due partly to the wildlife which reside there. This noise will cause damaging migrations, severely disrupt the food chain, and run animals to places they have no place left to go. In addition, the bears, with which we have learned to co-exist safely, sleep in the daytime. We do not need any more aggravation that could send them attacking a Scout.

During Dessert Storm, I was on Baldy Mtn watching a HIGH-level refueling of a B-1 bomber. It was beautiful and many Scouts began considering the USAF in their future because of it. If the Air Force flies over Philmont like they want to, thousands of Scouts and parents will come to hate the force and never support it when a young man is considering becoming a recruit. This will not be a local impact; these offended Scouts and Scouters will return to every voting district in the United States and tell their tale of woe.

Gratefully,
Jerry Lewis
JERRY LEWIS

JAMES L. KRAMER

000341

March 30, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: Realistic Bomber Training Initiative

Dear Major Adams:

BR-6 I am opposed to conducting bombing runs under the Realistic Bomber Training Initiative in the Mt. Dora MAO over Philmont Scout Ranch and vicinity. I realize that there is a need to conduct this training and encourage the Air Force to select a site which will have less impact upon the programs of the Boy Scouts of America.

I had the good fortune to enjoy the scenery and solitude of Philmont as a Boy Scout and as a Scout Master. For me and the boys who have experienced it in my crews the Philmont experience will be a lasting memory. For many boys this may be their only opportunity to live in the wilderness. A central part of the experience is the quiet isolation of the mountain peaks and valleys. Highlights of any trip are climbing Mt. Baldy and the Tooth of Time. Use of the airspace over Philmont for bombing training will destroy the essence of Philmont.

Please consider the thousands of boys whose one chance to visit Philmont Scout Ranch will be disturbed by the proposed use of this area as a bomber training site under the Realistic Bomber Training Initiative. If you did not have the Philmont experience yourself, I am certain that there are many boys in your neighborhood and men under your command who will echo my views.

Sincerely,

• FORT DODGE • IOWA

000342

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: DULCE, NEW MEXICO 87528
Date: APRIL 15, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I BEING A JICARILLA APACHE TRIBAL MEMBER OBJECT TO YOUR LOW ATTITUDE BOMBING RANGE INTRUSION INTO THE NORTHERN NEW MEXICO. WE DO NOT

AO-42 OUR LIVESTOCK SCARED ALONG WITH WILDLIFE AND OUR PEACE DISTURBED.
I WISH TO ASK IF YOU CAN LIMIT THE NUMBER OF BOMBING RUNS TO WEEK DAYS AND
PD-11 ANNOUNCE TO THE PUBLIC WHEN YOU PLAN TO START YOUR PARA MILITARY EXERCISES.
BR-3 MY CONCERN IS FOR THE SPOOKING OF LIVESTOCK AND WILDLIFE. THIS DISTRUBANCE
WILL MAKE THE QUIET LIFE OF NORTHERN NEW MEXICO.
BI-3 I HOPE YOU TAKE ALL NATIVE AMERICAN CONCERNS SERIOUSLY.

Over for more space →

Please Print

Name: MR EJ SANDOVAL
Address: LUMBERTON, NEW MEXICO

Do you wish to be sent a copy of the RBTI draft EIS? Yes XX No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000343

April 14, 1999

from: Timothy Meador

to: Major Brent Adams

re: Re-routing of RBTI

Dear Sir:

TY If you could see from the ground how beautiful this land of enchantment in northern New Mexico along the Rio Grande River Basin is, you would not even consider sending your bombers on their Realistic Bombing Training missions--as proposed in your initiative. PLEASE FIND SOME OTHER AREA TO TRAIN your "Tin Eagles" and leave the real eagles in our area in peace.

Thanks in advance and God Bless America,

Timothy Meador

Timothy Meador

QUESTA, NM

000344

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ANGEL FIRE, NM
Date: 4-13-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I AM A VETERAN OF MARINE CORPS AVIATION AND UNDERSTAND THE NEED FOR TRAINING IN REALISTIC SITUATIONS.

I AM OPPOSED TO ALTERNATIVE D- MT DORA BECAUSE OF THE IMPACTS UPON THE PEOPLE (PARTICULARLY NOISE), RECREATION AND SAFETY.

PLEASE RECONSIDER THESE IMPACTS AND SELECT ANOTHER ALTERNATIVE.

Over for more space →

Please Print

Name: BILL MASON
Address: ANGEL FIRE, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

April 6, 1999

000345

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Ste 102
Langley AFB, VA 23665-2769

Major Adams:

We understand that it is necessary for Air Force pilots to train in flying aircraft at extremely low altitudes. However, having a cargo carrier (a C-130 we are told) pass over our home south of Tierra Amarilla so low that we can read the identification numbers and the ground shakes seems to be a bit extreme. While this can be quite disconcerting and annoying when it occurs during the daylight hours, it is even more frightening when it occurs around midnight. Besides scaring us half to death, the first time we heard the plane passing over in the middle of the night, we were certain that it would be landing in our bed at any moment. This may seem to be an exaggeration, but rest assured it is quite an accurate description of our fears at the time and even now when it occurs.

After reading the EIS draft that we recently received, we believe that these flights are not currently made by Dyess or Barksdale AFBs. But should Alternative D be selected, the number of flights directly over our home will increase from roughly 360 to 3020! We truly hope that we have misunderstood this draft.

We know that the Chama area of northern New Mexico is not as heavily populated as other parts of the state or country. There are, however, folks living there who, more often than not, chose to live there for the quiet. The draft indicates that the increase in noise is merely an "annoyance" and not harmful to one's hearing. This may technically be true. But to have planes of this size and number flying this low in a peaceful rural setting is far more noticeable than it would be in a city where the ambient noise level is higher. In fact, we would venture to say that people living in larger cities would rarely even notice when an aircraft of this size flies just above the treetops.

We most adamantly oppose any changes to the current primary MTRs for Dyess and Barksdale AFBs that would increase flights over this area of the state.

AF-8 We would also appreciate any assistance in learning from where the current overflights along IR109 and VR1175/1176 originate.

Sincerely,

Grady and Gretchen L. Taute

Tierra Amarilla, NM

cc: Senator Pete Domenici
Senator Jeff Bingaman
Congressman Tom Udall

000346

A.J. Lewis, Ph.D.

Tuesday, April 13, 1999

Maj Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB VA 23665-2769

Dear Sir:

TY I firmly oppose and will continue to oppose the proposed practice bombing runs over Northern New Mexico. I served in the army during WWII, supposedly to ensure the future of rule by the people in the U.S. Not by the armed forces! Not by a handful of bureaucrats elected with the money of arms merchants!

Already the people of this area have informed you in unequivocal terms that we are opposed. Why, if you believe in democracy do you continue to try to slip this move past us?

Once again, if you have ears to hear and eyes to see, we are irrevocably opposed to any overflights because of damage to the environment, the living beings animal, insect and human. And to our peace and tranquillity.

With all due respect, sir, listen to the voice of the people and use your influence to see that their will is honored. Of if the Air Force will not listen. Do the honorable thing. Resign in protest, go home to your family. Live in PEACE. And use your superb training and obvious intelligence to help us save ALL LIFE on this Earth which is threatened by a civilization rendered insane by the "bottom line".

Coming generations, including your own children and descendants will enshrine your memory in their hearts for your foresight and courage.

Sincerely & Hopefully Yours,

A.J. Lewis

Citizen Concern
Lancer RBTI 000347

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Billy Bob McMullan

Address:

City, State, Zip: Snyder, Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

Billy Bob McMullan

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000348

Suzanne D. Phillips Carson NM

Tuesday, April 13, 1999

Maj Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB VA 23665-2769

Dear Major Adams,

This is to protest the airforce proposal for a low level bomber training route over Northern New Mexico.

Northern New Mexico is one of the few remaining pristine wilderness areas in the U.S. On the one hand it is a refuge for a rapidly declining animal population which used to roam freely over this area. On the other hand, it is a retreat from the pressures of city life for many humans - both those who have chosen to live here permanently and those who come as tourists to revive their spirits.

BR-4 Turning this into a low level bomber training area with constant overflights would drastically affect the tourist industry - one of the few sources of income for this poverty stricken state. It would wreak an economic hardship on many people who depend upon this industry for their livelihood in an already severely limited economy. It would also wreak havoc with this state's physical environment and interfere with the natural order which surrounds us by polluting the air, the water and the land .

We, the people of this area have already spoken against this proposal on numerous occasions. We beg you to hear our voices and use your power to terminate this destructive proposal once and for all. You will receive our heartfelt gratitude and appreciation, and that of your children and grandchildren as well for helping to preserve the existing beauty of our miraculous earth.

Sincerely,

Suzanne D. Phillips

000349

Kenneth P. Gurney

Taos, NM

April 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andres Street Suite 102
Lanagley AFB VA 23665-2769

Dear Sir

I was unable to make it to the April 14, 1999 6:30 public forum with the Airforce in Taos, thus was unable to voice my opinion directly, so I write this letter in hope it influences the powers that be NOT to have low level flight training in Northern New Mexico.

During the 1980's I lived in the hills between Walsenburg, La Veta and Gardner Colorado and from time to time the jets (A6's & A7's I think) would scream overhead, very low to the ground. It terrified Deb (my wife at that time), scared the dogs, spooked the neighbor's horses and silenced the birds. I was far from fond of it.

AO-13 I have been told, by people who attended the early forum, that the Air Force plans eleven flights a day, six days a week over Taos. If this is true, I think it is the death warrent for this tourist town. I think it will drive the tourists away, drive property values down, down, down, reduce farm & ranch productivity, chase the artists away. And I think it should
BR-4 leave the Airforce open to Law Suite for these damages. I moved here for the peace and quiet, and the solitude I can get quickly in the mountains. People come to Taos to get away from noise and city chaos and sounds that make them fear. Also, I like the fact that it is very seldom I see even one vapor trail in the sky from commercial jets. Also I am not
AF-4 interested in fumes and debry from jet engines, or the possiblity of arrogant pilot tricks as in that Italian resort accident (I believe the Air Force covered the truth and covered those boys' asses to save their hides. It is a causes to me not to trust the Airfoce just on their word where their percieved self-interest lies.)

BR-6 Is it true the Airforce is going to fly over the Philmont Boy Scout Ranch? Why? What did the boy scouts ever do to deserve that? Some kids may get charged up when the jets zoom overhead, but what about the ones in the middle of a horseback ride when the horses get spooked. What if (the romote possibility) that is where one of the pilots makes a mistake and engages the ground in a glorious news time crash. What about the late flights toward 11pm scaring the kids out of bed. The kids go to the Philmont to get away from fear for a while. Don't let the Airforce deliver fear to their cabin doors.

Thank you for your time and please consider my request.

Kenneth P. Gurney

Kenneth P. Gurney

000350

Major Brent Adams 4-14-99
RBTI EIS Project Mgr.
HQ ACC/CEVPP
129 Andrews St. Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams.

TY I am voicing my objection to the B-52 and B-1B Realistic Bomber training Initiative.

This is my 3rd letter protesting the training flights over the Rio Grande and TAOS County.

The damage to our environment and lifestyle will be completely unmanagable.

This project must be stopped over sensetive areas. Surely you can find training areas that let us live in relative peace. The decibel level is completely unacceptable for a rural area.

Please do NOT let this plan take effect. We are against this plan.

Respectfully

Beth Realstone El Prado N.M.

000351

April 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

This letter is to urge you NOT to approve the RBTI Proposal-D which will affect Northern New Mexico. Let me tell you a little bit about our area. Northern New Mexico is a very poor area of the United States. Our main industry is tourism. Anything which would negatively impact this industry could destroy our economy. Ranching is another occupation that could be negatively affected by the RBTI. The noise and frequency of flights could discourage tourists from visiting our beautiful area and could harm farm animals. I believe the economic consequences could be serious. **BR-4** **BR-3**

In addition, Northern New Mexico has many wonderful wildlife areas as well as historic adobe buildings which are hundreds of years old. The Taos Pueblo is world famous as the longest continually inhabited dwelling (since the 1400's). I believe that the RBTI will contribute to the degradation of our environment by harming wildlife and causing deterioration of historic structures. **BI-3** **CU-1**

Also, the flight path is directly over the Philmont Boy Scout Ranch. How can these boys benefit from the camping experience if they are awakened every night by bomber flights? **BR-6**

In conclusion, please do not approve RBTI for Northern New Mexico. I believe that selecting another area makes sense and will not compromise the United States' need to train Air Force personnel.

Sincerely,

Elizabeth Manny

El Prado, NM

cc: Senator Pete Domenici
Senator Jeff Bingaman
Representative Tom Udall
Governor Gary Johnson

000352

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Northern New Mexico
Date: April 16, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I strongly protest your proposal for low-level military flight training routes across Northern New Mexico. The proposed flights would represent a violent assault on our entire community, and for very obvious reasons: a destruction of the quality of life for people, wilderness, animals (domestic and wild) and the environment as a whole. The noise alone would be intolerable to the tranquil nature of our area. All of these factors would severely impact the tourism base of our economy. Your proposal is ill-conceived, arrogant and utterly indefensible! **BR-7** **BR-4**

Please note: Contrary to your published statements, as of March 15, 1999 there was NO copy of the draft RBTI EIS at the Springer, New Mexico library.

Over for more space →

Please Print

Name: Landon Young
Address: Miami, New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000353

Major Brent Adams HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley Air Force Base, VA 23665-2769

From:
Denise White Goodwyn

Dallas, TX

Denise White Goodwyn

Coahoma, TX

Dear Sirs:
I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B-Lancer. **TY**

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I treasure the time that my family and I have away from Dallas. When we visit our family ranch in Howard County I take for granted the solitude I feel. I enjoy riding horses in the pastures, walking among the cows and spending the days teaching my children the hard work of making a ranch successful. I do not want noisy bombers flying overhead. I will continue to oppose such flights near or over our family ranch.

I would like to support Alternative A-No Action.

Sincerely,

Denise White Goodwyn

Denise White Goodwyn

000354

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: ALPINE, TX
Date: 4/9/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I cannot support any of the proposed alternatives, including "no change," for the Realistic Bomber Training Initiative, for the following reasons:

① The Draft EIS does not sufficiently explore the obvious present and future environmental impacts caused by low altitude flights over the current/proposed areas, including: -hazards to the human environment - noise, air pollution, & psychological effects; **AO-43**
-effects on livestock & wildlife - for same reasons as above; and, **BR-3** **BI-3**
-detrimental effects on regional economics & tourism - because of these same factors. **BR-4**

② I have personally experienced the effects of being below one of the training flights while on my "wilderness" Land in Terlingua Ranch. I would invite any interested persons to experience the same before making statements as to the environmental impacts of this testing.

Over for more space →

Please Print

Name: CHERYL FRANCES & JOHN TUCK
Address: , ALPINE, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000355

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Alpine, TX
Date: 4/24/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To Whom It May Concern:
I wish to voice my opposition to the Realistic Bomber Training Initiative, the low flight patterns requested are dangerous and an infringement on private property rights. This training should be done over federal lands. Period

AO-16
BR-5

Thank you
Susan Fuller
Alpine, TX

Over for more space →

Please Print

Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000356

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NEW MEXICO
Date: APRIL 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I AM OPPOSED TO RBTI PROPOSAL D.
MY OCCUPATION: PHYSICIAN
MY SALARY: LESS THAN 1/2 WHAT SANTA FE/ALBUQUERQUE MD'S MAKE. TAOS IS ONE OF THE POOREST COUNTIES IN AMERICA & IS HEAVILY HISPANIC. THE ECONOMY IS FRAGILE
IT IS NOT OUR FAULT THESE BOMBERS WERE BASED FAR FROM TRAINING FLIGHT AREAS. WE SHOULD NOT SUFFER FOR THIS. OUR COMMUNITIES USE OUR LAND TO SURVIVE. WE NEED TO CONTINUE TO ATTRACT OUT OF TOWN TOURISTS / RETIREES / HOMEOWNERS.
WHY DOES THE AIR FORCE PLAN TO FLY LOWER THAN CONSIDERED SAFE BY THE FISH & WILDLIFE SERVICE FOR BALD EAGLES, OUR NATIONAL SYMBOL? THEY ARE RARE IN NEW MEXICO. AS A CHAMPER, I AM NOT ALLOWED TO CAMP WITHIN 1/4 MILE OF THEIR NESTS. YET YOU WANT TO FLY CLOSER, WITH THE ACCOMPANYING NOISE.
PLEASE CHOOSE PROPOSAL A (NO ACTION) OR MOVE ATT HOME BASES WITH MONEY SAVED ON DECREASED JET FUEL USE.

BI-5

Over for more space →

Please Print

Name: TIMOTHY D. PETERSEN, MD
Address: ARROYO SECO, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Citizen Concern
Lancer RBTI

000357

To: April 7, 1999
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:
Name: D.W. Helms
Address:
City, State, Zip: Rotan, Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

Dear Sir.
The RBTI Project will have a very bad effect on hunting and the pleasure aspects of the entire region.
The loss of income from hunting alone will be well over one dollar per acre on every acre of ranch land. Hunters that are paying fees now will not be back with a lot of Airplane noise

BR-4

D. W. Helms

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

UP FRONT CONSTRUCTION CO., INC.
FINE CUSTOM HOMES

000358

Major Brent Adams
Langley AFB, Va.

Major Adams, 4-22-99

I would like to state my opposition to the proposed RBTI flights over Taos County in New Mexico.
I am a 22 year resident of Taos and a business owner, and strongly feel that not only will it disturb the serenity of this peaceful valley, but it will also negatively affect my business of building fine custom homes. Most of my clients move here because of the peace and tranquility and lack of air traffic noise.
My family and I pray that you will decide to train elsewhere.

BR-4

Bob Orner, President
and
Bobbi Shapiro LISW (mother in law)
Grace Gormley M.S.Ed. (wife)

[redacted]

000359

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder, Texas
Date: Apr. 7, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Our family is still living on a ranch in Northeast Scurry County that was settled by my husband's grandfather in 1884. One of the reasons we have held on to the ranch is because as well as running a cow/calve operation we have always leased our land for hunting - this could be jeopardized by training planes coming over our land constantly. The love, the serenity and peacefullness our land provides - we ask that this not be taken away from us. I realize that the well being of our country demands training of these planes - but the government already owns land that is less populated land available for use, why not use it? We do not want this over our part of the country! We do not need anything such as this to de-value our land and strongly oppose training over our area.

BR-4

PD-7

Over for more space →

Please Print

Name: Peggy Koonsman
Address: Snyder, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Graham Bowkett

000360

Pecos, NM.

Major Brent Adams,
RBTI EIS Project Manager,
HQ ACC/CEVPP
129 Andrews St.,
Suite 102,
Langley AFB, VA. 23665-2769

April 14th, 1999

Ref, Flights over our peaceful forest.

Dear Sir,

I have just heard today that there is a time limit and my letter is therefore quick and to the point.
I am ex-USAF and proud of it.
But I have retired to these peaceful mountains for the beauty and the total lack of noise. We have bear, mountain lion and deer apart from the many smaller mammals. We have a variety of birds.

However, our peace has been broken from military overflights, first it was the Luftwaffe then some Asian airforce. Even now, our peace is interrupted daily by aircraft many of which are fighter planes.
Now, we are to have a constant barrage of bombers practicing over our heads.
I don't think so.
You can do these flights over the east; they need to see our boys in blue at work. Also, it is so noisy there that a few B-52s won't make any difference.
I remember the noise those B-52s made taking off during the war we lost in Southeast Asia.

PD-4

The northeastern part of our state is a wilderness area. Do you know what that means? It is a place that any American can visit and expect to have only the sounds of nature. I assume you wouldn't fly over a wilderness area but even a flight in close proximity of the edge would take away the peace and quiet that is expected.
Many Americans take their one and only vacation week and hike into these areas. They should not have this ruined by polluting noisy aircraft.

AO-29

Please send me information on your unlawful plans.

Sincerely,

Graham Bowkett

Cc. Western Environmental Law Center, Taos, NM.

000361

April 5, 1999

Major Brent Adams
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB VA 23665-2769

Dear Major Andrews:

It is with regret that I review the Realistic Bomber Training Initiative draft Environmental Impact Statement. My first reaction is that it is certainly not an impartial review, but consists mainly of politically correct rhetoric to sugar coat a foregone decision—no matter which route is chosen. As a resident of Ute Park, NM, which is located between Philmont Scout Ranch and Cimarron Canyon State Park, I am terrified that you will choose Alternative D for bomber training routes.

Specific areas of the report which appear inaccurate or incomplete include the following:

Socioeconomic impact: How can this report conclude that there are no measurable impacts to socioeconomics when the route centers on an area whose economy is based on tourism, recreation and real estate? If those reaching these conclusions assume no economic impact on low-income residents, perhaps they should try working three or four seasonal jobs at a time for minimum wage. Our residents and businesses depend heavily on tourism business, which would be deeply affected by the training routes.

BR-4

Land management and use: No likely effects? Environmental effects go beyond oil and air pollutants. Visual settings will be ruined by low-flying bombers and the noise increase is significant in land management areas.

LU-3

Airspace and aircraft operations: Not only do noise levels increase for the number of towns mentioned, but to the surrounding peaceful land inhabited by animals and people who chose these locations for their peace. You are forgetting ranchers, farmers and small areas such as Ute Park, where native wildlife outnumbers full-time human residents.

AO-45

Aircraft safety: The percentage chance of a crash may be identified at low; but the high number of flights makes it a very real possibility. A crash could not only hurt innocent people, animals and surroundings, but could cause a disaster our medical services are not prepared to respond to, not to mention the possibility of an uncontrollable forest fire.

AO-44
AO-16
AO-7

000361

I personally invite you to stand in Ute Park and hear the sound of a bird's wings as it flies overhead, or the beautiful sound of the Cimarron river below. Try stopping your car in the Cimarron Canyon on the way to community meetings and take time to look, hear and smell the natural peace and beauty that would be ruined for residents, tourists, children, scouts, and mostly, the animals that have wandered this land for years.

I have fond memories of my upbringing in an Air Force family. I would be disillusioned to know that its responsible leadership made a decision that so negatively and carelessly impacted families in this area. We would not have located here had we known this possibility existed. As for the families who have lived here for generations, it is beyond unfair to impose the convenience of your base locations on their lives and land.

I implore you to reconsider Alternative D as a possible RBTI route.

Sincerely,

Teresa Norris

Ute Park, NM

cc: Gov. Gary Johnson
Sen. Pete Domenici
Rep. Tom Udall
Sen. Jeff Bingaman

Citizen Concern
Lancer RBTI

000362

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: Helen Vandiver
Address:
City, State, Zip: Lamesa, Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

Helen Vandiver

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI

000362

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: David Vandiver
Address:
City, State, Zip: Lamesa, Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

David Vandiver

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000363

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY Sirs: I spent a good 45 minutes to an hour talking w/ your personnel at the Bomber Training Initiative Public Hearing in Taos. The most surprising aspect to me was when your personnel assured me that there was absolutely no advantage to placing the training route over the Enchanted Circle area. Knowing that this area has a high concentration of 1) State Pack land, 2) State Recreation land 3) Wild life Refuge Areas 4) National Wilderness areas which would be impacted negatively compared to the sites in Texas, I find it irrational to support the proposed New Mexico Training route. In addition, the "traditional" use of this area has been for the "Spiritual benefit" of mankind. This is also evidenced by the incredibly high concentration of spiritual communities which are located in + under your proposed route as well as the artistic communities which have made this area home since the mid-1800's. Disregard for this historical aspect of

over for more space →

Please Print
Name: John R. Acker
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000363

landuse also seems irrational and highly disrespectful of the generations of people who have testified with their lives of the special nature of this area. There is an incompatible aspect between training for war initiatives in an area struggling to raise human consciousness toward the need to lay aside weapons and disagreements for the higher purpose of peace. While I applaude your efforts to find ways to utilize financial, human and physical resources more efficiently, I cannot support your New Mexico Bomber Training Initiative Proposal with its inherent incompatibility with current + historical land use in the Enchanted Circle Area.

John R. Acker
Ranchos de Taos, NM

000364

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, N.M – Alternative D - KACHINA LODGE
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I have lived in Taos County for 30 years. I moved here from San Francisco to escape noise + pollution. I work 5 days a week 40 hours. I spend my time talking to people. On the weekends I try to get away to many of the areas marked for Alternative D. I like many people from the Taos area are here because we enjoy the silence + solitude of fly fishing, hunting + hiking in the places that could have 6-8 flights of low level B-1 1/2 Bombers disturbing this solitude.

The Taos area has one of the poorest populations in the USA. The little towns you plan on flying over are populated with local Hispanics who have lived in these small villages since before Mexico or the US owned this country. I seriously wonder if we don't have some environmental racism happening here.

SE-5

BR-4

Taos receives its tourists, hikers, hunters, fishermen. If these flights disturbed animal populations along with the great silence our forests offer, Taos could lose its economic base.

Over for more space

Please Print
Name: MARY JO CAREY (I should have put this on top)
Address: , TAOS, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000364

How poor do you want us to become? We could call this economic discrimination.

This county is full of Hispanics who are angry already over the broken promises of the U.S. government over land + water issues. It is also a very environmentally conscious community who honors + respects the natural beauty set around us.

I have seen the people of this area band together + fight on + on until they have won or worn out the opponent. I for one will join that fight to keep this ridiculous # of flights from happening.

I am not against unrealistic training flights. I know our pilots must be prepared. But I don't feel flown over this country many times. You do not have to choose a path over the animal breeding grounds, flight patterns of migratory birds + quiet country villages).

My son is a documentary film maker. He is interested in documenting this whole process. Let's hope for all our sakes he doesn't get to do it.

Mary Jo Carey

000365

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, New Mexico
Date: April 16, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Several times I've experienced fighter planes zooming up ski slopes where I've been a skier + obviously hot shots in their jet toys breaking the rules, much I suspect, as were the Marine pilots in Italy who brought down a gondola full of skiers. In that matter, the pilot and navigator conspired to destroy evidence. Still they got off scott free for their malfeasance. This looks like their commanders look the other way at some pilot behaviour. Therefore, I can reasonably expect some of those pilots assigned to NM would be practicing flying below 300 feet which is very loud for anything on the ground and very disturbing.

AF-4

AO-46

What I don't know is will these planes be carrying live bombs and missiles as was the plane flown into the Rockies by yet another errant airman —

AO-5

and will these planes be practicing fuel dumps, hardly a friendly gesture to the environment.

Over for more space → (over)

Please Print
Name: CAROL DE MARINIS
Address: RANCHOS DE TAOS, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000365

The Air Force assures us their plans to practice bombing over New Mexico is safe, not loud, and nothing to be concerned about.

Yet we like saying aircraft never fall out of the skies while we all know military planes commonly have accidents including colliding with one another. Throw in live bombs and it's double danger.

BR-1

The EIS greatly undervalued the amount of noise generated by an airplane as if it were no more than the neighbors lawn mower. We all know better.

BR-4

The EIS made no mention of the impact on a community 50% reliant on tourist trade. Loud planes every hour would be a definite negative on the County's economy.

I propose the Air Force practice bombing in simulators and leave the people, the livestock and the wildlife in peace.

000366

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, N.M. / Kachina Lodge
Date: April 17th, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am completly opposed to the RBTI in Taos & Surrounding area. I even find the idea offensive and insensitive in terms of the environment, geography, species etc. We have enough imposition on the State with Los Alamos and now the transportation of W.I.P.P. trucks across our State. [redacted] These create products and bi-products for military use which have strong adverse effects on the health and welfare of the State as a whole. On the other hand - it is obvious from the tragedy at the Ski area in Italy and, more recently, the "accidental" bombing of more than 60 KosoVar refugees, that the military desperatly needs training. But that training cannot take place in the Taos area and I would feel sympathy for any community in which it does take place. The community of Northern New Mexico

Over for more space →

Please Print

Name: Ellen Shade
Address: Taos, New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000366

will fight to keep RBTI out.

Citizen Concern
Lancer RBTI

000367

To: April 7, 1999
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:
Name: Haldean Cave
Address:
City, State, Zip: Jayton, Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

I am a 70 year old rancher in Kent & Fisher counties. I have been in the ranching and farming business all my life. My grand parents pioneered this country and saw extreme hardships to shape out a way of life that has fed & clothed the nations for the least amount of this income than any country in the world.

My grandparents & parents & myself have all lost family and friends in the defense of our

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

this great nation, and feel we are as patriotic as anyone in the country.

If we felt that this was essential to the defense of our nation, you would not hear any complaint from any of us.

Ranching and farming in this area is the least profitable business for your ener\$ you put there in, but it is a way of life we love and hate to see it depleted to help Abilene. I feel this is what it is all about.

I think it is human nature to need to get out of the hustle & bustle of city life and spend some time in the peace and quiet of areas like this. This is evident by the amount of hunting and camping here.

I feel it is not in the best interest of our nation to badly damage the few areas left where this is possible.

000367

000368

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I attended the meeting in TAOS, NM. on Saturday April 17 1999. Many peoples commented on why the Air Force should or shouldn't fuse the air lanes over TAOS Mountains. meeting I am the only one in favor of the action people most of them are pretty new to the area. Most of the men in long hair & pony tails & head bands — are left over from the hippie generation of the 60's & 70's when we were invaded by large groups of hippies. They spoke for selfish reasons. The hippies were draft dodgers. And they introduced our young generation to drugs. Now all these people should move elsewhere and hide their heads in the sand. Our military people have to be well Over for more space →trained for the safety of all people. Don't listen to the few with selfish interests. They came here to hide from the police with their drug activities they are not true Americans. I say do what you have to for the sake of the majority. I am proud that my men served their country. One had frost bite on his feet in Belguim. And the other got badly injured with shrapnel when he served like Navy. If I had not contacted Congressman Manuel Lujan who saved them from being discharged, he would have been kicked out with no benefits to what so ever. He served 24 yrs in the Navy & has just retired, he served around Lebanon, on the USS Boundy (Navy ship) Heather was with or served in search & Rescue in Belgium & Daily (air force) He is still in the reserves & willing to go to Yugoslavia if he is called. So what you think is best — train your men well, if any thing worse happens in later years — have the military well trained for the majority of all the peoples. Look at the safety record here in Yugoslavia.

I am totally for good military training if things turn to worse, let us be prepared., not sorry later).

Please Print
Name: Andreita (Angie) CANTU
Address: TAOS, New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes 4/ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Citizen Concern
Lancer RBTI

000369

April 7, 1999

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:
Name: Lynn McLarty
Address:
City, State, Zip: Snyder, TX

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

My remarks that I made are attached. An additional MOA (Lancer) over my home airport will drastically impact the safety & success of my flight operations. The State of Texas is literally blanketed with military airspace — we don't need more. Utilize what you already have — Don't institute the proposed Lancer MOA —

Use back if necessary

Signature

PLEASE PRINT CLEARLY

000369

HELLO COLONEL BIRD.....

FOR THE RECORD, MY NAME IS LYNN MCLARTY AND I'VE BEEN A RESIDENT OF SCURRY COUNTY SINCE 1980. I'VE BEEN EMPLOYED FOR 19 YEARS AS CHIEF PILOT FOR PATTERSON ENERGY, INC., A PUBLICLY-HELD OIL WELL DRILLING COMPANY. AS A CORPORATE PILOT FOR PATTERSON ENERGY, MY JOB ENTAILS FLYING OUR COMPANY PERSONNEL TO AND FROM WINSTON FIELD IN OUR TURBOPROP AIRCRAFT TO VARYING DESTINATIONS IN THE SOUTHWESTERN UNITED STATES. I FLY APPROXIMATELY 300 HOURS AND SEVENTY-FIVE THOUSAND-MILES ANNUALLY.

MY PURPOSE IN SPEAKING TO YOU THIS AFTERNOON IS TO REGISTER NOT ONLY MY **PERSONAL** OPPOSITION, BUT ALSO THE OPPOSITION OF THE MANAGEMENT OF PATTERSON ENERGY, TO THE PROPOSED **REALISTIC BOMBER TRAINING INITIATIVE**

IN THE LIMITED TIME I AM ALLOWED TO SPEAK, I WOULD LIKE TO ADDRESS THE CONCEPT OF MILITARY OPERATING AREAS, OR MOAS, AS THEY ARE COMMONLY REFERRED. WE HAVE A SAYING IN AVIATION, AND IT APPEARS TO BE ACCURATE..... **"MOAS ARE LIKE FLIES.....THEY'RE EVERYWHERE AND THEY BREED CONSTANTLY!"**

MOAS ARE LARGE BLOCKS OF PUBLIC AIRSPACE THAT ARE DESIGNATED BY THE FEDERAL AVIATION ADMINISTRATION, AND THEN ALLOCATED TO THE MILITARY FOR THEIR IN-FLIGHT TRAINING PURPOSES. WHENEVER MOA'S ARE IN USE BY THE MILITARY, THE USE OF THAT AIRSPACE IS **DENIED** TO CIVILIAN AIR TRAFFIC THAT IS OPERATING UNDER INSTRUMENT FLIGHT RULES. WHEN THAT AIRSPACE IS DENIED TO CIVILIAN USE, WE HAVE TO GO UNDER, OVER, OR AROUND THAT MOA, REGARDLESS OF THE WEATHER OR FLYING CONDITIONS.

I RECOGNIZE THE AIR FORCE'S NEED FOR MOA'S, BUT I QUESTION THE NECESSITY OF EVEN MORE AIRSPACE BEING GOBBLED UP BY THE MILITARY.

{SHOW CHART}

HERE IS AN ENROUTE LOW ALTITUDE CHART DEPICTING THE AIRSPACE IN THIS PART OF THE COUNTRY. I HAVE MARKED THE EXISTING MILITARY AIRSPACE THAT IS NORMALLY "OFF-LIMITS" TO CIVILIAN AIR TRAFFIC BELOW 27,000 FEET. THE AREAS THAT ARE HIGHLIGHTED IN RED ARE CONSIDERED **"HOLY GROUND"** INSOFAR AS AIR TRAFFIC CONTROL IS CONCERNED, AND CIVILIAN TRANSIT THROUGH THESE AREAS IS, IN MOST CASES, FLATLY DENIED.

1

000369

AS YOU CAN SEE ON THIS CHART, WHICH RANGES FROM EL PASO ON THE FAR LEFT TO SAN ANTONIO IN THE BOTTOM RIGHT, WEST TEXAS IS ALREADY ALL BUT SATURATED WITH MOA'S, BUT NOW, THE AIR FORCE IS NOT SATISFIED WITH THEIR MILLIONS OF SQUARE MILES OF ALREADY-EXISTING MOA'S. THEY ARE PROPOSING THE ADDITIONAL, LARGE, AND VERY INCLUSIVE **LANCER MOA** THAT WILL LITERALLY SIT ON TOP OF SCURRY COUNTY, SNYDER, WINSTON FIELD, AND THE SURROUNDING COUNTRYSIDE.

BR-2 ONCE THE LANCER MOA IS IN PLACE, GENERAL AVIATION AIRCRAFT ARRIVING OR DEPARTING FROM WINSTON FIELD WILL BE SUBJECT TO NUMEROUS RESTRICTIONS THAT WILL RESULT IN BOTH TAKE-OFF AND ARRIVAL DELAYS. THOSE AIRCRAFT WILL BE UNABLE TO CLIMB UNRESTRICTED TO FUEL-EFFICIENT ALTITUDES. THEY WILL BE SEVERELY LIMITED IN THE AMOUNT OF MANEUVERING AIRSPACE AVAILABLE TO THEM FOR AVOIDING HAZARDOUS WEATHER CONDITIONS. LOW ALTITUDE TURBULENCE, ICING AND WIND SHEAR WILL BE EXPERIENCED FOR LONGER PERIODS OF TIME. INSTRUMENT APPROACHES IN CLOUDY/FOGGY CONDITIONS TO WINSTON FIELD WILL BE SEVERELY CURTAILED, **IF AVAILABLE AT ALL**, BECAUSE OF CONFLICTING LOW ALTITUDE MILITARY TRAFFIC.

ALL IN TERMS OF **"NATIONAL SECURITY???????"**

PERHAPS IT'S MORE ACCURATE TO SAY **"IN TERMS OF U.S. AIR FORCE CONVENIENCE!"**

NO LONGER WILL CORPORATE AIRCRAFT OPERATED BY NUMEROUS COMPANIES WHO DO BUSINESS IN SCURRY COUNTY BE ABLE TO PLAN THEIR TRIPS TO OR FROM SNYDER WITHOUT UNFORSEEN DELAYS, VECTORS, OR IN SOME INSTANCE, A DENIED CLEARANCE TO TAKE OFF OR LAND. FUEL REQUIREMENTS FOR ALL AIRCRAFT USING OUR AIRPORT WILL CHANGE DRASTICALLY BECAUSE OF THE POSSIBILITY OF DELAYS. LOW ALTITUDE, HIGH SPEED MILITARY AIRPLANES SIMPLY DON'T MIX WITH GENERAL AVIATION AIRCRAFT.

BR-2 WE JOKINGLY SAY, "A MID-AIR COLLISION CAN SPOIL YOUR WHOLE DAY!" THAT'S HUMOROUS, BUT IT'S ALSO VERY ACCURATE. I PROMISE YOU THAT **"THE THREAT OF MID-AIR COLLISIONS WITH GENERAL AVIATION TRAFFIC AND HIGH SPEED MILITARY TRAFFIC WILL INCREASE DRAMATICALLY!"**

2

~~000370~~ cw

000369

LADIES AND GENTLEMEN, THE FEDERAL GOVERNMENT OWNS LITERALLY MILLIONS OF ACRES OF LAND IN THE WESTERN HALF OF THE UNITED STATES KNOWN AS **"GOVERNMENT LAND."** THERE ARE ALREADY HUGE ALLOCATIONS OF MILITARY AIRSPACE ESTABLISHED ABOVE THESE LANDS AND THERE IS AMPLE ROOM FOR MUCH MORE.

PD-12 I ONLY WONDER WHY THE AIR FORCE COULDN'T WAIVE THIS CONVENIENT INTRUSION INTO **OUR** BACK YARDS, AND UTILIZE THE AIRSPACE THAT **HAS ALREADY BEEN DESIGNATED** FOR THEM. GO WEST TO MOUNT DORA, OR SOUTHWEST TO TEXON. GO FLY YOUR LOW ALTITUDE TRAINING ROUTES ABOVE ALTERNATIVE "C" OR "D"! **DON'T COME TO SCURRY COUNTY!**

PLEASE.....LEAVE OUR AIRSPACE AS IT IS AND LET US GET ON WITH THE JOB OF RAISING COTTON, CATTLE AND KIDS IN SOME SEMBLANCE OF PEACE AND QUIET.

PLEASE.....LET US GO ABOUT THE BUSINESS OF PRODUCING OIL AND GAS WITHOUT THE HAZARDS IMPOSED BY MILITARY AIRCRAFT SCREAMING THROUGH OUR AIRPORT TRAFFIC PATTERN.

PLEASE.....GIVE US THE OPPORTUNITY TO EXPERIENCE PERSONAL AND PROFESSIONAL PROSPERITY WITHOUT FEELING THAT WE LIVE INSIDE A WAR ZONE!

ON A PERSONAL NOTE; PLEASE.....LET ME EXERCISE MY PROFESSION AS I HAVE FOR THE PAST THIRTY YEARS. AS OF YESTERDAY AFTERNOON, I HAVE 7,596 TAKEOFFS IN MY PERSONAL LOGBOOK. I ALSO HAVE 7,596 LANDINGS. **I'D LIKE TO KEEP THEM EQUAL.**

THANK YOU.

3

Citizen Concern
Lancer RBTI

000370

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: John P. Boswell

Address:

City, State, Zip: Fort Worth, Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

For the record, I am opposed to the Realistic Bomber Training Initiative as it was presented Wednesday, April 7, 1999 at the Air Force hearing on the subject matter in Snyder, Texas. I have enclosed a copy of my speech, which I was unable to read in its entirety due to time restrictions. I believe my speech expresses some of, but not all of my concerns. I was assured in Snyder that the speech would be read by the proper individuals. Also for the record, I am sending copies to all elected officials in my respective area, including but not limited to The Honorable Kay Bailey Hutchison and The Honorable Phil Gramm. Please reject this proposal and more specifically Alternative B - Lancer.

John P. Boswell

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000370

My name is John Boswell. My mother and I run a commercial cow/calf operation on our ranch in Dawson and Borden counties. The ranch has been in our family for 125 years and we are members of REPA.

Let me start off by saying that I support a strong military and my comments are not to be taken in any other way. I also have had the pleasure, in no small part due to my parents' generosity, to travel around the world. Because of this experience, I do know that the United States of America is the greatest place on earth to

BR-5 live. However, it is times like this hearing and the proposal it is over that makes me wonder why this great country would take it upon itself to seize, or to use a better term, confiscate a property right of its citizens. In this case, the Air Force is proposing to confiscate the air space over our ranch which is part of my heritage and will seriously impact our way of life, which we've enjoyed for five generations and will for generations to come.

I have tried to make sense out of this proposal ever since I heard about it in the Lamesa Press-Reporter last spring. I don't see national security as an issue. I have wondered if this is nothing more that a "trickle down" effect from the Commander in Chief's attitute of "do it because you can". I have wondered, if this is such a great deal, then why aren't communities across this country clamoring for you to move to their areas. I have wondered if the Air Force was trying to pull a fast one and slip this by a

000370

bunch of, quote unquote, "country folks" hoping that they didn't care or that because of their love for this country they wouldn't object. You know, one can go to any county seat in the proposed Lancer MOA and find a war memorial to its sons and daughters sent off to war. The people of the area impacted by your proposal are not different from any other citizen of this country, except they own land in a less populated area which is convenient to an Air Force Base, which they support and most likely would kill for, and the Air Force shows its thanks by throwing this low level bombing training initiative at them.

I read Lieutenant Don Kerr's quote in the Easter Sunday edition of the Dallas Morning News: "we are in the business of putting air crews into harm's way", and I wonder just who was really being placed in harm's way, the pilots or the people of this eight county area. I thought about it a long time, and the last time I checked on our family ranch there were certainly no surface to air missile installments. I don't own any anti-aircraft guns. Just how much flack or, as Lt. Kerr said, harm, does the Air Force anticipate over the Lancer MOA.

AO-16

What it really boils down to is that the Air Force, as a matter of convenience to its pilots, wants to play war games in our back yard. To heck with the 55,000 God fearing, tax paying, citizens of this area. The Air Force is more concerned about the welfare of a handful of pilots who will only call the "Big Country" and "South Plains" home temporarily.

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A few facts and I'll try to wrap this up:

1. There is concern by the Air Force on how low level flying effects people, livestock, wildlife and structures, as evidenced by their excessive studies done in the mid-sixties at Edwards AFB. I know the Air Force will argue that these were supersonic tests and that they will only fly subsonic in Lancer. But, the fact remains that the Air Force recognizes there are problems.

2. Some months ago, I requested an environmental impact study (EIS) conducted by the Air Force. I have yet to receive it. To my knowledge, only one person has at this time. Since I don't know what the EIS draft says regarding impact on livestock and wildlife, I can't argue with it. But I do know, because of our ranch in the hill country, there is a negative effect on livestock and wildlife from low level flight training.

BR-3

3. I know that an individual, who is currently affected by low level flying over his ranch in the trans-pecos region, thinks this is such a great deal that he has thrown his support to HEPA and offered to help in anyway. It does not sound like he agrees with the Air Force that the impact will be minimal.

4. I know one of the Air Force's arguments is that it

000370

already flies over much of the terrain. The fact is that they are flying in several Reese MOAs set up years ago for the benefit of Reese AFB in Lubbock, and the deck or minimum operation level is 10,000 feet. By the way, Reese was a victim of base closing and it has had additional negative economic impact on the South Plains, yet the various MOAs remain.

I also know that the Air Force has acknowledged that missions within the Lancer MOA will be more frequent and at lower altitudes. No one can deny that the noise decibels emitted to the human ear from an aircraft at 3,000 feet is far greater than at 10,000 feet. God help us when the Air Force lowers the deck to 300 or 500 feet.

PD-13

At 3,000 feet, the earth is flat for any type of plane, so I don't buy the need for variable terrain.

PD-7

5. The Federal Government owns millions of acres in the Western United States, which they can fly over, yet they want us to welcome the Air Force with open arms over our privately owned lands.

BR-2

6. This will change general aviation rules in our eight county area, because down to at least 3,000 feet, if not 300 feet, the Lancer MOA will be restricted air space. When I fly into Lamesa on a private aircraft, will I have

000370

BR-2

to go all the way to Oklahoma, then towards New Mexico, and come in from the west? Has anyone done a study on how this will affect the crop dusters? And, if they are restricted, how is that going to impact their economic livelihood, and more importantly, the farmers for whom they dust crops?

7. Wherever the Air Force is training its pilots now, it is working and they are doing a great job as evidenced by pilot performance in the Persian Gulf war and, more recently, Kosovo.

In closing, I personally resent the Federal Government for making me fight for my rights over this issue. The government has millions of acres it can fly over and not have to worry about us NIMBYs (Not In My Back Yard).

There is something not right about this. I don't think that our country's founding fathers had this in mind when they broke away from the strangle hold of Great Britain.

Shame on me for believing that Uncle Sam has my best interests at heart. I know that if the Air Force approves this proposal, Uncle Sam doesn't care quite like I thought he did.

Shame on the military and the Air Force for thinking that some hearings would pacify our fears, when what you are proposing

000370

will have a negative impact on a way of life sacred to many for generations to come.

I beg, and pray to God, that the Air Force does not move into our back yard. I believe in my country and in my government. Don't do something that will cause me to lose faith in it. Please don't force Lancer on us. Please don't force our hand. I can't speak for everyone in this room, but, I have only begun to fight.

Friday - April 9th - 99

Major Brent A Adams
Project Manager
Air Force Base -
Va. - 23665

TY

LueLLa BaLes
I wrote you Wednesday - April 7 - because I could n't attend this meeting.
I'm Snyder - Scurry Co, TX. 79549
- I am sending the Results of this meeting - over 400 attended.
The article tells the Rest.
Sincerely -
and thank you.
LueLLa N. Bales
Snyder, Tx. -

000371

000370 on
000371

The Snyder (TX) Daily News
Thursday, April 1 '99
Vol. 90 No. 240

During low-level flight hearing...

Citizens tell Air Force: 'No thanks'

By Wade Warren
Managing Editor

Snyder

Thursday's public meeting was the first of four scheduled in Texas and New Mexico to receive comments on the Air Force's proposal to establish a new training area for low-level flights in Western Oklahoma, Northwest Texas and Eastern New Mexico.

If the Air Force had any doubt about the feelings of Snyder residents concerning a proposed low-level training area, it certainly didn't display that fact Wednesday night during a public hearing.

Nearly 500 people packed the Snyder Civic Center to express their opinions about the proposal to establish a new training area for low-level flights over parts of the Texas Panhandle, Western Oklahoma and Eastern New Mexico.

Those in attendance were given the opportunity to express their opinions about the proposal to representatives of Air Force Base Public Affairs and Environmental Impact Analysis Process (EIAP) officials.

Not in my backyard

Not in my backyard was the overwhelming sentiment expressed by those who spoke during the public hearing.

"Does anyone out there in Washington, D.C. realize that Snyder, Texas, residents have a say in this?" said Snyder resident Ronald Sharp. "Does anyone there realize that Snyder, Texas, is in the middle of nowhere? Does anyone there realize that we have a right to live our lives as we see fit?"

Sharp said he and his wife moved to Snyder because they wanted to live in the country where they could raise their children.

"That would be all ruined if the Air Force moves in," Sharp said. "Their proposal may be valid, but it should be proposed in a different area."

Others in attendance echoed Sharp's sentiments.

"I'm not against the military," said Snyder resident Jerry Wade. "I'm not against the Air Force. I'm against them coming in my backyard and disturbing my way of life."

Wade reminded the hearing officials that the Air Force is not the only entity that has a right to use the airspace over Texas.

"Does anyone realize that the Texas Department of Agriculture has a right to use the airspace over Texas?" Wade said. "Does anyone realize that the Texas Department of Transportation has a right to use the airspace over Texas? Does anyone realize that the Texas Department of Public Safety has a right to use the airspace over Texas? Does anyone realize that the Texas Department of Parks and Wildlife has a right to use the airspace over Texas?"

Wade reminded the hearing officials that the airspace over Texas belongs to the citizens of Texas.

"We have a right to protect our airspace," Wade said. "We have a right to protect our way of life. We have a right to protect our children's way of life. We have a right to protect our children's children's way of life."

Wade concluded his remarks by saying, "I'm not against the military. I'm not against the Air Force. I'm not against the Air Force Base. But I am against you coming in my backyard and disturbing my way of life."

Wade received a standing ovation from the audience when he concluded his remarks.

Richard Sharp, Public Outreach Officer for Cannon Air Force Base, N.M., was the first speaker at the four-hour meeting.

Sharp said the Air Force has been flying low-level training missions in the area for more than 30 years. He said the proposal would establish a new training area for low-level flights over parts of the Texas Panhandle, Western Oklahoma and Eastern New Mexico

Citizen Concern
Lancer RBTI **000373**

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Randy Dollins

Address:

City, State, Zip: Snyder, Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

Randy Dollins

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Sorry- No typewriter — so — written in Longhand.
& - Thank You. **000374**

Major Brent Adams
RBTI. Project Manager
129 Andrews St.
Langley Air Force Base,
Va. - 23365.

Dear Sir:
I am writting to dispute the Air force, taking over 8 counties in Texas.
My son in law and daughter have a farm in Snyder, Scurry Co. - Texas, they have cattle & horses who do not need to be scared by the noisy - Low - flying planes they are members of the Heritage Environmental Preservation associate — organized to keep peace

000374

2.

in our area of the world.
My daughter has cancer.
Now, and is at Lubbock, Texas getting a cancer treatment as I write this Letter. So she & her husband won't be able to make it to the meeting, tonight Wednesday — April 7th - 1999. They are members of Heritage Environmental Preservation association. In Snyder, TX. it is located at 2515 College Ave. The in names are Terri / Mike Swinney.

BR-3 They have horses and cattle on their land, which those Low flying planes will scare. & the high Noise is bad for every one.

My grand son-wife - 3 sons Live in Snyder, Texas.

000374

3.

AO-16 These planes also often crash. If they crashed in Snyder, - there would go Swinney's 3 grandsons. 3.

AO-20 and my 3 great grandsons. & that noise would be bad for all children and Adults.

Also - please consider - half this town goes to church on Wednes. day Night. Lots of people told me they would go to the meeting, had it not been on a church night.

I a plane crashed in this town, I'd be minus my three great grandsons. this county and the other 7 Texas counties involved are up in arms against this.

Yes, the traing has to take place Some where —

~~000375~~
000374

4

PD-7 But why Not on government Land, not on areas where the population is in this area... so it is a quiet area. We ... want it to stay a safe and quiet area.... Another thing, lots of people want to hunt in these 8 counties of Texas. Those Low Flying, and very noisy planes scare deer and other animals and Birds. people Want to hunt the wild **BR-4** animals just get scared and Leave.

... Sorry, no typewriter.
Sincerely,
LueLle Bales

000375

April 9, 1999

Major Brent Adams
RBTI Project Manager
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

Enclosed please find a letter that I faxed to Roy L. Barker, Acting Chief, Environmental Analysis Branch and mailed to Lt. Don Kerr at the Dyess AFB.

Sincerely,

Virgie Green

Virgie Green

cc: Lt. Don Kerr
RBTI EIS
C/O 7 CES/CEV
710 3rd. Street
Dyess AFB, TX 79607

SNYDER, TX

000375

April 7, 1999

Roy L. Barker
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Dear Mr. Barker:

I am writing in response to a memorandum for all interested HEPA individuals that I received from your office. This memorandum was in reference to a request made by HEPA for a copy of the Draft Environmental Impact Statement (EIS). In your memorandum, you stated that you have had no prior correspondence from me. It truly surprises me that you do not have a copy of my letter dated 2-13-98 in which I wrote in opposition to the Lancer MOA. I am attaching a copy for your files.

I do want a copy of the Draft Environmental Impact Statement (EIS). It is my understanding that the comments at the meeting being held in Snyder tonight are restricted to this statement (EIS). It will be difficult to make comments tonight having not been able to even look at the EIS, and impossible to make comments during the 45 day comment period with out having the document on hand. I would appreciate receiving this document as quickly as possible.

Sincerely,

Virgie Green

Virgie Green

2-13-98

000375

Dear Sir
I'm opposed to the B1 & B2 AirCraft that the Air Force or government want to Put in the area - I live in Kent County and when the helicapter's fly over enough Noises They Scare you half to death before You Know what's happen, Sometime they are flying so low you think they are going to hit the house - I think they are flying lower than 3,000 feet. Now the B1 & B2 will be flying so fast they could come over **AF-55** one of the hills & hit a house, because the Pilot's don't Not fly the same everytime, the Pilot's don't Care - We don't Need the Low flying jets Changing our life and our everyday living and the life of Animals - We don't want the training in this area -

Thank you
Virgie Green

Snyder, Texas

Citizen Concern
Lancer RBTI

000376

To:

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:

Name: Paul Hudgins

Address:

City, State, Zip: Snyder, Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

My concerns over the probable effect of proposed Air Force training flights on West Texas livestock and wildlife and what I see as a less-than realistic environmental impact statement (draft, I understand) are spurred by very acute memories, both old and new. As a passenger in a hot air balloon over Taos NM some fifteen years ago, I watched with fascinated horror the terror and frantic galloping for safety by horses in a little pasture below us, spooked by the sound of the balloon's burner. The pilot said it was not an unusual reaction for live stock he flew over - we were, he said, flying at about 500 feet. Last month, looking out my window to see what was thundering outside, I first saw the abrupt and frightened flight of (over)

Use back if necessary

Signature

PLEASE PRINT CLEARLY

000376

the quail feeding in my yard - then I watched three Air Force planes (cargo, I think - don't know much about aircraft), three of them, flying low - no higher than tree tops - perhaps a half-mile or less, North of the house. Twelve hours later (almost exactly, at 9:40pm), three planes flew as low as before, directly over my house, rattling the windows. At 1:00pm the next day (17 March 1999) three similar planes flew perhaps a half-mile south of the house - at about the same height and sound level. Each flight was from SE to NW. If there had been steers on the ranch (there are none just now as a result of our "dry spell"), I'm sure they would have emulated those Taos horses - the birds were quiet for some time after each of the daylight flights -

BR-3

My skeptical regard for your (draft) EIS is probably the result of recalling an incident in the 1950's, when the Air Force decided a need to expand on its holdings in South Central New Mexico and condemned a number of area ranches. One old rancher declined to sell, and refused to accept the eviction notice delivered by the US Marshal (a domino-playing friend in other times). Rather than incite a shooting incident, the Marshal went back to town; John Prather had met his friend at the cattleguard entrance to the ranch horseback and with a .30-30 headed for in time, the Air Force announced it didn't need the land after all and so far as I know, the then 80 odd year old Prather died peacefully on the land his grandfather had homesteaded.

Like most of my neighbors, I love this country - did my time in WW II and all that - but that part of our country - privately owned - is in economic straits now and the sort of disruption the Air Force proposes is unconscionable, especially given the amount of Federally owned lands available. Or - go fly over Ted Turner's ranches and stir up his buffalo - just leave our livestock and wildlife alone -

Paul Hudgins

Citizen Concern
Lancer RBTI

000377

To:

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:

Name: Diana Grimmett

Address:

City, State, Zip: Snyder Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY

I would like to support Alternative A - No Action

Diana Grimmett

Use back if necessary

Signature

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI

000378

To:

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:

Name: Billy Ray Grimmett

Address:

City, State, Zip: Snyder, Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY

I would like to support Alternative A - No Action

Billy Ray Grimmett

Use back if necessary

Signature

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI

000379

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: Ray Max Grimmett
Address:
City, State, Zip: Snyder, Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI

000380

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: Allen Grimmett
Address:
City, State, Zip: Snyder TX

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Citizen Concern
Lancer RBTI

000381

To:
Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:
Name: James A. McCaleb
Address:
City, State, Zip: Snyder, Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

TY I would like to support Alternative A - No Action

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000382

April 6, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am writing regarding the proposed Realistic Bomber Training Initiative, Alternative "D". This alternative, which includes IR-153 and the Mt. Dora Military Operations Area, would result in training exercises being flown over a significant portion of Philmont Scout Ranch west of Cimarron, New Mexico. Philmont is one of the premier High Adventure bases of the Boy Scouts of America. Each year over 20,000 Scouts and their advisors attend Philmont from all over the United States. These Scouts are drawn to Philmont by the opportunity to backpack and camp in the rugged wilderness of the Sangre de Christo Mountains, and participate in program activities relating to the history of the area. A Philmont experience challenges the individual physically and spiritually. Additionally, Scout leaders nationwide attend the Philmont Training Center for advanced training in the many facets of the Boy Scout program.

The summary of the preliminary Environmental Impact Statement published in the *Sangre de Christo Chronicle* indicated that Alternative "D" resulted in the greatest variance from baseline conditions in several areas, including "Social Impact". I would suggest that the scream of eight General Electric turbofans, 300 feet above the ground, over a heretofore, serene wilderness campsite, would be a significant variance from baseline conditions. Especially if it occurred at 2:00 in the morning. In addition, the effect of an estimated 2,660 training sorties annually will negatively impact wildlife in the area even if only a temporary flight response to the sudden noise; which in turn will also alter the Philmont experience. This same sudden noise could also spook pack and saddle stock used in Philmont's program activities, which could result in personal injury to the participants.

BR-6

On any particular summer day, there can be over 5,000 Scouts, Scout leaders and staff at Philmont. Although it may be a minor consideration, a mishap could have serious consequences. And as anyone who has flown into Denver is aware, the eastern slope of the Rocky Mountains is notorious for thunderstorms and the associated downdraft and windshear effects.

AO-16

000382

I am aware that the United States Air Force must train in realistic conditions in order to fulfill its service mission. And I realize that the current training scenario is inefficient and costly. I am not anti-Air Force. I currently live less than five miles from Randolph Air Force Base and am regularly in the flight path for training exercises. I accept this as a condition of living in the area, the "price of freedom" if you will. I am not aware of the locations of the other alternatives; and I don't know if facilities could be constructed in other areas such as White Sands. And I recognize that no matter where the RBTI is finally situated people's lives are going to be affected.

I do plan to attend Philmont Scout Ranch this summer, which is probably too soon for the RBTI to have much impact on me. I am writing you Major Adams, on behalf of the Scouts and Scout leaders who will attend Philmont in the future. I am asking that you take their experiences into consideration when analyzing the various alternatives and the impact of the RBTI. I am asking you to preserve the magic that is ***"Philmont"***!

Sincerely,

Roy Fisher

000383

Citizen Concern
Lancer RBTI

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Richard M. Ferguson, USAF Ret.

Address:

City, State, Zip: Hearnleigh Texas

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

AO-4 Additionally, I believe the current environmental impact statement
AO-42 did not effectively address: Noise pollution, animal or farm
BR-4 laborers safety, economic impact on revenues generated from
BR-3 hunting leases, shock trauma to range cattle, conflict of airspace
BR-2 with aerial application aircraft, war determination of rural family
BR-7 lifestyles, to include effects on children, or finally, diminished
BR-4 value of property.

as a previous USAF pilot, it is my strongest belief, that there is no reason to expand the MOA / low-level / Restricted Area system

(over)

Richard M Ferguson

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

already in my file 000383

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

000384

Dear Sir,

BR-6 I must say that I am astounded that the USAF would even propose such as stated in the RBTI and DEIS. I understand the need for such low-level flight training and that the Philmont Scout Ranch encompasses a mountainous area that is idea for such. The DEIS obviously does not take into account mental, character building, and experience that Philmont provides 20,000 young men and women each year.

I can personally attest that any distractions to the peace and serenity of the wilderness would detract from the Philmont experience. I ask you Sir, to check your own Officer ranks and find out how many of those men have been involved in the Scouting program. Out of these men, asks how they feel about Philmont. I am positive that they declare that it was the most rememberable and rewarding experience in Scouting.

It is my conjecture that the proposed RBTI course over the Philmont Scout ranch property be declined and that further attempts are made to provide a reduction of current fly-overs. Enclosed is Mark Belles' letter which better supports my stance.

Sincerely,
Scott Deel
BSA Adult Volunteer
Circle Ten Council, Dallas Texas

(enclosed letter)

11 March, 1999

Dear Major Adams,

Thank you for the prompt delivery of the Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement (DEIS). Congratulations on a very well written and easy to read DEIS. I found the document very accessible and was able to review it very efficiently.

In general, I support the purpose of RBTI, but I have serious concerns with one aspect of Alternative D, the alignment of Instrument Route 153 (IR-153) directly over Philmont Scout Ranch (DEIS, Figure 4.2-8). I understand that the present conditions include certain existing Military Training Routes (MTRs) used by other military aircraft, mostly fighters and a few bombers (DEIS, Table 2.2-1).

My concerns about the alignment of IR-153 are solely related to noise. Even though there are existing MTRs which over-fly Philmont, the RBTI Alternative D proposal represents a significant increase in the quantity of sorties and the magnitude of sound levels expected to be experienced by the backcountry users of Philmont.

The facts of the proposal are clearly presented, but not highlighted, in the DEIS. A careful reading of the document reveals the effects on Philmont Scout Ranch as shown in Table 1.

While the maps supplied in the DEIS are insufficient to determined the exact locations of the MTRs, it is clear that the proposed new airspace in segments FG and GH include the eastern third of the Philmont Scout Ranch. This along with the existing MTRs renders nearly all of the Philmont property subject of over-fights. (DEIS, Figure 2.4-10). Military over-flights will increase from a current maximum of 360 per year to a possible 3020 per year (DEIS, Table 2.4-12, IR-153 segments EF, FG & GH).

The paragraph entitled Noise Effects on Recreation (DEIS, page 4-56) is appalling in either its audacity or ignorance. The paragraph cites a Forest Service reference to support the assertion that aircraft over-flights are "not generally noticed by wilderness area visitors". Note that the minimum altitude proposed for the Philmont area is 300 feet above ground level (AGL) (DEIS, page 2-22) or if judged to be subject to the FAA rule regarding separation from persons, 500 feet AGL. I find it incredible that the Air Force really believes that a B-1 or B-52 at 500 AGL could pass by unnoticed by a ground observer!

The general public often misunderstands the mathematics of sound levels. Buried deep in Appendix G is an explanation, however many people may not realize the implications of the increased decibel levels noted in Table 4.1-18. The data states that the area over Philmont can expect an average increase is noise due to military training flights from 49 dB to 64 dB, an increase in average noise levels of 32 times the current condition. It is without doubt that these noise level increases will significantly effect the backcountry experience of ALL visitors to Philmont. The 49 dB estimate of the current sound condition is just above the threshold of hearing, while the 64 dB estimate approximates an average sound level equivalent to an automobile at 100 feet.

The paragraph entitled Noise Effects on Recreation does admit to two vital points. First, that the annoyance of a ground observer resulting from a military over-flights is related to the context of the observer. Certainly at air shows and in urban areas the annoyance is less. However, when great effort has been expended to leave developed areas and obtain a wilderness experience, the annoyance is greatly enhanced. Secondly, the subject of the "startle effect" on ground observers is mentioned. Consider the types of backcountry activities in Philmont, such as shooting sports, archery, horseback riding, climbing and ropes courses where concentration and communication are vital to the Scout's safety. The potential "startle response" from a B-1 or B-52 passing by at 500 feet AGL is not acceptable. What will be the Air Force's response when a 14 year old boy falls during a climb or is thrown from a horse and is crippled due to the startle effect of being buzzed by a military flight? The DEIS explicitly admits that these types of startling events can be expected (DEIS pages 4-13 & 4-81).

The discussion of the Modern Population and Economy (DEIS paragraph 3.2.2) omits the presence of the most important High Adventure Base owned by the Boy Scouts of America, Philmont Scout Ranch. A very careful reading of the DEIS reveals admission of Philmont's existance, but there is no discussion of the effects the RBTI will have on this facility. Each year approximately 20,000 Scouts and Leaders come to Philmont for the pinnacle of their Scouting career. Philmont is a place where boys become men and a quick survey of anyone who has been to Philmont will quickly reveal the love of the place held by the vast majority of those who have tasted themselves against the mountains. There are 5 million members of the Boy Scouts of America. I believe if the proposals of Alternative D of the RBTI were more widely known and if the DEIS were to more honestly highlight the effects on Philmont Scout Ranch, the public outcry would be deafening.

In summary, I urge you to reject Alternative D, or if absolutely necessary, to re-route the MTRs away from Philmont airspace. Please don't ruin the place where generations of America's leaders have first challenged their minds, bodies and souls.

Thank you for the opportunity to comment.

000384

Mark Belles
Scout Master Troop 1188
Gray Owl District, Circle Ten Council
Rowlett, Texas

000385

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: APRIL 20, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PD-4 / BI-3 / BR-4: I AM AGAINST THE PROPOSAL PERMITTING B-1 & B-52 BOMBERS TO CONDUCT LOW-LEVEL, SIMULATED BOMB AND PRACTICE MANEUVERS OVER THE RANGE HERE IN NORTHERN NEW MEXICO. THERE ARE OTHER AREAS WHICH ARE LESS POPULATED THAN HERE AND ACTUALLY DESIGNATED FOR THAT TYPE OF FLYING e.g. WHITE SANDS. THE PROPOSAL, IF CARRIED OUT, WILL NEGATIVELY AFFECT OUR WILDLIFE, TOURIST BUSINESS LET ALONE THE REASON MOST OF US ARE HERE – FOR A QUIET LIFESTYLE!!

Over for more space →

Please Print
Name: PATRICIA R. LOEFFE
Address: CIMARRON, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000386

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, N.M.
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY: I am strongly against this plan. I have boarder training in the area of southern New Mexico!

I am sure our interests are greatly different from those of the military – But remember this is your training area and you probably feel a lot differently than I do. I came out here just to enjoy this environment – unlike Washington we are trespassers and visitors !!! I am in my eighth year and I have voted in every election since I was old enough. Don't let your position over written

Over for more space →

Please Print
Name: MARY F. MULLANEY
Address: TAOS, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000387

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Meeting held in
Location: TAOS NEW MEXICO - KACHINA LODGE
Date: APRIL 17 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AF-22 / BR-3 / AO-27 / GE-13: We live in mountainous area. Fighters flying at altitude of 300 ft. big concern. How can they navigate thru canyons, one in a while mountains likely? Animals, wild and domestic plus private homes, small villages with schools are abundant. Horses spook easily – auto Accident in Utah very scary. Optical illusions can occur. Noise factor a problem in Spring Avalanche probabilities? Very dangerous!

Think Southeast Texas would be better choice. New Mexico is already taking part in defense measures – Los Alamos – Fox ie dump site – Don't believe we need another source of danger in our principal state.

Also – Monitor site could be rotated between Texas or New Mexico with plenty of forehand warning and widely published scheduling.

Over for more space →

Please Print
Name: SHIREY GIRARD
Address: RED RIVER NEW MEXICO

Do you wish to be sent a copy of the RBTI draft EIS? Yes✓ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000388

April 19, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: RBTI considered for the Philmont area in New Mexico

Dear Major Adams,

BR-6 I am writing as a concerned scouter who has come to understand that the area around Philmont Scout Ranch in New Mexico is being considered for extensive low altitude, day and night, bomber flight training and to ask you to please mark this site off your list of potential training locations.

I have never been to Philmont but I have listened to many Boy Scouts and leaders tell stories of how great the time was that they spent there. Most have said things to me like "it changed my life", "it was the greatest experience of my life", etc. Every person I have ever spoken with regarding Philmont have talked of their experience with passion and reverence.

My two oldest boys and I have a desire to participate in a Philmont trek someday. I too would like the opportunity to appreciate what I have heard so many talk about. So I write today to beseech you to not include the Philmont area in your list of potential training sites. It would be a shame to lose something as precious as this which has meant so much to so many.

Thank you for your kind careful consideration.

Yours in Scouts,

Gary W. King

Fort Worth, TX

Cubmaster – Pack 549
Treasurer – Troop 412

000389

Nancy Larson Herrick

Taos Ski Valley, New Mexico

February 15, 1999

Major Brent Adams, RBTI-EIS Project Mgr.
HQ ACC/CEVPP
129 Andrews St., Ste. 102
Langley AFB, VA 23665-2769

Sir:

TY Please do not route your bomber trainings over us in Taos Ski Valley, or our beloved town of Taos, New Mexico.

Sincerely,

Nancy L. Herrick

000390

April 19, 1999

Jim McGraw

Fort Worth, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769
(915) 696-2863

Dear Major Adams:

BR-6 I am an Assistant Scoutmaster in Troop 14 in Fort Worth Texas. I understand that the Air Force wants to conduct numerous high speed, low level training flights over Philmont Scout Ranch in New Mexico. I suspect that those who planned this operation may not fully understand the nature and value of Philmont to Scouting and the young men who trek there each year. Philmont is valued as a pristene, rugged and wholly owned site for turning boys in to young men to lead our communities and country. The remoteness and quiet are an essential part of the experience.

In addition, Philmont Scout Ranch is a major site for training adult leaders for their roles in Scouting. I am confident that the proposed training flights would be disruptive to the learning process if they occur near the training site.

In summary, Philmont is not a empty track of wildland. It is the site of youth training and development which will be dramaticlly adversely affected by the proposed training flights.

PD-4 I know that there are many other places where this training could be conducted without disturbing so many people.

Sincerely,

Jim McGraw

000391

SUZY T. KANE

BEDFORD HILLS, NEW YORK

April 19, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

Having recently built our retirement "dream house" in Taos, New Mexico, where we will soon live, my husband, Tom, and I oppose the Air Force's proposed Realistic Bomber Training Initiative (RBTI) in New Mexico, especially its Alternative D route over the northern part of the State.

I have plowed through both volumes of the Air Force's RBTI "Draft Environmental Impact Statement" and found its claims disturbingly vague and bereft of substantiation. Besides, how can you quantify the majestic silence of the vast blue sky and mountains that drew us to Taos to begin with and that draws to Taos the tourists on whom the economy depends?

BR-4

How can you quantify the effect on the human psyche of having to hear and see 10 times a day, 6 days a week from morning until dusk planes overhead almost the size of football fields that could drop down to heights as low as 200 feet? How can you access the "socioeconomic impact" of these flights on the value of our property, not to mention on the pristine wilderness of northern New Mexico?

BR-4

AO-16 And accidents do happen, as an American EA-6B Prowler demonstrated last year during similar low-level training in the Italian Alps, when it sliced through the wires carrying a ski gondola and killed 20 people.

We are a family of skiers, hikers and lovers of nature. We feel privileged that from our own portal we can watch the soaring of golden eagles. RBTI would shatter the paradisiac beauty and serenity we enjoy in northern New Mexico.

There is a cruel irony in the fact that while our own nation is enjoying peace at home, the U.S. Air Force would be willing to subject the very citizens it is meant to protect to the noise, pollution and stresses of war. I hope you will understand why we oppose the Air Force's proposed RBTI Alternative D route over northern New Mexico.

Sincerely,

Suzy T. Kane

000392

April 15, 1999

Maj. Brent Adams
RBTI EIS Project Manager
HQACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Maj. Brent Adams:

This letter is in reference to the proposed U.S. Air Force use of Northern New Mexico air space for their Realistic Bomber Training Initiative Plan.

I am native New Mexican and have had the opportunity to live anywhere in the United States and in many countries in Europe. I have chosen to make my living and residence in Taos, New Mexico. This decision was based on many criteria. I have worked and have paid many taxes throughout my life here in New Mexico and the other places I have lived. **I am very much against the use of Northern New Mexico's air space to be used by the U.S. Air Force for their Realistic Bomber Training and any other projects they can dream up now or in the future.**

I implore you, Major, to follow through on this, exercising some "political pressure" so the U.S. Air Force Realistic Bomber Training does not become a reality in Northern New Mexico.

CU-2
BI-3
BR-4
BR-7

The use of Northern New Mexico's air space for these proposed training flights would be a detriment to the environment, the structures and natural environment of the Taos Pueblo, the wildlife of this area, the economy and lifestyle of the people/citizens of these areas.

Thank you, for your attention to this very important issue.

Sincerely,

Estella Enriquez Rubin
Taos, New Mexico

000393

April 16, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Ste. 102
Langley AFB VA 23665-2769

Dear Major Adams:

BI-3

I am a resident of rural Taos County, New Mexico. I am strongly opposed to any bomber flyovers. Apparently they are scheduled to fly within seven miles of my home on Wind Mt. which is home to numerous elk herds, antelope herds, a variety of hawk species, cougar, bear, raccoon, etc. who will be disrupted due to these possible low bomber flights. My peaceful life on the sacred land of Wind Mt. will be disrupted as well as the cattle grazing there. There are numerous endangered species living in the areas which will be affected.

BR-4

Our area in Taos County has an economy based on 60% tourism. With 18% of the population unemployed and 27% living below the poverty line, these projected low bomber flights are potentially devastating.

AO-7

Due to the fact that numerous military aircraft have crashed on training missions, the public safaety is at risk and so are our forests. Fires are unfriendly to our sacred forests.

I DO NOT WANT ANY LOW FLIGHTS OVER MY HOME OR TAOS COUNTY, NOW OR EVER.

In all Sincerity,

Julie O. Wey

Tres Piedras, NM

000394

18APR 99

MAJ. BRENT ADAMS
RBTI EIS PROJECT MANAGER
HQ ACC/CEVPP
129 ANDREWS ST. SUITE 102
LANGLEY AFB, VA 23665-2769

Dear Maj Brent Adams,

I am a registered voter in Jeff Davis County. I own land both in and outside Fort Davis, Jeff Davis County, Texas. I think it is wrong for government (any government) airplanes to fly at low altitude over private property.

BR-5

Please DO NOT fly at low altitude over Jeff Davis County, Texas.

Jerry Wiant

Fort Davis, TX

000395

Steve and Rosemary Uebel

St. Petersburg, FL

Angel Fire, NM

April 13, 1999

Major Brent Adams
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Dear Major Adams,

We respectfully add our names to those who want to see the Air Force select one of the alternatives for the RBTI other than Alternative D; the route which passes over parts of northern New Mexico.

We purchased our home in Angel Fire, New Mexico in 1997 as a second, or vacation home. Since then, I (Steve) have left my employer of twenty-nine years so we expect to spend much more time in Angel Fire than was our original plan; what started as a vacation home could become our principal residence. Whether this eventuality comes to pass in the near future will depend in large part on the Air Force's decision.

Northern New Mexico is attractive to us, and thousands of other residents and visitors, for many reasons but a primary attraction is the relative peace and tranquility of the area when contrasted with other mountainous locations in the West. We fear that this atmosphere will be lost if Alternative D is selected; many residents will sell their homes, vacation or permanent, and visitors will simply go elsewhere. This would devastate an already fragile economy.

BR-4

BI-3

We are also concerned, as are countless others, about the potential effect of Alternative D on the wildlife in the area. The peace and tranquility we treasure is conducive to an abundance of birds and mammals, many of which would be irretrievably lost to the region if Alternative D is selected.

We support the objectives of realistic and cost-effective training for all military personnel but believe these can be attained with either of the other alternatives at less cost to the environment and to the economies of the other locales.

I (Steve again) am a veteran of the U.S. Army and we both consider ourselves patriots and lovers of America and all it stands for; we are blessed to live in a country where citizens are not only allowed, but encouraged, to voice their differences with the government. It is in this spirit that we request the Air Force select another alternative.

Sincerely,

Steve Uebel Rosemary Uebel

cc: Governor Gary Johnson
Senator Pete Domenci
Senator Jeff Bingaman
Representative Tom Udall
Representative Sam Johnson

Citizen Concern
Lancer RBTI 000396

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Lane GRIFFIN

Address:

City, State, Zip: Cushoma, Tx.

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

BR-3 I believe safety concerns for people handling horses and cattle would arise in this area if low level bomber training occurs over private land.

BR-4 Economic concerns would occur with livestock operations. Land value would decline

We should use Gov. land for training.

Lane Griffin

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

John and Pam MacArthur
Taos, NM 000397

April 18, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACD/CEVP
129 Andrews St., Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams;

BR-7 We are writing to urge you to abandon the Air Force program to initiate bomber training flights over northern New Mexico. We have lived in Taos for 30 years, and value the tranquil quality of life here. We engage in many outdoor activities throughout northern New Mexico, and feel that bomber training here would totally destroy any enjoyment that we get from them. It is imperative that the Air Force not be allowed to do this. Thank you for considering our position on this issue.

Sincerely,

John MacArthur
Pam MacArthur

John and Pam MacArthur

000398

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Alpine Tex.
Date: 4/10-/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Major Brent Adams:
I am opposet to the proposed low level training flights in the Trans Pecos Area of W. Tex. Strongly opposed I for the

AO-2 following reasons. 100-200 or 300 ft. at 600
BI-3 MPH is hazardous to persons or animals or wildlife that happen under such a flight. The noise the turbulence and shock wave cause by such a flight.

Over for more space →

Name: J E White Jr ***Please Print***
Address: Marfa, Tx

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000399

MAURITA J.A. ROHLOFF

TRES PIEDRAS, NEW MEXICO

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Ste. 102
Langley AFB VA 23665-2769

Dear Major Adams:

BI-3 I am a resident of rural Taos County, New Mexico. I am strongly opposed to any bomber flyovers. Apparently they are scheduled to fly within seven miles of my home on Wind Mt. which is home to numerous elk herds, antelope herds, a variety of hawk species, cougar, bear, raccoon, etc. who will be disrupted due to these possible low bomber flights. My peaceful life on the sacred land of Wind Mt. will be disrupted as well as the cattle grazing there. There are numerous endangered species living in the areas which will be affected.

AO-20 I have experienced low level jet flying in California and in England. They terrorized me as they dropped out of the sky and flew low over my head. The sound levels of low flying bombers will be an even greater physical disruption to the physical bodies of the people and animals in the targeted areas.

BR-4 Our area in Taos County has an economy based on 60% tourism. With 18% of the population unemployed and 27% living below the poverty line, these projected low bomber flights are potentially devastating.

AO-7 Due to the fact that numerous military aircraft have crashed on training missions, the public safaety is at risk and so are our forests. Fires are unfriendly to our sacred forests.

I DO NOT WANT ANY LOW FLIGHTS OVER MY HOME OR TAOS COUNTY, NOW OR EVER.

In all Sincerity,

Maurita J.A. Rohloff

Maurita J.A. Rohloff

000400

Bon Carbo, CO

4/16/99

Major Brent Adams, RBTI EIS Project Manager,
HQ ACC/CEVPP,
129 Andrews St., Suite 102
Langley AFB, VA 23655-2769

Dear Major Adams:

It is my understanding that the Air Force is considering establishing Realistic Bomber Training Initiative (RBTI) routes in Northern New Mexico in the areas around the towns of Angel Fire, Taos, Eagle's Nest, and Red River. This area also includes Philmont Boy Scout Camp, a destination for thousands of scouts all over the country. It is also my understanding that the establishment of the routes will result in roughly 3,000 low level flights over the area every year.

I am appalled at this idea. This area is one of the most beautiful and pristine areas in the country. It is also a major recreation destination for people from Colorado, New Mexico, Texas, and Oklahoma who come to the area for hiking, camping, fishing, skiing, and simply to enjoy the natural beauty of the area. The wildlife in the area is ubiquitous. Simply by driving from one town to another one might encounter deer, elk, antelope, eagles, and bear. My family frequents this area many times a year to ski, hike, bike ride, and fish.

BI-3
BR-4
BR-7 The establishment of RBTI routes would undoubtedly have a detrimental impact on the animal populations in the area, but also the local tourist and recreation industry that supports an already marginal local economy. One of the chief assets of the area is the quiet and peace it affords and, unfortunately, establishing RBTI routes would destroy that asset.

In closing, I know you have a difficult job with everyone shouting at you "Not in my back yard!" Still, I can't believe there are other spots in this area of the country that would be more appropriate to establish RBTI routes that would be less detrimental to local communities and the environment.

Sincerely,

Mike Kircher

Mike Kircher

000401

Citizen Concern
Lancer RBTI

To:

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

April 7, 1999

From:

Name: Shirley Drum

Address:

City, State, Zip: Snyder Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

Due to allergies, pollution & Noise, I feel that we do not want or need planes flying low over this area. I realize that the Air Force needs training flights to protect Our Country, but is there not a better place than Sourwolf to do so? Also - frightening the Live Stock & other Animals is not a good thing, because that is the way We make our living. We have to pay Bills too. & Taxes & Insurance

PD-4
BR-3

Shirley Drum

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

000402

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NEW MEXICO
Date: 4-14-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY People come here to live because of the natural beauty and the peace and quiet. We are willing to give up a lot of the "things" money can buy, and the money in order to live here.

You are our government is thinking of ruining this beautiful place. Why? How can you be so insensitive? Do somewhere that more cares.

Over for more space →

Please Print

Name: SANDRA COX
Address: TAOS N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000403

San Cristobal
4/15/99

Sirs:

I have been following the broad lines of the discussion about your'RBTI' problem, on the FM Taos station, and the Taos News. The entire idea of flying these monstrous jets over Taos is so utterly preposterous, one almost has to dismiss it out of hand. What is there to discuss? Or is it some weird off-color humor on your part or some other bureaucrat or politician?

By the same token, it's clear to anyone, what the many different reasons are to in fact, dismiss it. I have lived in Taos County for 12 years; for ten I have owned a small corner of Paradise here just north of Taos. The tranquillity and peace of this area are unparalleled. My two dogs, and my cat in particular, appreciate this fact. I am a birder, and feed many species of birds, some year-round, many of which choose to breed here every year, I assume for the same reasons. I'm not concerned with Tourism, or

BR-7 any other public or commercial objections to your proposal; I simply don't want my place, my life quality, and those of other creatures I love, destroyed by some arbitrary Domestic atrocity cooked up by the Pentagon, and rammed down my throat by the likes of you. Take your "problem" somewhere else--sorry.

Thank you for the opportunity to write, and keep your Bombers away from my house!

4/16/99

000404

Mark Ty

Dear Major Adams,

I am writing you concerning the bomber flights. I am totally opposed to them in this area of West Texas. They should be restricted to over govt owned lands only. It is disruptive to the cattle here as well as the people. I know several people who have nearly lost control of these vechicals when suddenly bombarded by the sound of the planes. One is one of the top men at the border patrol. He lost his entire family with them and had he not been such an excellent driver he would have wrecked the vechical injuring them or perhaps killing them. They described the horrible experiences saying it left them shook up for hours. We live in this isolated area because we want peace & quiet. It will affect tourism greatly thru the economy. And puts citizens at risk esp those on horseback or in vechicals.

PD-7

BR-4

BR-3

Sincerely
Rella Coleman

000405

April 16, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Ste. 102
Langley AFB VA 23665-2769

Dear Major Adams:

I am a resident of rural Taos County, New Mexico. I am strongly opposed to any bomber flyovers. Apparently they are scheduled to fly within seven miles of my home on Wind Mt. which is home to numerous elk herds, antelope herds, a variety of hawk species, cougar, bear, raccoon, etc. who will be disrupted due to these possible low bomber flights. My peaceful life on the sacred land of Wind Mt. will be disrupted as well as the cattle grazing there. There are numerous endangered species living in the areas which will be affected.

BI-3

Our area in Taos County has an economy based on 60% tourism. With 18% of the population unemployed and 27% living below the poverty line, these projected low bomber flights are potentially devastating.

BR-4

Due to the fact that numerous military aircraft have crashed on training missions, the public safaety is at risk and so are our forests. Fires are unfriendly to our sacred forests.

AO-7

I DO NOT WANT ANY LOW FLIGHTS OVER MY HOME OR TAOS COUNTY, NOW OR EVER.

In all Sincerity,

Denise R. Thibeau

Tres Piedras, NM

000406

April 10, 1999

Major Brent Adams
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Re: Realistic Bomber Training Mission
Draft Environmental Statement
"Alternative D"

Dear Major Adams,

As two citizens of Angel Fire, New Mexico, residing in the Moreno Valley area, we wish to voice our alarmed concern regarding the possible plans for low flying B-1 and B-52 bomber training flights ("Alternative D") close to our populated area.

It seems inconceivable that you would consider flying as many as 2600 flights a year by this prominent residential location which is considered a prime mountain haven, not only for permanent residents but for visitors and tourists alike. It could turn this section of New Mexico into a major sound-intruding area that no one would wish to visit.

It is no exageration that there have been millions of dollars invested in Angel Fire and the Moreno Valley within the past few years and there are millions more currently being invested in order that this locality continue to draw tourists, visitors and new residents alike. Many, many of our residents have spent countless hours of community service, keeping and improving the high quality of life in Angel Fire and all its surrounding areas.

BR-4

It appears senseless that you would consider a popular and populated residential and vacation area such as the Morino Valley in Northern New Mexico for bomber training. There are alternatives to ruining established residential, tourist and vacation destinations.

Respectfully submitted,

Albert T. Sindel
WW 11 Veteran

Lillian J. Sindel

Angel Fire, New Mexico

cc. New Mexico Gov. Gary Johnson
Sen. Pete Domenici
Rep. Tom Udal
Sen. Jeff Bingaman

000407

Hot Springs, AR
April 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ, ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

My husband and I strongly object to the proposed route D of the Realistic Bomber Training Initiative (RBTI) which covers northern New Mexico.

My husband, who is a veteran of WWII and Korea, still recalls the thundering roar of the bombers flying overhead. We recently spent most of our life savings on a new home in Angel Fire, NM. My husband feels that, if he must again endure this type of nuisance, we will sell our home and try to find a quieter place. Not only will the vibrations from the low-flying aircraft disturb residents of the area and wildlife, they will also damage home foundations in the affected communities and historical cultural sites in the area.

AO-12
CU-2

Sincerely,

Ann Houston

Eugene J. Houston

000408

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: PECOS, TEXAS
Date: 4-9-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-5 I FAVOR ALTERNATIVE #1. I AM AGAINST IMPLEMENTATION OF EITHER OF THE THREE REMAINING ALTERNATIVES DUE TO SAFETY — YOU FLY IN CIVILIAN AIRSPACE WITH AIRCRAFT I CANNOT AVOID. YOUR APPROVING ANY OF THE REMAINING OPTIONS CONSTITUTES CONDEMNATION WITHOUT COMPENSATION. - IF NOISE FROM JUST ONE HELICOPTER IS ENOUGH TO FORCE NEW REGULATIONS IN THE GRAND CANYON, WHAT IS THE EFFECT OF A B-1 BOMBER AT 300' AGL OR BELOW IN THE RIO GRANDE VALLEY AND BIG BEND COUNTRY OF TEXAS?

Over for more space →

Please Print
Name: STEVE USLAN
Address: HOBBS, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000409

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley Air Force Base, VA 23665-2769

April 8, 1999

Dear Major Adams,

Alternative D is totally unacceptable. I am opposed to all four of the alternatives which fly over New Mexico, but the affected area in Alternative D is extremely sensitive and cannot tolerate the proposed air flights and other training maneuvers which the Air force proposes.

For years the Air Force has acted in a totalitarian manner, using my tax money in an irresponsible manner. I know exactly how much it costs to even lift a B1 into the air out of Dyess and our schools and communities could use those tax dollars in a far more efficient and positive way.

PD-5 If you can come up with the fantastically expensive and technologically sophisticated bombers that you have in your killing arsenal, I think you can invent a "virtual" training machine which would not invade our lands, our wildlife, and our communities.

P. V. Beck

San Cristobal
New Mexico

000410

April 9, 1999

Shawn and Carol McCowen

Snyder, TX

Major Brent Adams
RBTIEIS Project Manager
HQACC/CEVPP
129 Andrews Blvd Ste. 102
Langley AFB, VA 23665-2769

Sir,

We are residents of Scurry County as well as landowners, involved in third generation agriculture. We write to make a plea that you do not use this area for your low level fly overs and training. We have chosen the area in which we live as well as the way we make a living.

AO-16 Our area, though it may be remote and you may be thinking that it would bother less of the population, would not be able to accommodate accidents involving your activities. If one of your trainees were to, for some reason, fall from the sky we would be unable to help your people or ours who may be hurt. I did not say unwilling, but we are remote and assistance is hard to come by when no one knows to help or how to get to the area.

This project would injure an already ailing economy and tax base and drive quality projects and people from the area. We want no part of your training activities, please use land already owned by the government for this activity, we are not interested in providing you with what you already have.

We harbor no hostility for this project, training should be provided, but not at the expense of the people who pay you.

Sincerely,

The McCowens

000411

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder, Texas
Date: April 7, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I realize the training is necessary, but I am opposed to it being in this area. I think you can find less populated areas for the training.

Our economy here is already strapped for the farmers and ranchers due to the drought of the past few years. All they have left to re-build is the value of their land. Now you want to take part of that away when your training could as easily be done in another area. The farmers + ranchers cannot move their farm + ranches to another area. The drought will end and the land will be re-built, but the training would not even go away. We would have no monetary benefit from the training in this area. All we will get is the noise from the planes and that is possibly my biggest concern of all.

BR-3

Over for more space →

Please Print
Name: Brenda Lee
Address: Snyder TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000412

AERO CARE ■ AIRBORNE CRITICAL CARE TRANSPORT

March 17, 1999

Ella Raye Helms
CEO
Fisher County Hospital

Rotan, TX

Dear Ms. Helms:

AO-24 Your recent question about proposed military operation areas to Fisher County and adjoining counties could pose many problems. When these areas are established, it could delay responses because of altitude restrictions or deviation around the military operation areas.

We at AeroCare would oppose development of such military operating areas.

If you have any questions give me a call.

Yours in safety,

Doak Enabnit
Executive Director

DE:bb

• Lubbock, TX

000413

LAMA FOUNDATION

Major Brent Adams
RBTI EIS Project Manager
HQACC/CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

May 8, 1999

Dear Major Adams,

I am writing to you, in my capacity as Coordinator of the Lama Foundation, to inform you of the potentially disastrous effect the choice of 'Alternative D' for routing the bombers would have on our business and community. We are a retreat center and spiritual community, established over 30 years ago about 25 miles north of Taos, NM, highly dependent on the peacefulness and contemplative nature of our surroundings for both our livelihood and our attraction as a quiet, rustic community. I am also

BI-3 apprehensive of the possible adverse effects on the animal life of our area, which add so much to the beauty and serenity of life here. Already the commercial air traffic which flies at a much higher altitude than you are proposing for this RBTI are quite loud. The mountains on which we live seem to produce echoes that reverberate across the land with each passing plane.

I understand your desire for training for personnel who may some day be subjected to quite hazardous conditions. I would ask you to choose an area, however, where the impact on humans and animals would not be so deleterious. Establishing the RBTI in the area of 'Alternative D', would make a war zone out of an area in which its

BR-4 inhabitants depend on its attraction as a place of peace and beauty in order to support themselves. I know that many others in our area have attended the meetings sponsored through the NEPA process and I sincerely hope you will hear these voices and choose another area.

In peace,

Roberta A. Sharples
Coordinator, Lama Foundation

LAMA FOUNDATION *SAN CRISTOBAL, NM*

000414

Coahoma, Texas
April 30, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley Air Force Base, 23665-2769

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B-Lancer.

BR-7 One of our concerns is what the noise will do to our peaceful rural atmosphere. The land on which we live has been in our family for 95 years and has always provided a quiet rural setting. I have recently retired after 34 years of town life and moved back to the peaceful quiet of country living and I feel it would not be acceptable to have this change with noise of planes when there are other options for the training flights.

BR-3 Another concern is the noise damage to our livestock operation and wild life inhabitants. I feel a well trained Air Force
BI-3 is essential, but question why the training flights can not be over federal land.

It is my understanding that our concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A-No Action.

Sincerely,

Binie L. White

25 of April, 1999
Gallina, NM

Maj. Brent Adams
RBTI Eect Manager
Langley AFB, Va

000415

TY To whom it may concern,

Regarding your possible routing of Air Force military training flights over Taos Valley:

You are educated people I'm sure you understand the importance of Peaceful Taos culturally, economically, socially, educationally, for all reasons you must not fill our skies with man-made objects & noise & threat.

As an educator I urge you to demonstrate considerations of the environment to the public - must we pollute every sq inch of the globe? Must the children feel that nothing is natural, even the skies?

You must choose other areas - I truly hope they are nowhere in Northern N.M. This is too fragile, so perfect, still!

Please, please reconsider.

Sincerely Sonja Hershorn
Gallina, NM

000416

the silver hawk

Vadito, N M

May 4, 1999

Maj. Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665 -2769

Dear Sir,

The RBTI EIS is terribly flawed due to misrepresentation and omission. To say that the noise from low flying aircraft will have no adverse effect on people, property values, and wildlife is ludicrous. Other important environmental and ecological concerns such as migratory bird flyways were not even addressed.

Some of the most bitter and hard fought battles in urban areas are over expansion of commercial airports. The city of Grapevine, TX alone has spent untold amounts of money and time because the citizens do not want D/FW Airport to expand their runway system due to the noise and the detrimental effect on property values. The citizens of North Dallas have fought similar legal battles against Love Field for the same reasons.

BI-2 Your EIS did not even address the migratory bird flyways or the herd of endangered antelope on a ranch near Cimmaron. The flyways of the Blue Heron and the Whooping Crane both cross your proposed flight path.

If these flaws are not serious enough, one only has to look at the tragedy at the ski resort in Italy last year or the recent forest fire in New Jersey that

AO-7 burned eighteen miles of forest due to a training flight mishap. A similar mishap in New Mexico in a dry year could totally destroy the town of Angel Fire, not to mention the detrimental impact on the forest and wildlife. That is assuming the

000416

training flights all stay on course, which is unlikely. A mishap of that magnitude between Angel Fire and Taos would be even more devastating.

I urge you to re-assess your EIS to reflect a realistic evaluation of the impact the noise of low flying bombers would have on citizens and wildlife and

BR-1 forget the ridiculous decibel reading based on an equally ridiculous formula from some sort of averaging. I also urge you to respect the ecological integrity of the migratory bird flyways that have been in place long before there was an Air Force.

Sincerely,

Robert K. Hilton

Robert K. Hilton

000417

El Prado, NM
May 4, 1999

Dear Major Adams,

Tommorrow is the 3rd anniversary of the "Houdo Fire" – a fire storm that destroyed the home that my wife and I built with our own hands and lived in for nearly 30 years. The long-time homes of our nearest neighbors on all sides were also destroyed.

During all the years I lived in our now destroyed home – in La Lama – I saw many, many overflights by military aircraft – some of them quite low – some of them involving rolls and other "tricks" by exuberant pilots. To say they were irritating is putting it mildly.

How can we even contemplate rebuilding our home when your RBTI EIS Project will – if allowed to go foreward here – render life in La Lama impossible?

Taos County is one of the poorest counties in one of the poorest states in the union. It is also a county with a very high percentage of "minority" citizens. I do not believe that the Air force is unaware of these facts, nor do I believe that these facts we not part of the reason that the Air force picked our County as a proposed RBTI raceway.

12

000417

The economy of this county is based on tourism. Your EIS completely ignore this fact and the fact that your

BR-4 low level flights will severely adversely impact the tourist ~~from~~ economy of this already poor county. How can any of us believe even a single word that the Air force says to us when the EIS is such an obvious "snow-job"?

BR-1 To "average" the noise level over a 24 hour period is ludicrous! That is like saying that an arroyo which is normally dry as a bone, but which is filled with water during a severe rain storm, averages so many inches of water flowing in it! Meaningless double-talk will not pass muster as an EIS!

PD-17 It appears that the Air force is targeting this community for destruction because we are poor and largely "minority". We, however, are not stupid, nor will we give in without exhausting every legal means to resist this "project".

I urge you to relocate the site [13] for your RBTI to a less fragile area. Find a place where an HONEST EIS for this "project" can be developed. That really should be the determining factor for location.

The EIS for this area is, in my opinion, a sick joke.

Sincerely,
Robert Alderson

000417

000418

April 13, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams,

I am a resident of the northern New Mexico Village of Eagle Nest. I live here with my husband, my son, my dog, and my cat. We live in a very tiny house that sits in the middle of the village across from the community center. Eagle Nest sits at the north end of Eagle Nest Lake; a wonderful four mile long lake. Our year round population is 186. In case you are not aware of what Eagle Nest is like I am enclosing a postcard and some brochures to show you.

Hopefully, by looking at the enclosed materials and after you read what I have to write you will reconsider the flying of bombers over my beautiful home. The Moreno Valley sits high in the Sangre de Cristo Mountains of northern New Mexico. The valley is filled with ranchers, some large-some small, and lots of people who live here because of the peace and serenity they find here. **BR-7**

Wildlife abounds here. We have everything from the majestic elk, bear, bobcat, coyotes, mountain lion, and deer just to name a few. Eagle Nest Lake is the stopping off point for many migratory birds. One of these that you should be familiar with is our nation's symbol, the bald eagle.

In the early spring we are blessed with the arrival of the "baldy's" who nest on the lake. Have you ever seen a pair of bald eagle's soar overhead in all their glory? Have you ever been fortunate enough to see 10 or 20 of them at the same time? To see an eagle drop out of the sky as they take a duck in mid-flight or swoop down to nab a trout from the lake is something that most people never get to experience. My family has seen these things because this valley provides the environment that is conducive for the eagle and other wildlife to live here without being constantly spooked off by loud and unnecessary, frightening noises. **BI-5**

I am not so foolish as to say there are no noises that occur to scare the wildlife as well as the livestock here. Hunting abounds in the Moreno Valley. The sound of gunfire I am sure is unnerving for most everyone and everything. It is however a sound that is a way of life in providing food for one's family. It is also a sound that passes quickly.

Eagle Nest is a haven for many elderly folks who come here every April in their RV's and stay until the fall. They come for the climate, the quiet, and the fishing. They come with or without their own boats and fish the days away. Can you possibly imagine what the flyover of your bombers would do to their yearly getaway? **BR-4**

000418

We are continually lied to by the people from Kirtland AFB. The fighter pilots that go out for "routine training" up here constantly fly over the lake and our homes at an incredibly low altitude. I myself have called the base on more than one occasion to complain about them. Of course, the people at the base say our pilots don't do that? We don't believe them because they are right in front of us. My whole house shakes and my animals that are inside run and hide. I know people who have actually seen the faces of those pilots while out on the lake because they are so low. The sound is deafening. Would you like it over your house? Is this what we can look forward to from the bombers as well?

I was born and lived most of my life in Virginia. I know exactly where you are right now. Being raised a military brat I am very familiar with the way things work. I left Virginia because of the pollution, the crime, the noise from airplanes commercial and otherwise that was never ending. The changes that were taking place in northern Virginia is another big reason for my leaving home.

I have made a new home here in "the valley" for the last ten years. I am begging you to please pick another area to fly your bombers. If the people of the Moreno Valley wished to live in a city environment filled with noise and pollution they would be there. Please do not bring to me what I chose to get away from.

A response to this letter would be greatly appreciated. I hope that it has shed some new light on this very unpleasant prospect. Looking forward to hearing from you. Thank you in advance for your time.

Mrs. Diana L. Kropf

Mrs. Diana L. Kropf

Eagle Nest, New Mexico

000419

May 4, 1999

From: Imogene K. Steinbach

Bettendorf, Iowa

To: Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am writing to express my concern about the possibility of the U.S. Air Force using Taos County as a site for its Realistic Bomber Training Initiative practice flights. I realize that the military needs to train its flyers over varied terrain. However, I have traveled extensively in the United States, and I know that there are places that would be better choices for this endeavor. **PD-4**

Taos is the most beautiful place in the United States that I have visited. In fact, after years of visiting, my husband and I have decided to move to Taos County later this year, and intend to remain there for the rest of our lives. I am appalled at the thought that the beauty and tranquility of this place could be ruined by the presence of bomber flights several times a day.

Quality of life is essential to the inhabitants who have chosen this special place for its natural beauty, its ancient Taos pueblo, its spirituality, its tranquility. Taos County should not be the site of these training flights.

Thank you for your time.

Sincerely yours,

Imogene K. Steinbach

Imogene K. Steinbach

000420

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY

Over for more space →

Please Print

Name:
Address:

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000421

May 1, 1999

Questa, New Mexico

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Langley:

PD-18 I attended the latest round of meetings in Taos, New Mexico, to hear public input on the draft EIS. I am appalled that the Air Force has not already discarded option D for the proposed RBTI. The reasons are so many and so clear that it seems to me that they do not need to be stated, however I will list the major objections to the proposal to fly low level military bomber training missions over rural New Mexico:

1. Economic: Poverty is a key factor in Taos County, affecting all aspects of life here. The annual median family income is $15, 900, ranking Taos 28 of 33 counties in New Mexico, which is, itself, the poorest state in the country (U.S. Bureau of the Census, 1994-96). The Taos unemployment rate is 15.7% (N.M. Department of Labor, 1997) underestimates true un-and underemployment, since much of the available work is dependent upon the tourist-based economy and is therefore seasonal. More than one of three (34.6%) children below the age of 18 is living in poverty (NM Advocates for Children, 1996). These economic indicators are coupled with a very high cost of living, and an especially expensive housing market. In 1997, the median home price was $145,000.

   I once camped on July 3rd on Whidbey Island, Washington State. Well after dark and after I had gone to sleep, I awoke in terror to the sound of planes divebombing my tent. Lying on the ground with horrible noise from planes flying low was an experience I will never forget. I learned the next day that a Naval Air Station was located at the southern end of the island. I would never consider returning there to camp despite the tremendous natural beauty.

   Taos County's economic base is tourism. At least 60% of jobs here are based on tourism. People come from all over the world to enjoy the mountains: skiing, hiking, backpacking, camping, or just sitting and gazing. They comment on the quietness that they do not find in their urban homes. If tourists' vacation experiences are marred by huge bombers flying over their heads as they fish, hike, and sleep outdoors, they also will never return.

   Jobs will disappear as tourists fail to come; land prices will drop; and the fragile economic base will be crushed.

BR-4 The economic analysis in the EIS is woefully inadequate, failing to scrutinize the impact of the phenomenon of low flying bombers over this quiet, rural area. Low flying bombers, especially with the frequency the Air Force is proposing, will have a **devastating** impact on our economy and on the other areas of New Mexico on this route.

000421

2. Environmental impact
   Eagles, peregrine falcons, and the spotted owl are precious. Disruption of their habitats is totally unacceptable for any reason. If an ordinary citizen did so, he or she would be arrested. How could you possible justify harming endangered species for the sake of convenience of military training?

BI-5

3 Social and cultural impact
   Again, the EIS did a totally inadequate job of analyzing the impact of RBTI in Taos County. If you were proposing a few flights per week, the impact on the social and cultural life of this county might be manageable. It would be difficult and disruptive for residents, but perhaps not cataclysmic.

CU-4 The number of flights you are proposing, six days per week, day and night, is totally incompatible with the cultural and social life that exists here. Not only the traditional Native American culture, but the agricultural life in my home town of Questa, and the slower-paced, outdoor-based communities in all parts of the county will be damaged.

BR-7 Your RBTI would **ruin** life in this county.

I request that you immediately eliminate Proposal D, the Northern New Mexico Route, from consideration for the RBTI Thank you.

Sincerely,

Jane Corinne

cc: U.S. Senator Pete Domenici
U.S. Senator Jeff Bingaman
U.S. Representative Tom Udall
Federal Aviation Administration
Governor Gary Johnson
F. Whitten Peters
President Bill Clinton

ULTRAMAR DIAMOND SHAMROCK
CORPORATION

000422

Roger R. Hemminghaus
Chairman of the Board

May 5, 1999

The Honorable F. Whitten Peters
Acting Secretary of the Air Force
1670 Air Force Pentagon
Washington, D. C. 20330

Dear Secretary Peters:

BR-6 As the volunteer chairman of the Philmont Ranch Committee for the Boy Scouts of America, I want to seriously object to the possibility of low level flight training over the Philmont Ranch in northeastern New Mexico.

Each year the Boy Scouts of America puts over 20,000 young people and their leaders into the back country at Philmont for a period of approximately ten days or more so that at any one time, there are approximately 5,000 people spread throughout the Ranch and at many different elevations. They are not there long enough to become accustom to low-flying aircraft. They are routinely involved in adventuresome activities such as rock climbing and horseback riding. The shock and surprise caused by low-flying aircraft would be a serious safety infringement on these activities and may contribute to serious injuries.

I fully understand and support the needs of the Air Force for adequate training exercises, but I do not think these exercises should be done in a way that would negatively impact a high adventure experience for 20,000 young people each year and quite possibly impair their safety.

Thank you for your consideration.

Sincerely,

Roger

cy: Major Brent Adams - Langley AFB
The Honorable Kay Bailey Hutchison-U. S. Senator

• SAN ANTONIO, TEXAS

000423

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4/14/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I heard the presentations by the Air Force officers and responses by the public. After considering all the information I feel STRONGLY OPPOSED to RBTI in our area.

PLEASE DO NOT FLY OVER NORTHERN NEW MEXICO
WE DO NOT WANT YOU HERE
PLEASE FLY OVER AS LITTLE AS POSSIBLE MINIMIZE MILITARY FLIGHTS & TRAINING.

BI-3 RBTI in N. New Mexico would severly disturb annual life,
CU-2 cultural sites (including ruins and presently occupied
BR-4 adobe pueblos), human life, the area's livelihood and resources.

STAY OUT OF NORTHERN NEW MEXICO

Respectfully,
Arifa Goodman

Over for more space →

Please Print
Name: Arifa Goodman
Address: San Cristobal, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes (✓) No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000424

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: NE New Mexico
Date:

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY My family owns a ranch in Northeastern New Mexico, near Wagon Mound. The flight over our property have been a constant source of irritation, disruption and concern. Therefore, we strongly support Alternative A, to prevent any increase in flight over the area.

If you would like to contact me for further comment, I can be reached at: 505-237-0261.

Thank you for addressing our concerns.

Over for more space →

Please Print
Name: CARRIE SEIDMAN
Address: WAGON MOUND, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes (✓) No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000425

Mr. Dennis B. Miller
Knoxville, TN.

May 3, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Subject: Realistic Bomber Training Initiative (RBTI)

Dear Major Adams,

BR-6 I am contacting you because a site being considered for low level training flights for the Realistic Bomber Training Initiative (RBTI) may have an adverse effect on the safe and successful operation of the Boy Scouts of America's Philmont Scout Ranch in Cimarron, NM. My interest in this issue stems from my past association with Philmont as a former staff member, my membership in the Philmont Staff Association, my current association with Philmont through the Boy Scouts of America as an Assistant Scout Master of Troop 42 in Oak Ridge, TN, and my role as a father of two children who will soon have the same opportunity that I had to hike at Philmont in the beautiful Sangre de Cristo Mountains of Northern New Mexico.

Philmont is the largest youth camp in the world and the flagship of Scouting's High Adventure Program, hosting over 25,000 boys and girls and their adult advisors -- including several hundred from your district -- every summer. These boys and girls come to Philmont from around the world to backpack for ten to fifteen days, horseback ride for extended treks, build and maintain trails, participate in conservation projects, and learn and apply outdoor leadership skills that teach self reliance, cooperation, and personal responsibility. On any given day during the summer season one can find over 5,000 boys and girls camped in Philmont's 215+ square mile wilderness. It is my belief, the belief of the board of the Philmont Staff Association, and the belief of Philmont's management and the Ranch Committee (Philmont's oversight board), that this proposed RBTI flyover program would be a serious threat to the health and safety of the campers at Philmont. As recently as today in the Sunday news paper (Knoxville News-Sentinel Sunday April 11, 1999 page A11) I read an article stating that a 16-foot flap panel of a C-5A military transport plane fell off landing in a suburban backyard narrowly missing two citizens who were gardening. Imagine if that same piece of aircraft fell into a back country campsite where 15 - 50 scouts were sleeping. Would you consider such training programs in the Great Smokey Mountains National Park or the Shenandoah National Park? Philmont is no less a unique national and cultural treasure.

While I fully support the U.S. Military and its role in maintaining peace around the world,

Internet: 73500.1022@compuserve.com

000425

I am concerned about the possibility that the U.S. Air Force will decide to conduct RBTI training missions over Philmont. I have two specific concerns. The first being the safety of scouts, scout leaders, and Philmont staff, should RBTI use the air space above Philmont. According to the U.S. Air Force this training will be conducted at low altitude. This will result in considerable disruption of program activities that involve horseback riding and use of pack animals. I am very concerned that these animals will be "spooked" by low flying aircraft and throw riders and handlers who are traveling through the mountainous back country. Also according to the U.S. Air Force, 20% of the flights will occur between 10:00 pm and 2:00 am, which will be very disruptive to the wilderness experience for which Philmont is world renowned. I am also concerned that Philmont's unique wildlife (e.g., elk, bear, mountain lion, eagle, and other wildlife) may migrate to other locations due to the constant disruption of their habitat, further degrading the wilderness experience of those who come to Philmont to see this wildlife; often for the first time, and, for thousands of scouts from urban centers, possibly the last.

Although unlikely, it is also a possibility that a training flight will end in a tragic crash on Philmont property resulting in extensive environmental degradation of the surrounding crash site, and possibly in loss of life. It would not be the first time for this to happen. While no camper has ever been killed as a result of such an accident, the potential exists leaving the U.S. Air Force vulnerable to considerable public outrage over choosing a training flight zone over an area with such a large population of American youth.

Congressman Ed Pease is a member of Philmont's Ranch Committee and has a complete understanding of the issue at hand. I implore you to speak with him to learn more about RBTI and the importance of Philmont in the nation-wide BSA program. Major Adams, literally hundreds of thousands of boys, girls, men, and women from around the United States and the world have been to Philmont over the past half-century and many thousands more will go there this year and in future years. The ranch is truly a national treasure and holds a hallowed place in the hearts of many people in your district and around the country. I hope you will add your voice to the voices of the New Mexico congressional delegation and literally thousands of Scouts and Scouters from around the country who think the RBTI overflights of Philmont represent a serious error in judgement on the part of the U.S. Air Force. RBTI overflights should not be allowed to take place at Philmont.

I strongly recommend that other areas being considered for RBTI overflights, which do not contain the unique resource that is represented by Philmont Scout Ranch, be considered for RBTI. Thank you for taking the time to consider my comments on this issue.

Very cordially yours,

Dennis B. Miller
Eagle Scout: 1976
Philmont Staff: 1980 - 1985
Assistant Scout Master: Troop 42, Oak Ridge, TN

May 1, 1999

000426

Major Brent Adams,

Northern New Mexico is NOT the area for Realistic Bomber Training!

BR-7 It has a fragile ecosystem, wilderness area and communities commited to preserving their quality of life.

Rich in cultural heritage and natural beauty, this area contributes heavily to the appeal of the State of New Mexico. RBTI would destroy that.

We request that realistic bomber training NOT be expanded to this area. Thousands of people will be adversely effected. We wonder why our own Air Force, State and Federal Government agencies are determined to be at war with the citizens of Northern New Mexico.

Sincerely,

Lilyanne Botz

To Major Brent Adams
RBTI EIS Project Mgr. HQ ACC/CEVP
129 Andrews ST Suite 102
Langley AFB, VA 23665-2769

Sat Apr. 17
Isabel Walsh
cc Gracie, Nin

000427

I am appreciative that the Air Force has come here to get input from the community, by democratic process, in evaluating low level bomber training plan.

I am also hopeful that the Air Force will honestly listen to what is said and written about this plan by the residents and cultures of this sacred mountain area and act accordingly in determining that the cultures and traditions of this region are vehemently opposed to such a horrendous military proposal.

To begin a low level bomber training plan here would produce the same traumatic psychological stress upon this sacred area and the peoples as if the government were to put us all in Kosivo itself. The incredibly overextended military presence, the noise, strobs, and lack of focus on providing constructive peaceful dialogue amuck the community would transform a peaceful mountain land with thousands of years of highly evolved cultural community into a great American horror.

- 2 -

Apr 17.
I. Walsh

000427

Speaking up as an individual but also as a Quaker and peace-nick I think I represent many people in America from various religious beliefs who want the US government to spend their energies and money on peaceful and constructive projects such as good funding for education, housing programs for the poor & homeless (like Jimmy Carter started when he was in office. Socialized medicine for the country and job training programs for community and cultural resource development and peaceful uses.

With the huge amounts of money that America just blows away on military structure, military payroll and then rich military interests we could actually really invest all that effort in peaceful, non destructive concepts and far reaching, meaningful programs.

We do not need to transform Northern New Mexico into a war zone with bomber flights traumatizing a peaceful quiet region that could otherwise be a very strong tourism and spiritual center, as it is now.

AO-16 It is inevitable that once bombers get up some will crash, due to human error, mechanical failure, electronic malfunction,

000427 Apr 17 99
I. Walsh

or icing or unpredictable high winds, that are common to this region. A stealth bomber crashed in the Zuni Mts 3 years ago, the event was quickly hushed up.

As the Taos Mayor has proclaimed the town a peace zone we wish to live here all in harmony with each diversified culture & tradition in the aura of the mountains from which life springs and the water flows.

The Airforce proposed low level bomber training methods are not compatible with any of the peoples who have evolved from this beautiful earth.

Go home in peace. Tell the Pentagon in Washington to put away all the very expensive weapons. We are a community against violence.

Isabel Walsh

Fort Stockton, Texas
29th April 1999

Major Brent Adams
RBTI EIS project manager

000428

Dear Sir,

TY We, the citizens of the area of the proposed bombing exercises, have been informed (via the letters to editor columns) that we should direct our comments and/or objections to you.

My comments: I have two uncles who made the USAF their careers, both retiring a few years ago after many years of serving their country and a few purple hearts. I love seeing the bombers go over and a renewed sense of pride in our people abounds every time. If we intend to continue being a force to be reckoned with, our people need support and training. Where would we have them go? To all the "naysayers" they need to remember that we can't send our people into places like Serbia without knowing that we have done our utmost to properly prepare them.

The noise? Blaring CD players & 18 wheelers are worse by far. Television shows are worse! Our people are training so they can keep far worse noise from our shores and all the couch potatoes can relax and watch their noisy TV's & play their CD players on blast as they freely run up & down the streets.

My objections: None - More power to you all and thank you, for your dedicated service to this nation.

Sincerely,
General Fontaine

C00429

April 30, 1999

Major Brent Adams, RBTI EIS
PROJECT MANAGER, HQ
ACC/CEVPP. 129 ANDREWS ST., SUITE 102
LANGLEY AFB, VA 23665-2769

REF: LOW-ALTITUDE BOMBER TRAINING FLIGHTS IN WEST TEXAS
—PUBLIC COMMENTS—

TY I DO NOT BELIEVE THE AIR FORCE'S IMPACT STATEMENT WHICH FOUND A "LOW IMPACT" RESULT FROM THESE B-52 & B1B LOW ALTITUDE FLIGHTS ON WEST TEXAS ENVIRONMENT.

WEST TEXAS IS NOT A WASTELAND! WEST TEXAS IS NOT A "PLAYGROUND" FOR YOU MILITARY TYPES TO "PRACTICE" ON!

NEW MEXICO IS NOW HOST TO A GERMAN AIR FORCE base. THESE GERMANS ARE PRACTICING LOW ALTITUDE FLIGHTS IN NEW MEXICO ANYTIME THEY WANT AND HAVE TOLD THE COUNTY, THE STATE AND OUR U.S. GOVERNMENT WHERE THEY CAN STUFF THEIR OBJECTIONS.' ASK THOSE CITIZENS WHAT THE IMPACT HAS BEEN!

YOU, HOWEVER, MUST LISTEN & RESPOND TO CITIZENS OBJECTIONS! I STRENUOUSLY OBJECT TO BOMBERS FLYING OVER MY AREA. I EVEN QUESTION THE LEGALITY OF IT!

BERTIE M. GREMORE
McCAMEY, TEXAS

cc: U.S. CONGRESSMAN
HENRY BONILLA
SAN ANTONIO

000430

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NM
Date: 4/17/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY AS A NORTHERN NEW MEXICAN, I MUST RESPOND IN OPPOSITION TO THE PROPOSED ALTERNATIVE D TO THE CURRENT RBTI. ALTERNATIVES B & C SEEM MOST APPEALING TO ME, BUT I MUST ADMIT THAT MY MOTIVATIONS ARE IN FACT MERELY SELFISH. SURELY NO ONE, IN TEXAS OR COLORADO OR NEW MEXICO, WANTS TO HAVE THESE BOMBERS FLYING AT LOW ALTITUDES OVER THEIR NEIGHBORHOODS. AND NO ONE, IN ANY STATE, WHO CARES ABOUT WILDLIFE OR WILDERNESS FINDS THE DISTURBANCE AND DISRUPTION OF THOSE NATURAL AREAS AFFECTED BY THESE FLIGHTS TO BE ACCEPTABLE, LET ALONE WORTHWHILE. THOUGH I AM NO BIG FAN OF THE RANCHING INDUSTRY, I AM ALSO SURE THAT MANY RANCHERS ARE ALSO UPSET BY THESE PROSPECTS. IT WOULD BE FAIRER TO FLY OVER HEAVILY POPULATED AREAS ALREADY ACCUSTOMED TO NOISE AND POLLUTION, EXCEPT THAT THIS WOULD OBVIOUSLY CAUSE MORE SAFETY CONCERNS (WE HUMANS BEING MOST WORRIED ABOUT OUR OWN COMFORT & WELFARE ABOVE ALL ELSE) AND OPEN THE AIR FORCE UP TO JUST AS MANY COMPLAINTS REGARDING ENVIRONMENTAL RACISM AS FLYING OVER SMALL HISPANIC VILLAGES WILL.

THEREFORE, WHILE, AS I'VE SAID BEFORE, IF I MUST CHOOSE BETWEEN "NECESSARY" EVILS, I WOULD PROBABLY CHOOSE ALTERNATIVE B, I WOULD STRONGLY ENCOURAGE YOU TO CONSIDER A FIFTH ALTERNATIVE: STOP THIS KIND OF TRAINING ALTOGETHER.

IF YOU REALLY WANT TO CONDUCT **REALISTIC BOMBER TRAINING** Over for more space →

Please Print

Name: WALLACE L. SCHULTZ II
Address: SANTA FE, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000430

YOU SHOULD TAKE YOUR SERVICEMEN TO THE MANY PLACES WE'VE BOMBED. SHOW THEM, ON THE GROUND, PHYSICALLY, THE EFFECTS OF WHAT THEY WILL BE CALLED TO DO. TAKE THEM TO THE ISLANDS IN THE PACIFIC, SEE HAWAII, BIKINI ATOLL, PALAU, ETC... WHERE THE LANDSCAPE IS FILLED W/ CRATERS, WHERE WHOLE ISLANDS HAVE BEEN VAPORIZED, WHERE UNEXPLODED ORDINANCE LITTERS WHAT IS LEFT OF THE NATURAL ENVIRONMENT. TAKE THEM TO THE VILLAGE IN ITALY WHERE OUR SERVICEMEN SLICED THROUGH THE SKI GONDOLA AND SENT 20 PEOPLE TO THEIR DEATHS — BECAUSE THEY WERE FLYING TOO LOW AND HAD NO REGARD FOR THE PEOPLE LIVING THERE. TAKE THEM TO DRESDEN AND HIROSHIMA, TAKE THEM TO CAMBODIA AND IRAQ AND YUGOSLAVIA, TO PANAMA TO NICARAGUA, TO VIETNAM + TO COUNTLESS OTHER PLACES WE'VE INVADED AND TURNED THE LIVES OF THE LOCAL PEOPLE (NOT TO MENTION THE WILD INHABITANTS) UPSIDE-DOWN. LET THEM WALK THROUGH THE RAMPAGE LEFT BEHIND, LET THEM TALK TO THE AMPUTEES AND THE WIDOWS AND THE ORPHANED CHILDREN. LET THEM LIVE AMONGST THESE PEOPLE FOR WEEKS OR MONTHS OR YEARS, NOT IN SEQUESTERED BARRACKS AS SUPERIOR SPECTATORS FROM THE "DEVELOPED" WORLD, BUT AS EQUALS, SHARING THE SAME CONDITIONS. LET THEM TALK TO THE VETERANS WHO WERE EXPOSED TO MASSIVE RADIATION IN THE NEVADA DESERT DURING THE COLD WAR HYSTERIA IN THE '40s AND '50s, OR THE AGENT ORANGE EXPOSED VETERANS OF VIETNAM, OR THE GULF WAR SYNDROME SUFFERERS OF TODAY. LET THEM REALIZE THE MYRIAD MISERIES THEY WILL INFLICT UPON INNOCENT EVERYDAY HUMAN BEINGS AND THE ECOSYSTEM, AND LET THOSE PEOPLE DECIDE WHETHER OR NOT IT'S WORTHWHILE. THAT IS THE ONLY MEANINGFUL KIND OF "REALISTIC BOMBER TRAINING."

WE BOTH KNOW THAT ALL THIS DEHUMANIZING WARFARE CONTINUES ONLY TO SERVE THE INTERESTS OF THE RICH. INCREASINGLY, THIS BENEFITS CORPORATIONS AND INDIVIDUALS RATHER THAN NATIONS. JUST SAY "NO" TO THESE INITIATIVES ALTOGETHER. THE MINISCULE AMOUNT OF BENEFIT DERIVED BY MIDDLE-CLASS AMERICANS THROUGH "TRICKLE-DOWN" EFFECTS OF ECONOMIC STIMULATION DOES NOT WORTH THE UNHOLY SUFFERING OF MILLIONS AND THE WHOLESALE DESTRUCTION OF WILD HABITATS. WE ARE ONLY SOWING THE SEEDS OF OUR OWN FUTURE DESTRUCTION. LET US INSTEAD PRESERVE THE NATURAL WORLD AND CREATE THE KINDS OF HUMAN ENVIRONMENTS THAT WE CAN ALL SHARE WITHOUT GUILT. LEARNING HOW TO BOMB IS NOT A NOBLE OR DESIRABLE GOAL. LEARNING HOW TO LIVE TOGETHER IS.

000431

Tumbling River Ranch

Grant, Colorado

April 26, 1999

RBTI EIS, 7TH Bomb Wing
Public Affairs Office
650 2nd St.
Dyess AFB, TX 79607-1960

RE: RBTI-Proposal D

Dear Sirs:

I am extremely opposed to RBTI-Proposal D. We have a ranch along about 10 miles of the beautiful and unspoiled Canadian River Canyon between Highway 120 West of Roy down into San Miguel County. This area is blessed with abundant wildlife, much of which is quite rare. We recently spotted a condor. We also have eagles, falcon and spotted owls. This area is unlike any other in the United States and we are in the process of giving a conservation easement to the Santa Fe Conservancy Trust to protect our ranch (about 40 sections).

This proposal would be devastating. Our military is supposed to protect us, not destroy us. If you are going to destroy us, why bother protecting us? We will fight this to the end.

Please send us all information available on this proposal and include us on future mailings.

AF-50 Finally, we request an extension of the comment period to 120 days. Be advised that NO ONE we know in San Miguel and Harding counties knew anything about the meeting you have already had. Nobody had any notice.

Sincerely,

Jim Gordon

Jim Gordon

Tumbling River Ranch

Grant, Co.

Member of Colorado Dude and Guest Ranch Association, and the Dude Rancher

000432

May 13, 1999

Andrea Bvler

Charlottesville, VA

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country each day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries.

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a

000432

mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

d) Enjoyment: In addition to the reasons listed above, please understand that Philmont is a precious and irreplaceable experience for the staff and campers who spend every summer there. Philmont is one of the few places left on earth where you can find solitude in nature and have a chance to get away from busy city life. I cannot describe to you how important my time there has been to me; a few hours of solitude in a quiet mountain meadow are more rewarding for me than anything else in the world. This solitude and peace is already disrupted by the Air Force's current fly-bys, and would simply be ruined the noise pollution which would accompany RBTI "D" plan. As a Philmont ranger, I am confident that all the staff and campers I have worked with feel the same way as I do about this issue.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Andrea Byler
Philmont Ranger
Student

000433

May 12, 1999

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300 feet). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI as it is a valuable program; my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses, thereby creating injuries, or worse.

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

000433

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to make contact with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

James M. Stafford III

000434

May 12, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont attendee, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone

000434

proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Bruce Mathews
BSA Troop 996
Alexandria, VA

000435

Severna Park, MD
May 12, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont staff member, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day during the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing, rappelling, and horseback riding. The sudden roaring of jet engines will distract climbers and cause horses to bolt, thereby creating injuries or possible death.

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,441-foot range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create a fire of epic proportions similar to the fires in Yellowstone. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

000435

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to fly over Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Melissa L. Daniels

Melissa L. Daniels
Philmont Summer Staff 1998, 1999

000436

Dear Major Brent Adams, Burke, Virginia

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,441' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

000436

The above text was prepared by the Boy Scouts and is available at www.philmont.com/rbti. The Web site serves as a central information source as to the program's effects on Philmont and is directed towards former staff of the facility. If does cover many specific environmental effects and policies but I would like to explain the real importance of Philmont Scout Ranch so you can further understand the importance of maintaining its current surroundings.

Philmont serves as an area where young boys can aspire to one day travel and hike along its miles of trails over numerous mountains and valleys. The immersion in such an area forces each individual to become self-reliant and confident in his or her own abilities. Many of the tasks involved also require the support, assistance, and teamwork of entire crews to be successful. Each scout takes a different level of responsibility.

Some scouts come forth and become leaders, guiding their crews through strange places. They learn to direct, encourage, and obtain the cooperation and respect of many. They serve as an example not only for the members of their crews at Philmont but also for each scout they will tell about their experiences while on the Ranch. The self-assurance these boys receive through others' trust is invaluable. It will allow them to climb higher and encourage them to always look beyond the menial into the truly significant.

As mentioned before, Philmont is also a place for people to renew their respect for nature. One of the most important concepts that Philmont Staff instill in each scout is the Wilderness Pledge as follows:

Through good scout camping, I pledge to preserve the beauty and splendor of the Philmont Wilderness. I commit myself to:

1) An absence of litter and graffiti
2) Respect for Philmont's Wildlife
3) Conservation and proper use of water
4) Respect for trails and trail signs
5) Proper use of campsites

Each of these phrases encourage the individuals to make an effort of ensure the that 214 square miles that is Philmont will be there for future generations to share. The projected use of Rayado Canyon amongst others for flight training could severely hamper the sustainability of the preserve. Contaminating the area with noise and excess fuel will detract from the peace and prevent people from understanding the need for such places to exist and be enjoyable by all who wish to come.

Sincerely,

Kevin M. Frederick

Kevin M. Frederick
Philmont Ranger 1998, Eagle Scout

000437

William J. Sassani

Hershey, PA

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, Va 23665-2769

Dear Major Adams,

BR-6 I am writing to request your support in opposition of the "Alternative D" option proposed by the USAF in the Realistic Bomber Training Initiative (RBTI). The path of "D" would cross the Philmont Scout Ranch, which is a National High Adventure Base owned and operated by the Boy Scouts of America. Although I am not opposed to the overall mission of RBTI, which is to provide flight training for pilots, I am concerned about the impact of these flights over Philmont.

Philmont, which is located in northern New Mexico, comprises over 137, 000 acres. Each summer, 20, 000 Scouts and Scouters attend Philmont from all over the country. On any given day during the summer, 3, 000 to 5, 000 Scouts are participating in 10-day backpacking treks, and 850 staff members are facilitating programs. The Air Force proposes to fly B-52 and B-1 bombers over this area, at heights of 300 feet. The impact of these planes flying so low over an area with so many people is tremendous.

First, there are safety considerations. Each day, Scouts are engaged in rock climbing, rappelling, horseback riding, and spar pole climbing. Scouts who are rock climbing off of sheer rock faces need to be able to concentrate on what they are doing. The sounds of low-flying heavy aircraft could distract them. Also, the sounds could startle horses, which could injure a Scout. There are many buildings and mine shafts on Philmont (two of which are open for tours), and there is the possibility of these structures destabilizing from the vibrations of heavy aircraft engines.

I am also concerned of the possibility of a plane crashing on Philmont property, and causing possible injuries or death to the pilots and camper. Philmont has been through a drought in recent years, and a fire could be ignited from burning fuel. A forest fire would cause extensive property damage. Participants could be injured, or worse, and Philmont does not has an extensive road network for massive evacuation.

There is also a significant environmental concern. Philmont is home to numerous species, including the golden eagle, black bear, mule deer, elk, mountain lion, and porcupines. Philmont is also a working cattle ranch, with cattle, burros, and a 200 head buffalo herd. The sounds of jet engines would disrupt the ecology of the area, and would be detrimental to the wilderness experience which Philmont provides to its participants.

000437

Because of these concerns, I am asking you to lend your influential voice to this debate in opposition of "Alternative D." If you would like more information about this issue and the concerns of Philmont alumni, I encourage you to view the Philmont Staff Association's website, which deals with this issue, at: www.philmont.com/rbti.

Thank you for your attention.

Sincerely,

William J. Sassani

William J. Sassani

000438

May 12, 1999

Kathleen L. Nagel

Reston, VA

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

Opposition To The Realistic Bomber Training Initiative (RBTI) Missions Over Philmont Scout Ranch	I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI, as it is a valuable program—my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.
Why Am I Opposed?	Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems to the programs, environment, and safety of the scouts at Philmont.
Educational Opportunities Provided by Philmont Scout Ranch	Philmont is the largest youth camp in the world and the flagship of Scouting's High Adventure Program, hosting over 25,000 young adults and their adult advisors every summer. These boys and girls come to Philmont from around the world to backpack for ten to fifteen days, horseback ride for extended treks, build and maintain trails, participate in conservation projects, and learn and apply outdoor leadership skills that teach self reliance, cooperation, and personal responsibility. On any given day during the summer season one can find over several thousand young adults and volunteer adult advisors camped in Philmont's 215+ square mile wilderness.
Concern For The Ongoing Operation of Programs Provided At Philmont Scout Ranch	According to the U.S. Air Force the RBTI training will be conducted at low altitude. Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

Continued on Next Page

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Concern For The Wildlife That Create Part Of The Philmont Experience	Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. I am also concerned that Philmont's unique wildlife (e.g., elk, bear, mountain lion, eagle, and other wildlife) may migrate to other locations due to the constant disruption of their habitat, further degrading the wilderness experience of those who come to Philmont to see this wildlife; often for the first time, and, for thousands of scouts from urban centers, one of the few.
Concern For Scout Safety and Fire Potential	The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires. Training flights hold a higher degree of risk than other missions; the well publicized tragedy in Italy makes this a very contemporary issue for many Americans.
Please Consider This Opposition	For the above reasons, I ask you to advocate the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now - final route determination starts in June. Thank you for helping to see that alternative D is not selected

Sincerely,

Kathleen L. Nagel

000439

May 12, 1999

Lawrence, KS

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams;

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont

000439

has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Respectfully

Richard B. Borton

AMERICAN COMPUTER SERVICES 000440

Wichita, KS

May 12, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

SUBJECT: REALISTIC BOMBER TRAINING INITIATIVE (RBTI)

BR-6 I implore you to select a different alternative than the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch because of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are essential parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: **The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland.** The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-

Computer Consulting - Sales, On Site Software and Hardware Service

-2- May 12, 1999

000440

52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

The potential liability for the US Government and the USAF is very high when you consider the short and long-term effects of this option. A crash or just the over-spray of fuel and exhaust on Scouts that use the area is a very serious consideration. There are many other places that these exercises can be staged other than over this treasured area. This area is much more than just an environmental protected area. This area helps to build our leaders of tomorrow.

Sincerely,

Morgan R. Sharp
General Manager
American Computer Service

000441

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Meeting **Location:** Taos NM Sagebrush Conv. Center
Date: April 17, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

AO-17 I live in Sunshine Valley, 10 miles N of Questa and I do Massage Therapy treatments in my home. The startling effect of aircraft would make my work here impossible. In fact I moved here for the quiet, peaceful environment.

Today on April 22nd a low flying aircraft soared close to the ground at 10:02 AM from East to West directly over my mobile home. I am grateful I wasn't in session but it

BI-2 was very disconcerting & definately startling. I am also concerned about the migration of noises and contamination to our already fragile environment from the aircraft.

BR-4 At certain times of the year my business depends on tourists. This practice for War would definately deter many tourists as they discover the impact it has. Lastly I support my native American neighbors & their sacred lands. Please Stop this Plan Now!

Over for more space ☞ one

Please Print

Name: Ruth Aspen
Address: Questa NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes (✓) No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000441

Of the children who live here had been flying a kite it would have been very traumatic. The system needs to realize what people like here & our pilots are already being disrupted by these illegal flights. To even imagine what it would be like if it became legal.

We also live 2 miles from a small airport & these aircraft come out the Canyon de Chelly. We at least can't believe they would scare us. Hope someone listens before it is too late.

BR-2 This is not a good plan & should be aborted. & vote to make the airways if the time is so important. as far as traveling an extra hour to existing training areas.

God Bless America.

000442

Troop 25 - York-Adams Area Council
Boy Scouts of America
George Hay Kain, III - Assistant Scoutmaster
York, PA

May 12, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Re: Objection to Proposed U.S. Air Force Training Flights Over Philmont Scout Ranch

Dear Major Adams:

BR-6 I am writing to you about a matter of great concern to all older Boy Scouts who get the chance to go to Philmont Scout Ranch in New Mexico for a two-week wilderness backpacking experience. I went there as a lad of 12, and this summer I am going back as a father and Scout Leader taking my teenaged son and nine other Scouts from Troop 25 in East York.

It has been learned that the U.S. Air Force is considering running B-52 low-level training flights over the Ranch six days a week, often at night. The details are set out in the attached portion of a letter from Philmont's Director of Training, Mr. Mark Griffin. Suffice it to say, the Air Force mistakenly believes there is little or no impact because they believe they are just flying over cattle ranches. I can tell you from personal experience that if the Air Force continues with their plans, they will absolutely ruin the Philmont experience for all future Scouts who come from not only Pennsylvania, but from every state in the union. They have about 36,000 Scouts there over each summer.

The relevant portion of Mr. Griffin's letter follows:

> The United States Air Force is currently considering including low-level bomber overflights of Philmont in one of three alternative routes for its Realistic Bomber Training Initiative (RBTI.) The RBTI is intended to train Air Force bomber crews on terrain following missions. Current routes are in Texas, Nevada, and Arkansas. The Air Force is looking for more economical routes near its bases in Texas. The other two routes being considered are in West Texas.
>
> According the Air Force's Draft Environmental Impact Study (DEIS) the route called Alternative D of the RBTI calls for 2,660 annual flights (about 10 per day) of B-1 and B-52 bombers over Philmont bombers at a base altitude of 400 feet. These flights would occur six days a week (Sunday excluded), 12 months a year. The Air Force estimates that 20% of the flights would occur between the hours of 10:00 PM and 2:00 AM.

visit the troop's web site at
http://yourpage.blazenet.net/ghkain/troop25.htm

000442

While we fully support the mission of the United States Air Force and understand the need for insuring that our pilots and crews receive the best training possible, at the least possible expense of limited defense dollars, we are concerned with RBTI Alternative D on several fronts. We feel that the DEIS has not fully examined the environmental and socio-economic impact on Philmont or the surrounding communities. We are not only concerned about the loss of the "wilderness feeling" that Scouts come to Philmont to experience, but their actual health and safety.

The proposed route covers 114,600 of Philmont's 137,000 acres, including the most commonly hiked trails, the Ranch Headquarters, and Training Center areas. According to the Air Force's calculations, each Philmont overflight would average 3.3 minutes for B-52's (360 nmph) and 2.1 minutes for B-1's (540 nmph). A Scout participating in a 12-day trek would be exposed to 4 to 6 hours of overflight. Every Philmont participant would directly experience overflights.

While we believe that there are extensive omissions and inaccuracies in the DEIS, these are some of the ones we are most concerned about.

On page 4-76 of the DEIS it is stated that the route does not affect any populated areas and that the areas under the airspace are primarily used for livestock grazing. On any given day during the summer there are in excess of 5,000 people on Philmont, many gathered in common areas such as tent cities, program sites, and conference facilities. Even in the "off season" there are times when there are several hundred people on the property. Figure 4.2-7 on page 4-77 depicts Philmont and the surrounding area as "rangeland," when in fact the majority of Philmont is rugged, wooded, mountainous terrain.

Page 4-81 states that the flights would not threaten public safety. Philmont is concerned that the startle effect (mentioned as a consideration for people) on horses during the daily trail rides and on Scouts hiking on narrow trails or climbing on rock walls, towers, or poles threatens the safety of these individuals. Hundreds, if not thousands, of Scouts are participating in these activities each day. We are also concerned about the short-term and long-term impact on historic wilderness cabins occupied by the summer staff and the two open gold mines that Scouts are able to tour.

Page ES-3 states that the "effects from aircraft emissions and the potential for aircraft mishaps would be inconsequential for all alternatives." However, Table 4.1-22 on page 4-52 estimates that a Class A mishap involving a B-1 could occur every 15 years. We would contend that any mishap over Philmont would not be inconsequential given the above populations and that emissions from low-level flights would have an adverse effect on the Scouts in the flight path. We find this to be especially true given the composition of jet fuel and since not all fuel is consumed by jet engine, the unburned fuel would not have time to dissipate at the flight altitudes proposed over Philmont. We are concerned about the health of participants, but also the potential for problem of mixing aviation fuel with cooking fires and campfires.

Page ES-5 states there are only five cultural sites under the entire route of Alternative D. Philmont alone has two sites on the National Register of Historic Places - the Villa and the Rayado community. There are ancient Anasazi petroglyph sites and the only known footprint of a Tyrannosaurus Rex in the world, both located in the Ponil Canyon area of Philmont and not included in the DEIS.

In both the DEIS (page 4-46) and the Appendix (G-4) it is stated that noise levels will average 64 dBs. However, it also states that at the proposed altitude the noise level of a B-52 is 117dBs as it flies overhead. We are concerned that this dramatically increased noise level (we would also argue

visit the troop's web site at
http://yourpage.blazenet.net/ghkain/troop25.htm

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with the Air Force's estimate that our baseline noise level is 49dBs) will interfere with the training and instruction, safety or otherwise, offered by our staff.

On Appendix page G-13 it is suggested that residents in the flight path will get used to the overflights over time. We are concerned that since our participants are only in residence for 12 or fewer days, and since they will be living in canvas or nylon tents, they will not get used to the noise and health and safety will be further compromised.

There are further concerns that are not addressed by the DEIS.

What would the short-term and long term impact be on the domestic livestock and wildlife on Philmont?

What is the impact on our internal radio communication system? Would overflights disrupt our emergency communications?

If there were a mishap, what would the impact be on the operation of Philmont's program?

/s/Mark Griffin
Director
Philmont Training Center

Any influence you could bring to cause the Air Force to select some other site would be greatly appreciated, not only by all current members of the Boy Scouts of America, youth and leaders, but by all future members as well.

Yours in Scouting,

George Hay Kain, III

visit the troop's web site at
http://yourpage.blazenet.net/ghkain/troop25.htm

000443

May 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 In recent months I have heard that the United States Air Force is considering a number of possible routes for its Realistic Bomber Training Initiative (RBTI), a training exercise that involves flying B-52 bombers and other aircraft as low as 300 feet above the ground. My concern is that one of the proposed routes is directly over Philmont Scout Ranch in northeastern New Mexico, where I served on summer staff in the 1970s. Philmont is a national high adventure base of the Boy Scouts of America, and every summer approximately 25,000 scouts and scout leaders participate in scouting activities there, including backpacking, horseback riding, rock climbing, and leadership training. On any given summer day, as many as 5,000 scouts and scouters might be found on the ranch, hundreds of them concentrated in "tent cities" at Camping Headquarters and the Philmont Training Center, four miles south of Cimarron. I am most concerned that the RBTI flights pose a safety hazard to Philmont participants. Secondarily, I worry that the flights would also disturb both the wilderness atmosphere and the signicant cultural resources of Philmont.

With regard to safety concerns, it appears that the Air Force believes that the flight path over Philmont passes over unoccupied rangeland, when in fact, literally thousands of scouts and scouters are camped below. The most likely safety hazard would be the effect of a low-flying bomber startling scouts riding horseback or rock climbing for the first time. Less likely, but still a concern, would be a plane crash, such as the ones we have been reading about at Luke Air Force Base here in Arizona. The mountains of Philmont have been the scene of several plane crashes in the past 60 years, including the crash of a B-24 in 1942, even though the ranch is not currently on any standard flight path.

Although the Draft Environmental Impact Statement (DEIS) for the RBTI mentions socio-economic impacts and effects on cultural resources, there are at least two deficiencies in considering these issues. First, the primary use of Philmont for the past sixty years has been to provide scouts with a wilderness camping experience, and that experience would be diminished by the overflights. Second, although the DEIS states that only five cultural sites are present under the entire route, Philmont alone contains two National Register properties: the Villa Philmonte and the Sante Fe Trail community of Rayado, in addition to portions of the Mountain Branch of the Santa Fe Trail, which runs along the eastern boundary of Philmont. Archaeologist Michael Glassow has documented 469 archaeological sites on and adjacent to Philmont (see Glassow, Michael A., 1980, *Prehistoric Agricultural Development in the Northern Southwest: A Study of*

000443

Major Brent Adams
May 11, 1999
Page 2

Changing Patterns of Land Use, Ballena Press Anthropological Papers 16, Ballena Press, Socorro, New Mexico; Glassow, Michael A., 1984, An Archeological Survey of the Vermejo Canyon, Colfax County, New Mexico, in *Papers of the Philmont Conference on the Archeology of Northeastern New Mexico*, edited by Carol Condie, pp. 93-114, New Mexico Archeological Council Proceedings, Vol. 6, No. 1, Albuquerque). These sites are summarized in several regional archaeological overviews, including: Baugh, Timothy G., 1994, Holocence Adaptations in the Southern High Plains, in *Plains Indians, A.D. 500-1500: The Archaeological Past of Historic Groups*, edited by Karl H. Schlesier, pp. 264-289, University of Oklahoma Press, Norman and London; Cordell, Linda S., 1978, *Cultural Resources Overview: Middle Rio Grande Valley, New Mexico*, USDA Forest Service, Southwestern Region, Albuquerque, and Bureau of Land Management, New Mexico State Office, Santa Fe; Gunnerson, James H., 1987, *Archeology of the High Plains*, Rocky Mountain Region, USDA Forest Service, Denver; and Stuart, David E., and Rory P. Gauthier, 1981, *Prehistoric New Mexico: Background for Survey*, New Mexico State Historic Preservation Bureau, Santa Fe. These sites represent 3,000 years of human history, and some are quite fragile. Box Canyon Cave, for example, is a 900-year-old cliff dwelling with a 100-foot-long wall of dry-laid, sandstone masonry. The sites on North Ponil Creek are on the New Mexico State Register, and are associated with more than 20 petroglyph sites (some of which are described in Robertson, Jean, and Nancy Robertson, 1975, Rock Art of the Ratón Section of the Great Plains Province, in *American Indian Rock Art: Papers Presented at the 1974 Rock Art Symposium*, edited by Shari T. Grove, pp. 41-52, San Juan County Museum Association, Farmington, New Mexico). Effects on these sites, and on scouts' appreciation of them, have not been considered by the Air Force.

I want to emphasize that I recognize the importance of the Air Force's training programs. My concern is that the Air Force has mischaracterized the nature of land use in its proposed RBTI route in northeastern New Mexico and may therefore select a route that is unsuitable to its needs, a safety hazard to scouts and scout leaders, and an unrecognized impact on historic and cultural resources of state and national significance. I would appreciate any effort the Air Force would make to address these concerns.

Sincerely,

Dennis Gilpin

Flagstaff, Arizona

000444

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

May 11, 1999

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

d) I love Philmont. I am taking a leave of absence from my job to spend it away from technology and the "real world" for the summer. One of the last things I want to see during my getaway is technology screaming overhead. I am hoping to spend the summer listening to the sounds of nature.

000444

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Adelbert "Pat" Custodio

Cimarron, NM

000445

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: May 8, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

As a resident of Taos, New Mexico I am writing to express my objections to your plan for bomber training over our area. You do need training area but not in an ecologically delicate environment.

I have taught school at Newcomb New Mexico, at that time an Air Force bomber training route — a desolate and unpopulated area. The impact of these bombers was not slight. We could feel the vibrations of the planes long before we could hear or see them. The disruption to the teaching process is evident.

CU-1 The new school building of cement block (built by Jaynes corp. the Governor's company) became cracked to the point of being able to see through to the outside. — Two of the planes that I know of) went down just beyond us in the desert area.

Taos is not large, but has a much larger population that Newcomb. It also has thousands of acres of forest - at times dangerously dry. The state of New Mexico has only one (1) Level I hospital in the entire state and that is in Albuquerque. ~~on~~ In case of an accident Over for more space →

Please Print

Name: PATRICIA PEAK FERRANTE
Address: EL PRADO, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No (Have Me)

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000445

AO-16 for casualties and/or forest fires we would have to have Federal aid. How much money would that cost the government?

This plan is destructive to our wildlife, clean air, health, adobe dwellings and historical structures.

There has to be another area rather than this environmentally pure, delicate and historical area.

Patricia Peak Ferrante
El Prado, N.M.

000446

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS N.M.
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

MY NAME IS JOHN SANKEY, I HAVE BEEN A RESIDENCE OF TAOS COUNTY FOR FIVE YEARS, I MOVED HERE FROM SEATTLE WHERE I GREW UP, AND DEVELOPED A GREAT APPRECIATION FOR THE OUTDOORS. AS A BOY I SPENT A LOT OF TIME IN THE CASCADE MOUNTIANS, WERE MY FAMILY HAD A CABIN ON A BEAUTIFUL AND SERENE LAKE. WHEN I WAS YUNG WE WALKED EIGHT MILES THROUGH OLD GROWTH FOREST TO GET TO THE CABIN, THE FOREST WAS MAGNIFICENT, VERY DIVERSE FROM LITTLE SEEDLINGS TO GIANT FIRS SIX FEET THROUGH AND THOUSAND YEAR OLD CEDARS, SOME 25 FEET AROUND UNFORTUNATELY IT DIDN'T STAY THAT WAY. FOR OVER THIRTY YEARS I WATCHED THE DEVASTATION OF THE FOREST FROM CLEAR CUTTING, BOTH STATE AND PRIVATE LANDS, THE RESULT BRING A SEVERE TRASHING OF ANCIENT ECO SYSTEMS IN THE FOREST.

I SADLY DECIDED TO MOVE AWAY FROM MY HOME WITCH I LOVED. DECIDING TO MOVE SOMEWERE IN THE ROCKY MOUNTIA I SPENT TWO TO FOUR WEEK A YEAR → Over for more space →

Please Print

Name: JOHN SANKEY
Address: TAOS SKI VALLEY N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes (X) No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000446

FOR FIVE YEARS TRAVELING, LOOK FOR A PEACEFUL - QUIET PLACE TO LIVE, I FOUND TAOS AND DECIDED TO STAY, THREE YEARS AGO I BOUGHT FIVE ACRES JUST SOUTH OF SUNSHINE VALLEY NEAR CERO, IT'S ONE OF THE MOST QUIET AND PEACEFUL COMMUNITIES I'VE BEEN IN, THE VIEW FROM MY LAND IS SPECTACULAR, OVER LOOKING SUNSHINE VALLEY, UTE MOUNTIAN, SAN ANTONIO PEAK THE SANGRE DE CRISTO MOUNTIANS. IN OTHER WORDS MY VIEW IS OF SOME THIRTY MILES OF THE PROPOSED IR-153 CORRIDOR. IF YOUR BOMBERS FLY BY ME, A UTE MOUNTIAN THAT WOULD BE COME 5-8 MILES FROM MY HOUSE. THIS WOULD BE LIKE LIVING NEXT TO A FREEWAY, BUT MUCH LOUDER AND MUCH MORE DISTURBIN I WOULD HAVE TO START ALL OVER LOOKING FOR A NICE AND QUIET PLACE TO LIVE.

FURTHER MORE I'M A BUILDER OF CUSTOM HOMES AND A SKI INSTRUCTOR AT TAOS SKI VALLEY. WITCH BOTH OF MY OCCUPATIONS RELY ON PEOPLE TRAVELING HERE

BR-4 TO VISIT AND TO LIVE HERE, IF THE BOMBERS FLY IT WOULD DETER PEOPLE FROM COMEING, ESPECALY TO LIVE. SO NOT ONLY DOES YOUR INITIATIVE, ALTERNATIVE D (NO ACTION) JEOPARDISE MY PEACE OF MIND BUT ALSO MY LIVELIHOOD, SO PLEASE RECONSIDER YOUR PLANS AND GO WITH ALTERNATIVE (A) DO NOTHING.

SINCERELY John Sankey

To: Major Brent Adams; RBTI EIS Project Manager
HQ ACC/CEVP, 129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

5/7/99

000447

Dear Major Brent Adams:

This is the 3rd time the Air Force has asked to have a low flying flight pattern over Northern New Mexico. You would think that two earlier rejections would be enough! We don't want the noise, we don't want the destruction of the wildlife, we don't want the low flying airplanes which could potentially crash and kill people.

AO-16

GE-3 Why do we have to keep saying No?

Yours truly,
Alyce Frank
Arroyo Hondo N.M.

May 8, 1998

000448

Major Brent Adams
RBTI EIS Project Manager

Dear Major Adams.

I am writing in concern about the Realistic Bomber Training Initiative - Proposal D. I am concerned about the prospect of B-52 bombers

AO-47 flying as low as 200 ft above ground thru Northern New Mexico. Not only would this be harmful to the ecology, wildlife and landscape, this is also an unfair imposition on the resident of this area.

Some of these flights will take place late at night when people are sleeping. And there

AO-7 is the danger of plane crashes causing rampant wildfire.

Please consider the people of Northern New Mexico before promoting the RBTI-Proposal D.

Sincerely, Sandhya Bhushan
Taos NM

Sunday, May 09, 1999

000449

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Thank you,

Bradley Michael Aaron

Calabasas, CA

000450

May 9, 1999

Dear Major Adams,

TY I live in Wagon Mound, New Mexico and strongly support Alternative A for the RBTI proposal.

Sincerely,
Virginia W. Cater
Wagon Mound
NM

000451

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI, but feel compelled to protest the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back-country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as"uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have great safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Philip Schweiger

Philip Schweiger

000452

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS NM
Date: May 10th 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To whom it may concern;
- The RBTI is A BAD IDEA FOR TAOS RESIDENTS.
- Projected/estimated sound levels are averages and do not represent actual potential disturbance to citizens and wild life. **BR-1**
- Economic impact to our town likely to be negative. Bomber training is not compatible with tourism, and rafting industry. **BR-4**
- Ecological/environmental concerns have not been adequately addressed.

I am a teacher in TAOS county and have had my classes distrupted by "ear splitting" "sonic Boom" type events from military flights over TAOS. This is unacceptable.

Over for more space →

Please Print

Name: SAKINA BUSH
Address: RANCHOS de TAOS NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes (X) No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000453

Betsy K. Tanner

Decatur GA

May 13, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 Following is the text of a letter I have sent to my Congressman and my Senators. I hope you can be instrumental in preserving the sanctity of the Philmont Scout Ranch.

I am writing to oppose the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level, is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Betsy K. Tanner

Betsy K. Tanner

000454

Wilmington, OH
11 May 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as, "an uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long- term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You or a member of your staff may wish to speak with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now. The final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Robert McCracken

Robert McCracken
Philmont Ranger 1993, 1994

000455

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NEW MEXICO
Date: MAY 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

CU-1
1. We have Taos 800 year old adobe walls here that we need to take care of, not threaten to shatter with sonic vibrations.

2. Air force jets should not be anywhere near ski resorts.

Thank you.

Over for more space →

Please Print
Name: BARBARA B. THOMPSON MSW
Address: TAOS

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

THE YORK DISPATCH, York Daily Record
YORK SUNDAY NEWS & Weekly Record
YNC
YORK NEWSPAPER COMPANY

JOSEPH H. ZERBEY IV
PRESIDENT

000456

May 13, 1999

Major Brent Adams
RBTI EIS Proj. Mgr.
129 Andrews Street, Ste. 102
Langley AAFB ,VA 23665-2769

Dear Major Adams,

BR-6
I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "d" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not proteset RBTI since it is a valuable program -- my only complaint, as a Scout leader , is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back ountry every day in thesummer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses causing injuries or worse.
b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.
c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is moutainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous
d) Fuel load of dead trees in its foreests, and is is the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and b-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears, dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now—final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely yours,

JOSEPH H. ZERBEY, IV
President, York Newspaper Company

York, Pa.

000457

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: May 10?, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY
I wish to comment that we, as a nation, ought to cease "bomber training."

Therefore, no, do not fly over Northern New Mexico.

The time has come for complete disarmament and the cessation of all warring.

If we do not master negotiation, mediation, and accomodation right now, at the Millenium, we will no longer "have a human race upon 2) the planet to "squabble among of 2) squabble over.

Peace now! Alter our foreign policy now, to dialog and seeking forgiveness, atoning for our violence and squandering of resources.

Over for more space →

Please Print
Name: Kathryn Albrecht
Address: Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓ (I have one.)

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000458

Mark Corske and Donna Gorski

Ranchos de Taos, New Mexico

12 May 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Dear Major Adams,

We adamantly oppose *any* plans for low-altitude military training flights in the Taos area—specifically, the Realistic Bomber Training Initiative Alternative D. The noise from such flights would destroy the quiet secluded wilderness setting that makes Taos a prized resort and tourist attraction. Any damage to our vital tourist and skiing industries is completely unacceptable. The quiet is especially important for those who come here as convalescents, or to retire. We already hear enough military jets in our skies every day and night. BR-4

Furthermore, such flights endanger both the security of civilians and the integrity of the wilderness. We will not forget last year's ski lift disaster in Italy, or an Air Force fighter crash in our own Rio Grande Gorge a few years back. We know that all possible safeguards against such disasters are in place, and that the best safeguards eventually fail: the bodies of the Chinese killed in NATO's Belgrade Embassy bombing have just been returned to their homeland this morning. AO-16

New Mexico is a poor state. Our citizens may lack the connections and expensive legal means to oppose incursions such as the RBTI. But we do not lack resolve, as the recent hearings have documented. We urge you to take all possible measures to prevent these war games from being played out over our peaceful little region.

Sincerely yours,

M Corske

Mark Corske

Donna Gorski

Cincinnati, OH
May 11, 1999

000459

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your support in opposing the selection of "Alternative D" under the United States Air Force's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "Alternative D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont is the 137,000-acre backpacking and outdoor skills training facility of the Boy Scouts of America. Although I am not currently active with the Boy Scouts or Philmont today, I am an Eagle Scout and made two trips there as a camper as well as spent two summers employed on the Philmont's Ranger staff. I write this letter because of the impact Philmont and the Boy Scouts had on my development as a man, leader and a citizen of the United States.

I do not protest RBTI concept. I support providing United States pilots the best possible training and equipment available. I do however oppose the proposed route over Philmont for the impact it will have on Philmont. Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) could create more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing, rappelling, and horseback riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: Most of Philmont is mountainous, not uninhabited prairie as one report suggests. With many peaks in the 10,000' to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber could create an epic fire of unthinkable proportions. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to be executed over Philmont.

Sincerely,

Michael J. Pierson

000460 5/12/99

TY Dear Mayn Cedams,
As 25 year resident of San, I must to strongly register my heartfelt objections to RBTI-ALTERNATIVE D
This place is much too precious to be subjected to Bomber practice at any time.
Sincerely,
Mark Ceder

Dear Mgr. Adams)

Lowell K. Flickinger
Prince George, VA

000461

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Lowell K. Flickinger
Prince George, VA

000462

May 12 1999

Major Brent Adams,
RBTI EIS Project Manager, HQ ACC/CEVP,
129 Andrews SreetSuite 102, Langley AFB VA

Dear Major Adams,

TY As a Taos County taxpayer and voter for almost 40 years, plus an Ex Air force aviator's wife, I want to join my voice with the almost unanimous cry against the Realistic Bomber Training Initiative Proposal D (Northern New Mexico Route).

It is a situation that if authorized, would provide no incentive for the military to use airspace efficiently . The proposal would be for the military self serving intent with no concern for the Northern New Mexico public.

Please put my name down as one who is strongly opposed to the RBTI-ALERNATIVED Plan.

Thank you for considering this letter,

Sincerely,

Jane Mingenbach

Taos, NM

000463

Crosier Fathers and Brothers Province
• Shoreview, MN

May 20, 1998

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and wilderness high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet about ground level, are proposed for the segment over Philmont. As a former Philmont camper, and current staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat (including at least three endangered species: the bald eagle, the peregrine falcon, and the Mexican spotted owl). Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term draught. Unburned jet fuel finding its way to the ground or being dumped in an emergency

Canons Regular of the Order of the Holy Cross

000463

over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of those Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Major Adams, Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

(Rev.) Thomas E. O'Brien, O.S.C.
Philmont Chaplain

Kristin S. Harper

000464

College Station, Texas

May 20, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300 feet). One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of the Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

000464

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth, including myself. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Kristin S. Harper

GREATER NIAGARA FRONTIER COUNCIL
Boy Scouts of America
• Buffalo, N.Y.

000465

May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrew Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I'm sure you'll be getting a lot of letters regarding the proposed Air Force training flights which will pass over the Boy Scouts of America's Philmont Scout Ranch in New Mexico. Add mine to the pile. Here's a copy of what I sent to the legislative contingent representing western New York.

Please take whatever action is necessary to cancel or change Alternative D under the Realistic Bomber Training Initiative (RBTI) so that the training routes will not traverse Philmont Scout Ranch.

Sincerely,

David A. Borchard
Scout Executive

DAB:mh

United Torch Fund of Gowanda
United Way of Buffalo & Erie County
United Way of Niagara
Member United Way

000465

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The US Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

GREATER NIAGARA FRONTIER COUNCIL
Boy Scouts of America
• Buffalo, N.Y.

000465

May 24, 1999

The Honorable Jack Quinn
403 Main Street
Brisbane Bldg., Rm. 240
Buffalo, NY 14203

Dear Congressman Quinn,

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest. The contingent of Scouts and leaders from western New York who attend Philmont ranges from 150 – 200 each trip.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More that 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a local council Scout Executive, I have serious concerns about the impact of the Air Force's proposal on health and safety of local Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers will almost certainly have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

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United Torch Fund
United Way of
Member

000465

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

David A. Borchard
Scout Executive

DAB:mh

Enc.: Ten Points

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Duane R. Close

Dover, PA

000466

5/13/99

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams:

By now you have received what I hope are many letters asking for your support in opposing the selection of "Alternative D" as proposed by the USAF for Realistic Bomber Training Initiative (RBTI) involving very low flying B-52s & B-1s. The "D" route traverses the majority of the National Boy Scouts of America's high adventure/wilderness reservation, located in Colfax County, New Mexico, known as Philmont Scout Ranch.

I have had the memorable opportunity to hike, camp, explore, and learn at this unique 137,000 acre property on three different occasions. Once at the age of 16, later with my wife, son and four daughters, and more recently as an adult leader of eleven scouts. My son has also gone back with his troop for the experience that is so wonderful that it continues to call us back.

Not unlike our National Forests and Wilderness Areas, this property is unique, offering registered historic places, petroglyph sites, gold rush and lumbering history, diverse wildlife, and unlimited trails of opportunity for scouters young and old to enjoy the sights, sounds, and smells of nature.

AO-1
AO-11
AO-16

Needless to say, USAF low level flights will change the quality of the natural experience, degrade the quality of the air, increase the potential for fire from spent fuel, and increase the probability for a plane to meet a mountain, or group of hiking or tenting scouters, since these training runs are intended to fly on the edge of safety. In 1988 when my son was on the Philmont trails, his trail trip had to be diverted because of a military plane crash on "Old Baldy". Fortunately, no scouts were in the area when the plane crashed.

000466

I certainly understand the need for RBTI for our USAF personel and equipment. The Boy Scouts of America have historically enjoyed an excellent relationship with all branches of the Armed Forces. Many young men have chosen the Armed Services because of their scouting background, however I am convinced that the Scouting program will be compromised by the proposed fly routes over Philmont.

Any influence you could bring to cause the Air Force to select one of the other proposed sites would be appreciated, not only by all current members of the Boy Scouts of America, youth and leaders, but by all future members as well.

Most sincerely,

Duane R. Close

May 24, 1999

Dear Major Adams,

000467

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

000467

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Eagle Scout '88
William S. Ward

William S. Ward

P.S. I am enclosing a poem that I wrote. I want you to please read this and think about allowing the RBTI to fly over Philmont. Please don't let this happen. Think about the load that Philmont Scout Ranch and what it has to offer to the Boyscout of America & for every boy who has join the BSA & one has joined the Air Force and may have attended Philmont. So Please out of your Kindness of your Heart "Say No" to protect of Philmont.

Thank you,
Eagle Scout '88

Wrote on Sept. 1992

000467

A PLACE CALLED
PHILMONT
by
WILLIAM STEWART WARD
William Stewart Ward

It's a place where the beauty is still preserve

A place where the days are hot dry and windy that turns to a cool crisp dry windy mountain night

A place wher the Boy Scouts and the buffalo can roam free

A place where you can come close to nature

A place where there is no city noises, but only the birds and the wind singing

A place where you can breath free from pollution, but clean crisp mountain air

A place where the rain falls for a while, but dries up fast

This is a place where you can come spend sometime being close to nature

This is only a place where the wind blows freely, rhe birds sing happy, and fly freely

Only here, this can happen

For this place where you can be happy and no problems to worry about

For this is a place called "PHILMONT SCOUT RANCH".

May 19, 1999

000468

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I have recently been led to understand that the U.S. Air Force is currently considering routes for approval for their proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). I am writing to request your firm support in opposing the selection of the USAF's "Alternative D". As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

000468

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. Any area may have the potential for negative environmental impact, but serious safety and social concerns should prevent Philmont's area from being used.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Douglas W. Scheffner

Kansas City, MO

000469

Smithtown, NY
May 21, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St
Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to voice my objection to the choice of proposed "Alternative D" of the USAF's Realistic Bomber Training Initiative (RBTI).

I do not oppose the RBTI itself. I agree that is a valuable training program. But Alternative D, one of several possible routes, overflies Philmont Scout Ranch in northeastern New Mexico. Philmont is the national High Adventure base of the Boy Scouts of America, providing a wilderness backpacking and training area used by some 25,000 people each summer. The sight and sound of B-1 and B-52 bombers flying at 300 feet above ground over Philmont would complete destroy the wilderness experience that Philmont is designed to provide. And the flights themselves would create dangerous conditions for Scouts on Philmont's trails.

On any given day in the summer, some 3000 campers will be out on the trails of Philmont. Hundreds of them will participate in rock climbing, horse back riding and other adventurous activities that require 100% of their concentration. The sudden appearance of a low-flying bomber could easily result in distracted climbers or spooked horses, leading to the injury or death of a Scout.

Most of Philmont is mountainous, with peaks in the 10,000 to 12,000-foot range. The nature of the RBTI flights -- low-level flights among mountain peaks, in the face of violent weather, including frequent, low-level wind shears -- bring with it the serious risk of a crash. And regrettably, the aircraft involved, and the B-1 in particular, have less-than-enviable safety records. Philmont has a tremendous fuel load of dead trees in its forests, and is currently in the midst of a long-term drought. The crash of a bomber in this setting could lead to a fire of Yellowstone proportions. And Philmont does not have a well-developed highway system for evacuating the hundreds of campers who might be trapped in its way.

When similar concerns were raised several years ago, the Air Force withdrew its low-level operations of F-111s and F-16s over Philmont. Having once acknowledged that Philmont is an inappropriate venue for terrain avoidance practice missions, I cannot understand why USAF is proposing the same site again today. Although the Air Force

000469

proposed Philmont because of its varied terrain, there is no shortage of similarly diversified terrain elsewhere in the region, for example in portions of southern Colorado, where the population problems do not exist to the same extent.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, one that is over a more sparsely populated, less environmentally sensitive area.

Sincerely,

John R. Carlson

John Carlson

000470

May 17, 1999
Chris and Linda Hodgkins

Eagle Nest, New Mexico

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

While we support our military and feel it is important that they receive adequate training, we oppose the Air Force plan to fly B52 and B-1 bombers at low levels over Northern Mew Mexico. We own and operate two small businesses, a restaurant and a gift shop in Eagle Nest. We are almost totally dependent on tourist trade for our living. We believe that the RBTI alternative D will result in a decline of tourist traffic in our area and will cause many small businesses such as ours to suffer economic hardship or even closure.

BR-4

It is commendable that the Air force has modified the route to avoid Taos Pueblo religious sites and the Jicarilla Apache Reservation. If it is important not to fly over those areas, what about the 14 other recreational and wildlife areas that are affected? This region of New Mexico is highly dependent on tourism. People come here for the scenic beauty and wildlife and to escape hectic city life. Low flying bombers will destroy this beauty and serenity and the people who make a living here. I ask you to abandon Alternative D as a training option.

Sincerely,

Chris Hodgkins

Linda Hodgkins

Linda Hodgkins

000471

May 20, 1999

Major Brent Adams

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont. Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Sincerely,

Phyliss LaBauve

Phyliss LaBauve

Nathrop, Colorado

000472

J. DAVID PHILLIPS

WICHITA, KS

May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing this to tell you of my dissatisfaction on the consideration of low-level bomber overflights over the Boy Scout Ranch (Philmont) in New Mexico.

I support the mission of the United States Air Force and want our pilots and crew to have the best training possible but the RBTI will damage the environmental and socio-economic impact on Philmont and the surrounding communities. The Air Force's plan calls for about 10 flights a day at an altitude of 400 feet.

Philmont Scout Ranch is used for cattle grazing as well as possibly 5,000 Scouters a day in the summer who will be living in tent cities, attending programs at various sites, and at conference facilities. Philmont is rugged, wooded, and mountainous terrain. There are horses on the trails, and Scouts hiking on narrow trails or climbing on rock walls, towers or poles. The noise and altitude of the bombers will have a "startle effect" and therefore a safety risk to Scouters. Also the overflights could disrupt the emergency communications system.

I ask that you eliminate Philmont Scout Ranch from the list of possible routes.

Sincerely,

J. David Phillips

J. David Phillips
Eagle Scout - 1983

000473

May 20, 1999

Major Brent Adams,
RBTI EIS Project Manager,
HQ ACC/CEVP,
129 Andrews St. Suite 102
Langley AFB VA 23665-2769

Dear Major Adams:

BR-6 We are writing to tell you that we strongly oppose the U.S. Air Force plan to fly B-52 and B-1 bombers at low levels over northeastern New Mexico (RBTI-Alternative D). The effect of this plan on some 14 wild and scenic areas,state parks,national forests and state wildlife areas is sorely understated in the draft environmental impact study. In addition, the study is so inadequate that it refers to Philmont Scout Ranch as "open range land". This is a fragile economic and environmental area that is heavily dependent on its scenic beauty and quiet wilderness areas to attract tourists. This plan would be devastating to the economy not to mention the health and well being of its residents and visitors.

Sincerely,

Paul Atzberger
Sue Atzberger

Sincerely,

[redacted]

BOULDER DAM AREA COUNCIL ♦ BOY SCOUTS OF AMERICA

000474

President
James J. Kropid

Commissioner
Rhbert J. Johnston

Treasurer
Glenn Christenson

Immediate Past President
W. Dan Reichartz

Executive Committee
Kenton Beall
David A. Boggs
William R. Hartman
Thomas J. Krob
Douglas M. McCandless
Jerri O'Boyle
Richard D. Ross
Donald L. "Pat" Shaffer
James A. Smith
John H. Stillings

Scout Executive
Ronald W. Garland

May 21, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (BRTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,00-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

I ask your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Sincerely,

Ron Garland
Scout Executive

UNITED WAY WORKS HERE!
United Way of Southern Nevada

000475

Craig Dunlap

Buffalo, Texas

Major Brent Adams
RBTI EIS Prj. Mgr.
Hq ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, VA 23665-2769

Major Adams,

BR-6 This letter is sent on behalf of Philmont Scout Ranch, as well as all current and future Boy Scouts. It has come to my attention that the United States Air Force is considering Philmont as an area to be used for the Realistic Bomber Training Initiative program. As both an Eagle Scout and former staff member of Philmont, I am asking you to consider the repercussions of this option.

As a former employee in the Horse Department at Philmont, I can tell you that on an average day there are over one hundred campers horseback on the trails at this camp. Virtually every participant is an inexperienced rider. Although the staff is focused on the safety of these scouts, the dangers involved with combining horses and inexperienced riders would increase exponentially when low flying aircraft are added to the mix.

Furthermore, the most exhilarating aspect of Philmont involves the opportunity to experience nature in its most pristine state. The decision to direct a heavy flow of low altitude aircraft over this region would effectively dilute if not destroy this relationship between the scouting participants and the rugged outdoors.

I hope that you will contemplate this issue involving Philmont and the proposed Air Force program from both a safety standpoint as well as an emotional one. In order for Philmont to continue to provide our nation's youth with an opportunity to enjoy a true wilderness experience, these low altitude training flights cannot be allowed. Thank you for considering this issue, surely there are other options that would allow the Air Force to train in the proper surroundings without infringing on an area that has so much to offer to so many.

Sincerely,

Craig Dunlap

000476

Meegan C. March

Libertyville, IL

May 19, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews St., Ste 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposal Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. My complaint, as a Philmont staff member, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems.

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environment impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to fly over Philmont. Please act now –final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Meegan C. March

Meegan C. March
Philmont Training Ranger

Stephen W. Gregory

000477

Lake Elsinore, California,

May 19, 1999

Major Brent Adams
RBTI EIS Project. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Stephen W. Gregory

000478

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

000479

David & Mallory Agerton

May 16, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Subject: Proposed Flights over Philmont Scout Ranch In New Mexico

Dear Major Adams;

TY We are surprised that the USAF is considering conducting low-level realistic bomber training exercises over the Philmont Boy Scout Ranch in north central New Mexico. Frequent flights will bring to this pristine wilderness area pollution from jet noise and fuel residue and the risk of serious injury to scouts from crashes and falls from startled horses. The proposed activity will render the area unsuitable for scouting activity.

Philmont Scout Ranch is the Mecca of scouting in America and the world and that the summer population swells to over 5,000 scouts and adults on a typical day. My sons are scouts in Troop-55 where we serve as adult leaders. David will be at Philmont this summer with our oldest son. We are concerned enough that we will contact our senators and representatives on this issue.

Please reexamine the EIS for the Philmont Ranch site and look very carefully and diligently for an alternative site for its training exercises.

Sincerely,

David J. Agerton and Mallory Agerton

Houston, TX

MINOR & BROWN PC
ATTORNEYS & COUNSELORS

000480

John H. Brown
Ned A. Minor
Barbara J. Wells
James A. Thomas, Jr.
John A. Logan
Anthony A. King
Scott P. Greiner

Associates
Laura L. Brasker
Lisa A. D'Ambrosia
Brian A. Cowan
Susan D. Maez
Lorraine G. Derbes
Lisa Welch Stevens
Lana Proctor Banbury
Elizabeth J. Mower

May 19, 1999

Major Brent Adams
RBTI EIJ Project Manager
ITQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 My father was stationed at Langley in the late 1960's and early 1970's. I have many fond memories from that time, especially my time at the local Scout camp, Camp Chickahominy. Later in my Scouting career I would attend the BSA's national camp, Philmont, first as a camper and later as a staff member.

The Philmont I experienced and that 25,000 young men and women from across the nation experience each year will be tragically altered if the United States Air Force goes forward with "Alternative D" under its proposed Realistic Bomber Training Initiative. Clearly there is a need for realistic training for our bomber crews, but I think it can be done with out flying over Philmont and ruining the wilderness experience of countless thousands of Scouts and Explorers, if not actually endangering their safety.

For these reasons, I want to express my strongest opposition to Alternative D and request the Air Force consider a different RBTI route. Philmont is the largest and most famous Scout camp in the world. It is a national treasure that has positively impacted the lives of thousands of our nation's youth, myself included, for more than sixty years. Thank you for helping to see that Alternative D is not selected.

Very Truly Yours,

James A. Thomas, Jr.

JAT/jc

Denver, Colorado

000481

WENDY S. BORNE

New Orleans, LA

May 20, 1999

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 As a family member of a Philmont alumnus, I request your firm support in opposing the selection of 'Alternative D' under the USAF's proposed Realistic Bombing Training Initiative (RBTI) involving low-flying B-52's and B-1's (as low as 300 feet). My complaint is with the proposed route of 'D' traversing Philmont Scout Ranch in northeastern New Mexico's Colfax County and not with the RBTI program which is a valuable program. Philmont is a national treasure of 137,000 acres used in backpacking and training of the Boy Scouts of America.

I seek your assistance in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. On any given day each summer in this transient community of 25,000, over 3000 campers are engaged in various scouting activities which require intense concentration and few distractions.

I am sure you will agree that the Boy Scouts of America is a very worthwhile program, especially in light of such recent tragedies as in Littleton, CO. What better values to instill in our youth than appreciation and protection of our natural resources!

Thank you for your consideration and assistance.

Sincerely,

Wendy S. Borne

Wendy S. Borne

000482

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Aaron Barefield

Sunset, SC

Major Brent Adams
RBTI Eis Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Va. 23665-2769

000483

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training rout for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Calfax County.

Philmont is a 137,000acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief if Staff Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Aaron Barefield, Eagle Scout

Aaron Barefield

000484

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder High School
Date: April 7, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am the manager of the Purple Sage Motel which has been in our family for over 25yrs. Our business consists of hunters, farmers, rodeo participants and many other types. Our family has worked very hard over the years to provide a peaceful atmosphere for guests when they stay with us. I strongly feel that the RBTI will cause great harm to our business along with many others.

BR-4

I also have a 11e month old that loves to be outside. She loves to hear the birds singing, play with the dogs and cats. All of which would be greatly disturbed by low flying loud airplanes.

Please reconsider doing your training in our AREA.

Why cant you use the millions of acres already owned by the government instead of ruining family lives and the Environment in our AREA.

PD-7

Over for more space →

Please Print

Name: Celia Feinson
Address: Snyder, Tx.

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000485

May 19, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

1. Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

2. Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

3. Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Jeffrey A. Carlisle

Roswell, GA

000486

Jeff G. Smith

Fort Davis, TX

20 May, 1999

Major Brent Adams:
Realistic Bomber Training Initiative, Environmental Impact Study Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams and Whomever May Be Concerned:

As an interested party living and working in the Trans-Pecos of Texas, I am writing to protest the totally unjust, unfair proposed "Realistic Bomber Training Initiative's" Environmental Impact Study (RBTI's EIS). First, regarding the 10 April Public Hearing on the in Alpine, Texas which I attended,

GE-23 for an unexplained reason, the Comment Period limited citizens comments to 3 minutes. Several speakers traveled over 100 miles from demanding ranching endeavors only to see the hearing adjourned two hours early. The only conclusion I could draw is that the Air Force realizes that it cannot "sell" the RBTI to those upon whom it ultimately desires to impose it. For me the experience was sterile and frustrating and, in the final analysis, was simply mass therapy for the opposition.

More importantly, I want to express my extreme disappointment in the lack of quality and rigor contained the "meat" in the RBTI's EIS. Its impressive and polished façade cannot gloss over the fact that the EIS repeatedly sidesteps or misstates central issues, compares apples to grapefruit, and misinterprets data apparently so as to enhance the Air Force's supposedly unstated position.

PD-18 I also want to ask why Alternatives "B" & "C" are current front runners while Alternative "D" and earlier options are no longer being considered. Of all the current and previously considered alternatives, these are the only two that would be super"imposed" almost exclusively on private property. It is regrettable enough that current training flights in our area have persisted over our privately held lands far beyond the short term duration anticipated at their inception. Now, after viable alternatives over uninhabited, undeveloped public lands have been rejected, we in the Trans-Pecos are being asked to either accept or have rammed down our throats many, many more flights often operating at essentially treetop altitudes above our heads, homes and livelihoods!

Contrary to what opponents heard at the Public Hearing in Alpine, it is not "unpatriotic" to question this overzealous attempt to rationalize plan. If you think about it, to NOT question this ill-conceived, slickly advanced proposal would be vastly more unpatriotic. THERE IS A BETTER WAY!

I almost wish I were naive enough to believe that our Air Force, which is at the cutting edge of world technology, could develop a plan for its training needs that would not severely undermine the health, economy, livelihood and environment of an inhabited, privately owned area the size of the state of Maine. If this is the Air Force's best shot at creative problem solving, I beg you to please go back to the drawing board. Even realizing that political expediencies will likely prevail, I urge you, OUR United States Air Force, to rise to the occasion and find a creative solution worthy of ALL Americans.

Sincerely,

20 MAY 1999

May 17, 1999

Alpharetta, GA

000487

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-

BR-6 As a recent retiree from the US Army Corps of Engineers, serving my country for over 20 years, I'm more than familiar with the need for realistic training requirements to hone the skills of our soldiers, airman, sailors and marines. However, there are other important things in life including an appreciation for the quality of life afforded by a wilderness experience such as is experienced out in New Mexico at Philmont Scout Ranch.
I am writing to oppose the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint is with the proposed route over Philmont.
Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

c) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

d) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

e) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Francis X. Gillis
LTC, USA (RET)

000488

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Alpine, Texas
Date: April 10, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am not in favor of the RBTI EIS although I can see each side of the situation. Since I live in Alpine, Texas and have had an interest in ranching for many years I must be opposed to any further increase to the peace and quiet in our area.

Over for more space →

Please Print

Name: Elizabeth Foley
Address: Alpine, Texas

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No xx

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000489

Carriere, Ms
May 15, 1999

Major Brent Adams
RBTI EIS Prj. Mgr
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, Va 23665-2769

Dear Major Adams:

BR-6 As a family member of a Philmont, New Mexico alumnus, I request your firm support in opposing the selection of 'Alternative D' under the USAF's proposed Realistic Bombing Training Initiative (RBTI) involving low-flying B-52's and B-1's (as low as 300 feet). My complaint is with the proposed route of 'D' traversing Philmont Scout Ranch in northeastern New Mexico's Colfax County and not with the RBTI program which is a valuable program. Philmont is a national treasure of 137,000 acres used in back-packing and training of the Boy Scouts of America.

I seek your assistance in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. On any given day each summer in this transient community of 25,000, over 3000 campers are engaged in various scouting activities requiring intense concentration and few distractions.

Thank you for your consideration and assistance.

Sincerely,
Audrey Enzor
(Mrs.) Audrey Enzor

Virginia Matthew

Sunset, SC

000490

Dear Major Adams,

BR-6 My husband and I have been involved in Scouting programs for 40 years. Our son was a staff member at Philmont the summer 1998 and is an Eagle Scout. Our son's Philmont experiences, as participant and staffer, gave him the confidence he needed as a young adult. Our daughter is on staff for this summer and a Girl Scout Gold Award recipient. The Scout program(s) have been a major part of my children's lives. It has given them opportunities and made them good citizens.

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training rout for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Calfax County.

Philmont is a 137,00-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Forces proposed Alternative D would establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont.

On any given day in the summer, as many as 5,00 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,
Virginia Matthews & Dewey Barefield

000491

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,
Tiffany Stoeber
Tiffany Stoeber

Bellingham, WA
May 17, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000492

Dear Major Adams:

BR-6 I am writing to express my firm opposition to the selection of Alternative D under the U. S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). Apparently the Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of youth and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a retired military pilot who has taken youth to Philmont for the past 20 years, I have serious concerns about the impact of the Air Force's proposal on the health and safety of youth attending Philmont and the potential effects of daily low-level flights on the ranch itself.

The proposed area is anything but a deserted wilderness area. On any given day in the summer, as may as 5,000 youth and adults will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bold on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Youth from around the world have a unique opportunity to see and experience wildlife habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which youth experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious. The flights can also be expected to have serious impact on Philmont's wildlife and the habitat of three endangered species, the bald eagle, peregrine falcon and Mexican spotted owl. They will also have a serious impact on two National Historic sites, the Kit Carson/Maxwell Abreu House at Rayado and the Villa Philmonte. Apparently, little has been done to study the impacts of high noise levels and vibrations on the numerous mines in the area, two of which are used to provide daily tours to visiting youth.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of the large number of participants in Philmont' programs.

For these reasons, I strongly ask that those officials involved in the decision select a different RBTI route. Philmont is the largest and most famous Scout Camp in the world. It a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection.

Sincerely,
Dr. William H. Griffith, EdD.

000493

Fairfax, VA

May 19, 1999

MAJ Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

BR-6 I am writing to register my opposition to the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). This proposed route, Alternative D, traverses the Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the country participate in two-week wilderness backpacking trips in the mountains of Philmont.

Your proposed Alternative D will establish a military training route directly over most of Philmont. As a former Philmont staff member and current Scoutmaster, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as horseback riding and rock climbing/rappelling. The sudden roar of jet engines has a high likelihood of distracting and inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which youth experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with peaks in the 10 – 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts. There is already one well-known crash site of a B-24 on Philmont.

For these reasons, I request the selection of a different RBTI route.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thanks you for helping to see that Alternative D is not selected.

Sincerely,
Michael Meenehan
Michael M. Meenehan

May 17, 1999

000494

Alpine, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

This serves as my public comment in regards the RBTI low level flights over the counties in West Texas.

I feel that this training initiative is totally without justification if located in this area where the flights would be over private property and adjacent to Big Bend National Park.

There is no possible fiscal justification for flight training over our area for crews from hundreds of miles away. This current proposal is for training for bombers from Abilene and Shreveport, but any Air Force training in this area does not make economic sense.

When an individual wants training or a business wants an employee to get training, the person goes to the site that offers training. A school, university, or training center is not established just to meet a meager need when other training centers are available. The individual or employees are SENT to the established location that offers the training. This should be the model for an efficient and financially responsible Air Force. When a bomber crew is due to receive training for low-level flight, that flight should be accomplished close by where the crew is stationed. I know that transferring personnel to different locations in order to accomplish specialized training is a current practice in the military. Why should low-level bomber training be any different? **PD-19**

BR-5 This is especially important when the new 'training facility' impinges on civilian property rights, private individuals' ability to earn a living, causes the ruination of an area's appeal to tourism and recreation, and the **BR-4** destruction of the peace and quiet that makes this rural area attractive to both visitors and residents.

I understand that your representative, Lt. Don Kerr, told the public at the Alpine hearing that the Air Force didn't care what the public thought, the Air Force would do what is best for the Air Force. (Odessa American newspaper, 4/12/99). I believe your philosophy is counter to the form of government the United States follows. **We are not a military dictatorship.** We, the residents of West Texas do not want low-level bomber training to ruin our homes, livelihood, or peace. We, the people, hundreds of us in these hearings have said "NO". We expect you to listen and fly over government lands, on established Air Force training routes, near Air Force bases, not over private property where we do not want you.

Sincerely,
Pamela Spooner
Pamela Spooner

Dear Major Brent Adams,

000495

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont's herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and failing to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to fly over Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,
[illegible]

Dear Major Adams

000496

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely, Derick F. Miller
Derick F. Miller
AFROTC Cadet and Philmont Ranger

000497

Dear Major Adams

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely, Garrett W. Green

GARRETT W. GREEN
PHILMONT RANGER

J.M. Graves

Tulsa, Oklahoma

000498

May 21, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

BR-6 First I will give you the "executive summary." The Air Force is proposing an alternate route for the Realistic Bomber Training Initiative (RBTI) that would fly over Philmont Scout Ranch in Colfax County, New Mexico. This flight is designated alternative D.

Major Adams, surely a different route could be substituted for alternative D. Philmont is the premier scouting facility in the world. To fly at altitudes nearing 300 ft. above ground level would be extremely hazardous to anyone afoot, rock climbing, or on horseback.

Attached is a sheet more fully explaining the reasons to oppose this proposal. Your help in protecting our scouts and property will be greatly appreciated.

Sincerely,

J M Graves

J. M. Graves

000498

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The US Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

000499

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Wally Meyer

Madison, WI

May 18, 1999

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico. The Philmont Scout Ranch, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly the Philmont Scout Ranch. Please act now - final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Wally Meyer

Wally Meyer

000499

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

JOHN M. HALL
President

WHEAT - TEX FARMS INC.

Hereford, Texas

000500

5-20-99.

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langly AFB, VA 23665-2769

Re: Low altitued flights over West Texas & Eastern New Mexico by B-1 & B-52 Bombers conducted by Dyese & Holloman Air Force Base.

Dear Sir:

My farm has been the target of low altitude flights of Fighter Jets and B-52 Bombers for decades. The noise is unbelevably horrable as the F-16's & F-111's & Twin-Roter Helicopter's pass directly overhead. These low level flights have occured practically every week & usually several times per week. And they have occured during the middle of the night on ocasion as well. I have had cattle and horses stampeed through five wire fences as a result of these low altitude military flights. **BR-3**

The Walcott Independent School District facality is located 1½ miles north of my farm on Texas Hiway 214, this school houses approximately 90 students, Kindergarten through the 6th Grade. I have seen low altitude Fighter Jets from Cannon Air Force Base buzz this school building from time to time over the years. Now is that something the United States Military should be doing? These Military Jets crash on ocasion and I **AO-18** **AO-16**

000500

shudder to think what the results would be if one crashed into this rural public school. There was a jet crash several years ago due west of this school on the Texas New Mexico stateline, so we all know it can happen.

All low altitude Military flights should be carried out exclusively over Military Property such as White Sands Missile Range in New Mexico, Pinon Canyon Military Reservation in Colorado, and Nellis Air Force Range in Nevada, to name three of hundreds of sights throughout the world that the U.S. Military has exclusive access to. **PD-4**

I chose to live 30 miles northwest of Hereford, Texas for a reason, and that was to experience the peace, quiet, & tranquility of country living. Unfortunately Cannon Air Force Base has deprived me of that here in Deaf Smith County, Texas. So in 1996 I looked at buying a ranch at the foot of Laughlin Peak in remote Colfax County, New Mexico. After a B-52 Bomber buzzed me while on the ranch one quiet sunny afternoon, I decided to look else where for peace, quiet, & tranquility. So I went to Gulnare, Colorado near the Spanish Peaks and bought a small portion of the Apishapa River Ranch. It's a beautiful Juniper, Pinon, & Ponderosa Pine covered place with a nice home on it. But, guess what, I've had as many as three Army Helicopters at a time fly directly over my house, they were low enough that I could see the pilots inside. And I have had low altitude Cargo Plains also out of Fort Carson, buzz my property there in Las Animas County, Colorado.

Now I respectifuly ask you, WHERE AM I TO GO to find the peace, quiet and tranquility of rural life? Please don't let the U.S. Military degrade every square mile of this country with their low altitude flights.

I guess I would be money ahead to have bought a weed patch at the end of any International Air Port runway in this United States Of America. At least that way I would be expecting the horrendous roar of jet engines and the offensive smell of burnt jet fuel every 10 to 15 minutes of every day.

Sincerely
John M. Hall

000501

N. Eason Bryan III

Wilmington, North Carolina

May 19, 1999

Dear Major Adams:

I am writing to request your office support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont. **BR-6**

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route. Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,
N. Eason Bryan III

N. Eason Bryan III

Enclosure: Ten Points For Opposition to RBTI Alternative D (Over Philmont)

000501

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

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4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

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000502

17 May 1999

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back-country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

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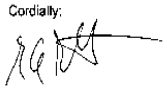
000502

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Cordially:



George A. Gannett

Kirkwood, MO

000503

Craig P. Yarnell

Chapel Hill, NC

Major Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

May 19, 1999

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont South Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidale Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activies such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperience climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

000503

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hunders of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives many thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Craig P. Yarnell

Philmont Staff 1978

000504

May 19, 1999

RE: (RBTI) FLIGHTS OVER PHILMONT SCOUT RANCH.

Dear Major Adams,

BR-6

I AM WRITING TO REQUEST YOUR FIRM SUPPORT IN OPPOSING THE SELECTION OF ALTERNATIVE D UNDER THE U.S. AIR FORCE's PROPOSED REALISTIC BOMBER TRAINING INITIATIVE (RBTI).

The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, Traverses Philmont Scout Ranch in Northeastern New Mexico's Colfax County.

Philmont is a 137.000-acre mountain **backpacking and high adventure facility of the Boy Scouts of America.** Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent **Valle Vidal Wilderness** of the **Carson National Forest.**

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. **More than 2600 flights each year,** some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back-country. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting **serious injury (or worse).**

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. **Noise and emissions** from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, houses, cattle and burros. The disruptive effects of noisy bomber overflights on **Philmont's famous living history programs,** in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

000504

Page # 2

RE: (RETI) FLIGHTS OVER PHILMONT SCOUT RANCH, cont.
May 19, 1999
Attention Major Adams,

Most of Philmont is **mountainous with many peaks in the 10,00' to 12,000' range.** Philmont has a tremendous fuel load of dead trees in its forest and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in and emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of the different RBTI route. I ask that you express your opposition to the Alternative D to the Secretary of the Air Force and other defence official. who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be make this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted that lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. **Thank you for helping to see that Alternative D is NOT selected to be used.** If a compromise is necessary, then to divert the planes away from Philmont during the summer would be most appreciated.

REMEMBER WHAT HAPPENDED IN ITALY WHEN A U.S. MILITARY PLANE CUT A GONDALA CABLE AND KILLED 20 PEOPLE. CHILDREN COULD DIE AT PHILMONT IF SOMETHING WENT WRONG WITH A U.S. PLANE.

SINCERELY,

Roddie Hobbs

Roddie Hobbs
RH/rh

cc. -Major Adams, Langley AFB,
-F. Whitten Peters, Secretary of the Air Force
-Federal Aviation Administration
-President Bill Clinton

000505

W. Lee Johnson

Ennis, Tx.

May 15, 1999

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA. 23655-2769

Major Adams:

BR-6

This letter is to request your firm support in opposing the selection of Alt. D under the US Air Force's proposed Realistic Bomber Training Initiative ("RBTI"). The Air Force is seeking a new training route for low-level B-1 and B-52 Bomber flights from bases in Tx. And La. One of the proposed routes, Alt. D, traverses Philmont Scout Ranch in northeastern Colfax County, New Mexico.

Philmont, often called the "pinnacle of Scouting" is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of these Scouts also camp and work on wilderness conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alt. D will establish a military training route directly over most of Philmont Scout Ranch. More than 2600 flights each year, some as low as 300 ft. above ground level are proposed. As a former Philmont staffer and, before that a Philmont camper, I have grave concerns about the impact of the Air Force's proposal on the health and safety of the Scouts attending Philmont and the potentially devastating effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's serene and awe-inspiring back country. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling, spar pole climbing, and mountain horseback rides. The sudden high decibel roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt

000505

on a narrow mountain trail with resulting serious injury or possibly death.

Appreciation and protection of the wilderness and our natural resources are a key part of the Philmont program. I distinctly remember when I was on staff at Philmont in the summer of 1978 and 1979, the cadets from USAFA in Colo. Springs were sent there for "wilderness training" because of the unique opportunities presented by this truly unique treasure. Scouts from around the world have a unique opportunity to see and experience first hand wildlife as it exists in a native habitat. The noise and emissions from this proposed fly over program will destroy one of the last remaining locations where a young man can truly "experience the wilderness" as Waite Phillips envisioned when he donated the ranch to the Boy Scouts of America.

Most of the ranch is mountainous with many peaks in the 10,000-12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Any unburned jet fuel discarded from these bombers or dumped in an emergency could potentially cause a disaster, as many Scouts use backpacking stoves for cooking. One can only imagine the effect on the area if there is a forest fire caused by one of the bombers.

For these reasons, and because Philmont holds such a special place in my heart and in the hearts of innumerable other scouts who have reveled in her solitude, hiked her mountains and experienced her breathtaking vistas I urge your support in the selection of a different RBTI route. I ask that you express your opposition to Alt. D to all defense officials who may be involved in this decision. It is imperative that you act now, as the public comments period ends in June and final decision will be made this year. Thank you for preserving this treasure, the "pinnacle of scouting" by saying 'no' to Alt. D.

Sincerely,

W. Lee Johnson

W. Lee Johnson

000506

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Snyder High School
Date: April 7, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

As the owner of the Purple Sage Motel since 1973, I am deeply concerned about the Realistic Bomber Training Initiative. We have worked long hours over the years and faced economic problems — and are facing them now with oil companies laying off people and the drought making it hard for the cattle ranchers. We do not need loud planes flying overhead and disturbing the quiet we are used to. In a big city, citizens may have adapted somewhat to Noise pollution. But many come to our area to find peace & quiet. This may be one of our best Natural resources. The hunters who stay with us would stop coming if the wildlife were terrorized by your loud low-flying aircraft. I can think of No benefit. **BR-4**

Over for more space →

Please Print

Name: Helen Feinsod

Address: , Snyder, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000506

to myself, my family, My Community or this area from the Realistic Bomber Training Initiative. I can think of MANY negative reasons against it.

From what I heard at the meeting you do not even need this area. You can fly to areas you already use. Is your time more important than the quality of my & my families life — the survival of my business & the health & well being of my Community? I don't think so. Please abandon this unnecessary project. **PD-1**

Thank You,

Helen Feinsod

000507

Taos, NM
May 20, 1999

Major Brent Adams, RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I write to protest, in the strongest possible terms, against the use of Alternative D for the proposed RBTI. My reasons for this involve aircraft noise and its impact on our people, economy, and wildlife.

Northern New Mexico is not a prosperous area. We are, however, blessed with a serene natural beauty and wildlife resources that allow us a tourist-based economy. If the area were subjected to low-level bomber runs as outlined in the proposal, there would be significant negative impact on our economy. Hunters, campers, fly-fishermen and hikers would not choose to come to an area subjected to thenoise from low-flying multi-engined jets. As stated in your Environmental Impact Study (EIS), there would be an increase of 10-16 DNL, compared to increased of only 2-8DNL and 4-5 DNL for Alternatives B and C, respectively. Our area would also bear a heavy impact of 4-17 DNL for 13 Special Use Land Management Areas, as compared to no increased beyond 3 DNL for the other alternatives. **BR-4**

The U.S. Fish and Wildlife Service is concerned about significant adverse effects on threatened and endangered species. Peregrine falcon areas, wintering bald eagle areas, and Mexican spotted owl habitat would be below the airspace, overflown 11 and 12 times a day at levels as low as 400' AGL. Peregrine falcons are adversely affected by flights at altitudes of less than 1,600' AGL, and they are especially sensitive from March 1 through August 15, their breeding season. Flights at or below 2,000' AGL would have significant negative impact on wintering bald eagles, especially during the breeding season of October 1 to March 1. An average of 12-14 sortie-ops would occur 260 days/year, with 60-80% below 1,000' AGL. **BI-5**

Heron Lake, at the beginning of the bomber run, is an area of congregation for water fowl, putting both birds and air crews at "greatest hazard"..."Over 95% of bird-aircraft strikes occur below 3,000' AGL." (EIS)

In addition, breeding grounds for elk abound beneath the proposed flight corridor. The EIS makes very little mention of the many herds involved. **BI-1**

Again, from the EIS, "Adverse impact on land use, including recreation, occurs when a proposed action . . . preempts a

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recreational use (in northern NM this would include fishing, hunting, hiking and camping). . . is incompatible with adjacent or vicinity land use to the extent that public health or safety is threatened (Philmont Scout Ranch in particular); or is inconsistent or in noncompliance with applicable land use plans or policies." (spotted owl Recovery Areas and Carson National Forest)

AO-7 There is also significant fire danger from crashes of training aircraft. Our area is extremely vulnerable to forest fires, and any increase of the risks we already face would be unacceptable.

BR-1 The effects of aircraft noise on humans as well as livestock and wildlife would be greater than the EIS indicates. The Startle Effect--from loud noise without warning in an unexpected setting--has already been experienced by people in our wilderness areas. The lower altitude levels of the bombing runs, at 300 to 500' AGL, have been shown by recent studies to produce sound levels at just below the pain threshold. This would be intolerable for people living nearby.

I question the judgement used in proposing Alternative D for Realistic Bomber Training. This Alternative reduces travel time for the Air Force by only 45% for B-1 bombers, whereas Alternatives B and C reduce the time by 71%. For all the reasons discussed, I hope you will remove Alternative D from consideration as you expand your training areas.

Sincerely,

Mary Lowe

Mary Lowe

cc: Sen. Pete Domenici
Sen. Jeff Bingamon
Rep. Tom Udall
A.F. Sec'y F. W. Peters
Federal Aviation Administration
Pres. Bill Clinton
Gov. Gary Johnson

PRACTICE SOIL CONSERVATION

000508

FROM THE SOIL SPRINGS ALL LIFE

THE MIDDLE CONCHO SOIL AND WATER CONSERVATION DISTRICT

Big Lake, Texas

May 17, 1999

Major Brent Adams
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

On Thursday, April 8, 1999 a district director of the Middle Concho Soil and Water Conservation District attended a public meeting in Big Lake, Texas on the Realistic Bomber Training Initiative. I would like to submit comments on the RBTI Proposed Alternative C - Texon on behalf of the Board of Directors of the Middle Concho Soil and WAter Conservation District.

First, a little background, the Middle Concho SWCD is a political subdivision of state government responsible for coordinating and carrying out comprehensive natural resource management programs at the local level. Our district is governed by a board of locally elected farmers and ranchers which is responsible for determining the conservation needs of the local district. Each year, our district, with technical assistance from the National Resources Conservation Service, provides assistance to approximately four hundred cooperators in protecting soil, water and related resources on nearly two and one-quarter million acres of land. Our district includes all of Upton, Reagan and Irion Counties. Most of our district lies in your RBTI proposed Texon MOA.

Under federal and state legislation, Conservation districts and the Natural Resources Conservation Service (NRCS) have a Memorandum of Understanding in which the NRCS also administers and/or provides technical assistance. The NRCS also administers and/or provides technical assistance on government cost share programs such as the Environmental Quality Incentives Program, Wildlife Habitat Incentive Program, Long Term Agreement Program, Great Plans Conservation Program and Conservation Reserve Program.

000508

Our district and the NRCS currently administers thirty-five active cost share contracts with a total cost share obligation of over $650,000. The producer is required to contribute at least 50% of the cost, so total cost of applying the practices amounts to over 1.25 million dollars. These contracts are primarily with ranchers who have committed themselves to applying conservation practices such as brush control, livestock waterings, pipelines, water storage tanks, water wells, fencing, grazing systems, wildlife habitat management and deferred grazing. Applying any combination of these practices allows the producer to make more efficient use of rainfall for increased forage production and improved plant health which in turn reduces soil erosion and sedimentation. Efficient use of rainfall, even in small amounts, is also beneficial to the producer because it enables him/her to realize, perhaps, a profitable year. Producers must have profitable years in order to be financially able to carry out conservation practices, individually or with cost share assistance from government incentive programs.

I will not elaborate any further on this pertinent subject, but as you can see, the key word of interest to the producer is RAINFALL. Rainfall or rainfall enhancement is the primary purpose of this letter in regards to our opposition to the RBTI Proposed Alternative Site C - Texon.

The Middle Concho SWCD works closely with the West Texas Weather Modification Association and the Irion County Water Conservation District. The West Texas Weather Modification Association (WTWMA) was formed for the purpose of rainfall enhancement through cloud seeding within the area. You should have already received several letters from the WTWMA explaining its purpose and procedure for cloud seeding so I will not duplicate that information. However, our district feels that cloud seeding works and any increase in rainfall would result in a benefit to our producers and cooperators enabling them to apply the essential conservation practices.

BR-2 The Middle Concho Soil and Water Conservation District stands opposed to the proposed Texon MOA expansion (RBTI Alternative C) because we believe any interference with the rain enhancement program resulting in reduced rainfall would adversely affect cooperators, producers, local residents, local counties, groundwater districts, soil and water conservation districts and the City of San Angelo which relies upon watersheds from our area to feed three important reservoirs.

Thank you for the opportunity to comment on the RBTI Proposed Alternative C - Texon.

Sincerely,

Joe Dean Weatherby

Joe Dean Weatherby, Chairman
Middle Concho SWCD

000509

Major Brent Adams
RBTI EIS Project Manager
HQ ACC?CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-2 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont hiker and staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. This summer this will include my son and I. I want my son to experience the same quite wilderness that I did hiking Philmont on a trek in 1976. I want my son to be able to sit next to a campfire and think about his life and the days ahead not dwell on thoughts of the noisy aircraft flying overhead. Each day, several hundred of Scouts will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as will as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

000509 page 2

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers usingbackpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff my wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted my life and the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Mark A. Lockridge
Assistant Scoutmaster
Troop 233

Waxahachie, Texas

METRO PHOENIX
WOMEN'S CENTER

000510

Brian L. Finkel, D.O., F.A.C.O.G., Medical Director
Diplomate, American Board of Obstetrics & Gynecology • *Fellow*, American College of Obstetricians & Gynecologists

18 May 1999

Major Brent Adams
RBTI EIs Project Manager
HQ Acc/CEVPP
129 Andrew St.
Suite 102
Langley Air Force Base, VA 23665-2769

RE: Realistic Bomber Training Initiative

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative "D" under the U.S. Air Force's proposed Realistic Bomber Training Initiative. The Air Force is seeking to establish a new training route for low level B-1 and B-52 Bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative "D", traverses Fillmont Scout Ranch in Northeastern New Mexico's Colfax County.

Fillmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of scouts and their adult leaders from across the nation participate in two week wilderness backpacking trips in the mountains of Fillmont. Many of them also camp and work on conservation projects in adjacent Valle Vidal wilderness of the Carson National Forest.

The Air Force's proposed Alternative "D" will establish a military training route directly over most of Fillmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Fillmont. As a former Fillmont staff member, I have serious concerns about the impact of the Air Force proposals on the health and safety of scouts attending Fillmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 scouts and scouters will be hiking and camping in Fillmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing

[redacted]
Phoenix, AZ

000510

May 18, 1999
RE: Realistic Bomber Training Initiative
Page 2

a horse to bolt on a narrow mountain trail with resulting serious injury.

Appreciation and protection of the wilderness and our natural resources are a key part of the Fillmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on the wildlife, as well as on Fillmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Fillmont's famous Living History Programs, in which scouts experience the lifestyle of the West's mountain men, homesteaders, lumberers and cowboys are obvious.

Most of Fillmont is mountainous with many peaks in the 10-12,000 foot range. Fillmont has a tremendous fuel load of dead trees in its forest and is in the midst of a long term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative "D" to the Secretary of the Air Force and other Defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, chief of staff for Congressman Ed Pease of Indiana, who can provide additional information.

Fillmont is the largest and most famous scout camp in the world. It is a natural resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than 60 years. It deserves and demands our protection. Thank you for helping see that Alternative "D" is not selected.

Sincerely,

Brian L. Finkel, D.O., FACOG

BLF/PRO/car

000511

New London, MO
May 17, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern new Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member (summer 1994), I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on

000511

Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition of Alternative D to the Secretary of the Air Force. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see the Alternative D is not selected.

Sincerely,

Philip P. Briscoe

Philip P. Briscoe

P.S. "Put a boy in touch with nature, and the job of inspiring him with high ideals is an easier one than in any other environment."

-Waite Phillips, 1938 (Philmont founder)

BLACKBURN & HENDERSON
Attorneys at Law

Houston, Texas

000512

Facsimile No.
(713) 439-0310

May 21, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI)

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI).

The Air Forces is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed to pass over Philmont. I have serious concerns about the impact of the Air Force's proposal on the health and safety of the thousands of Scouts attending Philmont, and the potential effects of daily low-level flights on the ranch itself.

000512

Major Brent Adams
May 21, 1999
Page Two

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 feet range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

000512

Major Brent Adams
May 21, 1999
Page Three

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Joe R. Blackburn

JRB:rmm

bs_007

A program for Tiger Cubs, Cub Scouts, Boy Scouts, Varsity Scouts, Explorers and Learning for Life

000513

OVERLAND TRAILS COUNCIL #322
BOY SCOUTS OF AMERICA

Grand Island, NE

Major Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of these also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habit. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountains with many peaks in the 10,000 to 12,000 range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply

Operating Income Derives from United Ways, Friends of Scouting, Activities and Trust Funds

000513

not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Gregg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

David L. Plond
Scout Executive

000514

San Ramon, CA
May 19, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley, AFB, VA 23665-2769

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

As a former Philmont staff member and current supporter of Philmont, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont, as well as potential effects of daily low-level flights on the ranch itself, including it's year-around environmental and habitat health.

The Air Force's proposed Alternative D would establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Annually, upwards of 25,000 Scouts, adult leaders and staff from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont and in leadership training events. Many Scouts also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

On any given day in the summer, as many as 5,000 Scouts and Scouter's will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury or worse. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberer's and cowboys, are obvious.

~~000513~~

000514

-page 2-

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species; the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these endangered species. Noise and emissions from bombers cannot help but have a damaging effect on all wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek you help in advocating the selection of a different RBTI route.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Carlos D. Tanner

000515

5/19/99

Major B. Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program. My only complaint, as a Philmont alumnus, OA Trail Crew Foreman and Backcountry Staff member, is the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

000515

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Matthew N. Markle

Terre Haute, IN

Shelby C. Dickerson, M.D. 000516

Roanoke, Virginia

21 May 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to ask for your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking a new training route for low-level B-1 and B-52 bomber flights from bases in Texas or Lousiana; one of the proposed flight paths, Alternative D, crosses the Philmont Scout Ranch in Colfax County, northeastern New Mexico.

Each year, thousands of Scouts and their adult leaders have 10-day to 2-week wilderness backpacking trips in the Philmont Scout Ranch, a 137,000 acre high adventure facility of the Boy Scouts of America. Some of them also camp and work on conservation projects in part of the adjacent Valle Vidal Wilderness of the Carson National Forest.

I understand that the Air Force's proposed Alternative D would be a military training route directly over most of the Philmont Scout Ranch, with more than 2600 flights per year, some as low as 300 feet above ground level. As a former member of the Philmont Health Lodge staff, I would have serious concerns about the effects of such flights on the health and safety on Scouts participating in Philmont programs and possible effects on the working ranch operation.

On every day from June to August, as many as 5,000 Scouts and Scouters will be hiking and camping in the Philmont Ranch backcountry. Every day hundreds of them will do activities such as rock climbing and rapelling, spar pole climbing, and horseback rides on mountain trails. The sudden engine roar of a low-flying jet has the potential to distract an inexperienced climber or cause a horse to bolt, possibly causing serious injury.

Scouts from the U.S. and around the world have the opportunity learn from the wilderness experience and Philmont's famous living history programs, to appreciate the rugged mountain country at altitudes of 7,000 to 12,000 feet, and to observe wildlife in native habitat. Noise and emissions from low overflights would surely have a damaging effect on these experiences and on the ranch cattle, horse, and buffalo herds. The possible danger of unburned or dumped jet fuel coming to ground in the dry forest or where backpackers' cooking stoves are used, or the very remote possibility of a crash, seem unacceptable for the safety of the Scout campers.

Shelby C. Dickerson, M.D. 000516

Roanoke, Virginia

21 May 1999

Philmont is the largest and most famous Scout camp in the world. The Philmont experience has been a positive influence on hundreds of thousands our nation's youth for over sixty years, and as such deserves our protection. I respectfully ask that you consider our opposition to Alternative D of the RBTI, and give strong support for some other alternative in this matter.

Sincerely,

Shelby C. Dickerson

May 20,1999

To Mr. Major Brent Adams, 000517

" I feel the Environmental Impact Statement, Draft Stage, of the Realistic Bomber Training Initiative, is unfair and unjust."

I am a law-abiding,God fearing, taxpaying citizen. I am writting to you to voice my concerns for my town, state, and my family. The following statements are my personal aspects that concern me regarding this serious issue.

AO-4 Noise- I have read reports and statstics on the damage caused by the low flying bombers to humans and livestock. As a professional Nurse for 12 years, I can tell you the loss of hearing is irreversible.

AO-47 Crashes- I have seen first hand what a crash can do to an area While driving on a highway between Tularosa NM and Alamogordo NM roughly around 1990-1992. I observed a Stealth fighter plane from Holloman AFB, crash. The pilot was hung up in power lines due to his parachute, power was down for several hours and a few fires were reported along the area of the crash site. Due to the high security, no telling what else we wern't informed about. I understand these traing flights occur 200 feet above our heads, that seems a little too close to humans and animals. I refuse to believe this is anything but safe!

Have we forgotten already about the gondola carring 20 unsuspecting civillians, who plumeted to their death due to a low flying jet? I would hate to think of that happening again. Wouldn't you?

PD-4 Futhermore, I don't see why it is necessary at all to increase the number of training missions here in the Pecos Valley, when there are already over 800 locations in the U,S. where these flights are taking place.

BR-4 I moved to Alpine, Texas because of the trainquility beautiful scenery and wildlife. This area is such a tourist attraction, but people won't come here if they are going to be

bomb-barded by your bombers.No doubt scarring 000517 their children and running our wildlife off as well.

I was recently visiting some friends at the outskirts of town. One of the very loud and low flying B-1B, going lord knows where flew overhead and nearly blew the windows out of their Ranch house.

I do want to make one thing clear. I am all for a strong and ready U.S. Military force. But, flying right over our heads is not the way to achieve that goal.

Thank You.

Sincerely,

Lisa Powell

Lisa Powell

Lisa Powell

Alpine, Texas

000518

Kate Richmond

Newton, MA

May 17, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult advisers from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights a year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a concerned citizen, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious or fatal injurys.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on

000518

Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping see that Alternative D is not selected.

Sincerely,

Kate Richmond

Citizen Concern
Lancer RBTI

000519

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: ROGER Johnson

Address:

City, State, Zip: JAYTON, TEXAS,

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

MR Adams, I do not own any land in KENT Co. But I do live + work on A RANCH in KENT Co. My house is 27 mile from JAYTON, 32 mile from POST, AND 23 mile from SPUR. My NEAREST Neighbor is probably 8 mile THE WAY A CROW FLIES. My family + I love THE PEASE + QUITE THAT WE HAVE. PART of my job THAT I ENjoy is (Prowling) Riding a horse THrough my CATTLE

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

ALOT of TIME WE RIDE young HORSES THAT WE ARE BREAKing TO USE ON THE RANCH. I CAN only imAgine WHAT is going to HAPPEN when on

BR-3 OF you TRAINER PlANES comes flying OVER low AND SCARES ONE of THESE COLTS. I Am 100 PROUD of OUR MiliTARY AND FEEl SURE THE TRAIN is all NESSASARY bUT PlEASE PICK SOMEOTHER PlAC To Do this. WE AS A community Do NOT WANT THESE PlANES flying OVER OUR RANCHES + THEM

THank you
Roger Johnson

000519

000520

LASER, WILSON, BUFFORD & WATTS, P.A.
ATTORNEYS AT LAW

LITTLE ROCK, ARKANSAS

SAM LASER
DAN F. BUFFORD
RICHARD N. WATTS
FRANK B. NEWELL
KEN COOK
ALFRED F. ANGULO, JR.
DAVID M. DONOVAN
KEVIN J. STATEN

OF COUNSEL
RALPH R. WILSON

DONNA L. GAY
BRIAN ALLEN BROWN
KAREN J. HUGHES
THOMAS J. DIAZ
KEITH M. McPHERSON
DEBBIE S. DENTON
ANDY L. TURNER
SARA A. FARRIS

19 May 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andres Street, Suite 102
Langley AFB, VA 23665-2769

RE: *Realistic Bomber Training Initiative (RBTI)*
Alternative D

Dear Major Adams:

BR-6 I am writing with regard to Alternative D of the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). It is my understanding that Alternative D would route low level B-1 and B-52 bomber flights from bases in Texas and Louisiana over portions of New Mexico's Colfax County. As you may know, Philmont Scout Ranch has a 137,000 acre mountain facility in that area of New Mexico. Every year, literally thousands of Scouts from across the nation participate in backpacking trips in that wilderness as well as in the nearby Carson National Forest.

Alternative D would mean almost 3,000 low level flights every year over a great portion of Philmont Ranch. As a former staff member, I am extremely concerned about the impact of the proposal on the health, safety and well-being of those individuals who will be attending Philmont. According to statistics from the Boy Scouts of America, some 5,000 people camp in Philmont each day. Obviously low level jet flights will adversely impact on the wilderness experience of those young men and women. Moreover, there is the very real possibility that the flights will result in dangerous conditions, e.g. horses and pack animals bolting, mountain climbers being distracted, etc. I suspect that the noise and the emissions of the aircraft will also have a damaging effect on the wildlife as well as on Philmont's herds of buffalo, horses and cattle. Finally, the possibility of a catastrophic accident should also be considered. The mountains in Philmont reach 10,000 to 12,000 feet. There has already been one military bomber crash in the area and it is not unrealistic to consider that there will be others given the proposed training altitudes. The possibility of such a crash is simply not an acceptable possibility when you consider the lives of the many young men and

000520

women who frequent Philmont. Although I don't have the statistics before me, I believe that there has already been an Environmental Impact Statement that has estimated the chances of a "Class A Mishap" occurring once every fifteen years for such a training route.

As a former United States Marine Infantry Officer, I understand and appreciate the need for a trained military. I truly sympathize with the U.S. Air Force and its attempts at finding areas for realistic training. In this instance, however, I sincerely believe that the disadvantages far outweigh the advantages and that another alternative should be examined. I ask for your help in advocating a different RBTI route.

Philmont Scout Ranch is the largest and most famous camp of its type in the world. It is no exaggeration to say that it is a national treasure which has positively impacted the lives of hundreds of thousands of youth. As a former staff member, Marine Officer and citizen of this country, I believe that it deserves and demands our protection and that Alternative D of the RBTI should not be selected.

Sincerely,

Richard N. Watts

RNW:aF

Scouting... Tomorrow's Leaders Today

Hawkeye Area Council, Boy Scouts of America
Cedar Rapids, Iowa

May 21, 1999

000521

Major Brent Adams
RBTI EIS Project Manager
HG ACC/CEVPP
129 Andrews Street, Suite 102
Langley, AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys are obvious.

Council No. 172 serving youth in seven Iowa counties: Benton, Cedar, Iowa, Johnson, Jones, Linn and Washington.

The United Way

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Most of Philmont is mountainous with many peaks in the 10,000'l to 12,000'l range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable, for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. IT deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Ed Brandon
Scout Executive

000522

H. E. BOVAY, JR. HOUSTON, TEXAS

May 19, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 Attached for your information is a copy of a letter which I have sent to Mr. F. Whitten Peters, Acting Secretary of the Air Force, asking him to oppose Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI) concerning one of the the proposed new training routes for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. This proposed route traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Sincerely,

H. E. Bovay, Jr.

HEB/bgm
l0519MBA

Attachment

H. E. BOVAY, JR. HOUSTON, TEXAS

000522

May 19, 1999

Honorable F. Whitten Peters
Acting Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330

Dear Mr. Peters:

Please let me urge your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

Philmont is unique and a national treasure.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former National Board member, and chairman of the Outdoor Program Committee (including the High Adventure Bases), and currently a member of the Philmont Ranch Committee and Advisory Board member of the Boy Scouts of America, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

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Honorable F. Whitten Peters
May 19, 1999
Page 2

000522

BR-6 Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you oppose Alternative D. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Please remember that the Boy Scouts of America and our National Defense Department, including the U.S.A.F., have always had a good and constructive relationship.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

H. E. Bovay, Jr.

HEB/bgm
10519FWP

000523

Waco, TX
21 May 1999

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

R. Dean Davenport

000523

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

000524

Christopher L. Sanders

Boston, MA.

May 17, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult advisers from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights a year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious or fatal injurys.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history

000524

programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping see that Alternative D is not selected.

Sincerely,

Christopher Sanders

000525

ROBSON PROPERTIES

FRANK C. ROBSON

Claremore, OK

May 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses **PHILMONT SCOUT RANCH** in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of **PHILMONT**. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of **PHILMONT**. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over **PHILMONT**. I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending **PHILMONT** and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts will be hiking and camping in **PHILMONT'S** backcountry. Each day several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury, or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the **PHILMONT** program. Scouts from around the world have a

000525

and emissions from bombers cannot help but have a damaging effect on wildlife, as well as on **PHILMONT'S** herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on **PHILMONT'S** famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of **PHILMONT** is mountainous with many peaks in the 10,000 to 12,000 range. There is a tremendous fuel load of dead trees in its forests and they are in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives.

For these reasons, I seek your help in advocating the selection of a different RETI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now as the public comment period ends in June and a final decision will be made this year you or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

PHILMONT is the largest and most famous Scout camps in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Frank C. Robson
Executive Board Member
Indian Nations Council of Boy Scouts

FCR:blm

12 May 1999

000526

Poulsbo, WA

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams

BR-6 My family and I are writing to oppose the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300') over Philmont Boy Scout Ranch. As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in Colfax County in northeastern New Mexico'. Philmont, truly a national treasure, is the 137,000 acre backpacking and High Adventure Base Camp and national training facility of the Boy Scouts of America. We do not protest RBTI since it is a valuable program -- our only complaint, as individuals who have actually used Philmont, is with the proposed route over Philmont.

We have two boys, Chuck who is a Life Scout, and Joe, who is a Star Scout who have both been to Philmont. We can assure you that RBTI (the noise, the hazards) would ruin the Philmont experience for anyone using it while RBTI is happening.

We would appreciate a written response from your office acknolwedging receipt of our letter and any comments you have to offer in support of using Philmont instead of another alternative area. There is too much at stake, from our perspective, to allow RBTI to over fly Philmont.

We are especially concerned with what appear to be some major errors in the EIS which the Air Force is using--your comments on these specific items would be appreciated.

Thank you for your consideration of our concerns. We look forward to hearing soon from you on this important issue.

Sincerely

Bob Taylor (Committee Chairman and Eagle Scout)
Bob Taylor
Joe Taylor (Star Scout)
Joe Taylor
Chuck Taylor (Life Scout)
Chuck Taylor

-1-

Problems with Using Philmont for RBTI **000526**

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in the Philmont back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will very likely distract climbers and frighten horses creating some serious safety hazards.

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. (Please see the comments on the EIS for further details) The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, we seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. We would appreciate a written response from your office acknowledging receipt of this letter and your feelings about this situation involving Philmont.

-2-

000526

INCORRECT INFORMATION IN THE ENVIRONMENTAL IMPACT STATEMENT (EIS) PREPARED FOR THE AIR FORCE

(I am assuming that the information supplied by Philmont is correct, please let me know if any of these items are not correct)

EIS: Philmont is primarily uninhabited grassland.
Fact: 60 percent of Philmont is forested, mountainous terrain.
Fact: Philmont is a transient community of nearly 25,000 people in the summer when, on any given day, anywhere from 3,000 to 5,000 people populate the route proposed for Philmont.

EIS: Noise levels will vary between 62 and 68 dBs.
Fact: From 300 feet, a B-52 produces a noise level of 117 dBs.
Ground crews working that close to jet aircraft usually wear noise attenuating headsets.

EIS: Does not mention cultural resources.
Fact: Philmont is home to two National Historical Sites:
Villa Philmonte and the Rayado complex (Carson, Maxwell, and Abreu homes).

EIS: Residents will get used to the noise.
Fact: Ten days (time on the trail for a typical camper) is not enough time to become accustomed to the noise. Since 20 percent of the flights will be at night, many campers will be woken up (especially since they are sleeping in a tent, not a modern home).

EIS: "Flight operations would not be expected to preclude land uses or ... preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations."
Fact: Philmont is most concerned about how RBTI will impact program, health and safety.

PHILMONT CONCERNS

Injuries (or death) from spooked, bolting and/or stampeding horses throwing or dragging inexperienced riders (roughly 200 riders per day). Over the course of a summer, up to 9,500 people, many as young as age 11, ride or go on pack trips. Some of the horse trails are along canyon walls where falling from a horse could mean plummeting hundreds of feet down to the bottom of a rocky gorge.

Falls from spar poles and rock faces by distracted, novice climbers. At any one moment in the summer, up to 120 young people can be climbing or rappelling on sheer rock faces and/or spar poles. The noise not only interferes with crucial, pre-activity instruction, but will distract climbers when they need to be devoting 100 percent of their attention to personal safety.

Noise pollution is totally inconsistent with wilderness preservation so firmly fostered by Philmont.

Some wildlife, particularly the southwest's more civilization-sensitive species such as golden eagles and elk, migrating from Philmont to areas outside of the proposed RBTI route D. The effect of thundering jets on Philmont horse, cattle, burro, and buffalo herds will be unfavorable.

Unenviable safety records of B-1s and B-52s. Over the years, there have been numerous crashes, including those during low altitude training activities. The B-52, in particular, was not designed for the low-level, terrain avoidance mission profile. It was designed as a high altitude, horizontal bomber, hence its name, the B-52 "Stratofortress."

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Considering the current drought, existing open fire bans, and the excessive fuel load of fallen, dead trees in Philmont's forests, a bomber crash will create a massive forest fire with which Philmont is not prepared to cope. Philmont does not have a highway network for evacuation similar to that of Yellowstone's, for example. Given the extent to which Philmont back country is populated, a bomber crash would involve a substantial loss of life and property (buildings, timber) compared to a crash in one of the other routes where the mountains are not as populated or so heavily forested.

Factors increasing the chances of a crash include: inherently greater danger in very low altitude, terrain-avoidance flying; high incidence of violent, mountain thunderstorms with frequent down bursts/microbursts, hail, and windshears; and in the B-52's case, very old airframes.

UNKNOWNS

Effects of vibrations on historic buildings and the many mine shafts (including the two which are toured by thousands of campers annually).

Effects of fuel vapor settling onto campsites, cooking areas, water resources, etc. The vapor comes from the unburned portion of the fuel expelled in jet exhaust and from possible, emergency fuel dumping at low altitude.

PRECEDENTS

Due to the concerns expressed above, the Air Force withdrew its low level operations of F-111s and F-16s over Philmont when Ranch management protested several years ago. Having once acknowledged that Philmont is an inappropriate venue for terrain avoidance practice missions, one wonders why Philmont is again being proposed for such low altitude training flights.

Although the Air Force originally proposed Philmont because of its varied terrain, there is no shortage of the same type of diversified terrain elsewhere, i.e. portions of southern Colorado, where the population problems do not exist to the same extent.

Although the military operates many low altitude practice areas across the world, the Federal Aviation Administration generally prohibits flights of less than 1,000 feet over any "...open air assembly of persons..." The FAA also prohibits flights of less than 500 feet over sparsely populated areas.

PHILMONT POSITION ON RBTI

Philmont management and the Philmont Staff Association Executive Committee support the principles of RBI since the need for well-trained air crews is obvious. The Philmont community, believing that Philmont Scout Ranch is truly a unique, national treasure, opposes the selection of RBTI Alternative D since it creates major program, safety, and land management problems.

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Last updated: Sunday, May 9, 1999

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000527

Paul Mura, Karen Mura and C. Timothy Johnson

Clinton Twp, MI

May 26, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, VA 23665-2769

Major Adams,

BR-6 We are writing to express our opposition to the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). Alternative D, as you most likely already know, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As members of Scouting, we have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaging in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from

000527

around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect of that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 20,000 foot range. Philmont has a tremendous fuel load of dead trees and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, we seek your help in advocating the selection of a different RBTI route. Please add your voice to ours in recommending the exclusion of Alternative D from consideration.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Paul G. Mura Tina Johnson Karen Mura

Paul G. Mura
Assistant Scoutmaster - Troop 248
Webmaster - Macomb District of Clinton Valley Council, BSA

Karen A. Mura
Committee Member - Troop 248

Charles T. Johnson
Boy Scout - Troop 248

000528

BOY SCOUTS OF AMERICA
Norwela Council, Inc.
Shreveport, Louisiana

May 27, 1999

Major Brent Adams, RBTI EIS Project Manager HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: Alternative D

Dear Major Adams,

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

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On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. (more...)

A United Way Member Agency

000528

Page 2
Major Adams
May 27, 1999

The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nations's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

John L. Meeks
Scout Executive

Winchester, Virginia

000529

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

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Sincerely,

J./E. Kalbach

000529

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The US Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

LAW OFFICES OF
WILLIAM D. BRYCE

000530

GEORGETOWN, TEXAS

WILLIAM D. BRYCE
DOUGLAS D. BRYCE
DAVID D. BRYCE

May 27, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andres Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am a member of the Philmont Staff Association of Philmont Scout Ranch in Cimarron, New Mexico. I worked as a member of the Philmont Staff in 1949, 1951 and 1952.

The United States Air Force is considering a proposed route over Philmont Scout Ranch for its "Realistic Bomber Training Initiative" (RBTI). Alternative D of the RBTI would establish a training route over some 114,000 of Philmont's 137,000 acres. Aircraft would fly over Philmont at altitudes as low as 300 feet, night and day, 6 days a week, 52 weeks a year.

Thus, the senior scouting experience offered by Philmont would be interrupted by these flights, and the 25,000 Boy Scouts and leaders who visit Philmont each year would be subject to these intrusions. They really come a long way to Philmont, to enjoy the hiking, camping, backpacking and general outdoor adventures offered by Philmont. As you can see, these low level flights would seriously interfere with their experience.

Please consider having these flights fly over areas where so many individuals in so unique a situation will not be so dramatically (and hazardously) disturbed.

LAW OFFICES OF
WILLIAM D. BRYCE

000530

Thank you for your attention to this matter. With every good wish, I am

Very truly yours,

William D. Bryce

William D. Bryce

WDB/wp

000531

May 26, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

Subject: Realistic Bomber Training Initiative DEIS March 1999

We attended the Public Hearing held at Angel Fire, New Mexico, on April 13, 1999, regarding the Draft Environmental Impact Statement. Because it was apparent that the Air Force had ignored input from individuals and agencies which had been given at prior public hearings, we requested a copy of the DEIS and its corresponding appendices for our own review. After reading this information, we have several comments concerning the report.

Overall, the report's reliance on simplifying assumptions and high level analyses using information based on broad averages impedes sound decision-making. The Air Force, in fact, does not know which alternative is best based on this report because of its superficiality. The report is rife with examples that include, but are not limited to, the following:

LU-2 An example of simplified assumptions leading to an erroneous conclusion is the definition of "community" employed in this study. Specifically, as stated on page 4-57, "Communities included in this analysis consist of those denoted as incorporated or as county seats or those as large as a county seat." By definition this includes only four communities in the proposed IR-153 MTR (page 4-76), and we submit that there are communities that are being ignored as a result of this definition, e.g. Questa, NM, Cimmaron, NM, Ute Park, NM, Philmont Ranch in New Mexico, etc. Page 4-111 states that "the review of the area established that no populations of any kind, including minority or low-income populations, would be subject to noise levels of 65 DNL or higher under any alternative." As pointed out above, by not fully considering all "communities" in the study area, the chances are increased that low-income populations are being excluded by definition.

SE-5

Another example of a simplified assumption leading to an erroneous conclusion is the statement on page ES-4, "The effects of flying activities are not expected to produce measurable impacts on the economic value of the land since this area has been generally overflown since the 1940s." Overflights proposed in Alternative D would result in an 858% increase in flights, some as low as 400 feet in elevation, in the vicinity of the proposed MTR (310 currently vs. 2,660 proposed). Given this level of increase, it is ridiculous to assume that there will be no measurable impacts on the area. The current overflights are not occuring at 400 feet, but at much higher altitudes. Furthermore, the land use in Northern New Mexico has changed, and tourism plays a significant economic role. A

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BR-4 newcomer may visit the area once, but after experiencing numerous overflights during his or her stay, they are likely not to return. Therefore a negative economic impact will result contrary to the conclusion of the report.

The study fails to quantify the economic impact on land values. Page 4-109 states "However, RBTI involves aircraft noise in a rural setting. The variability of land value due to the diversity of land uses, locations and improvements makes it difficult to quantify potential impacts, if any, that might be associated with aircraft overflights." Again the high level of analysis does not permit effective assessment of the problem. Such simplifying assumptions and dismissals of

BR-4 problems indicate a shallow development of the impacts. A greater effort should have been employed to determine economic impact on land values from the effects of noise, particularly in those areas where population growth and land use changes have resulted in significant investment. We believe such research can be gathered using data obtained from similar EISs prepared in the construction and expansion of commercial airports.

The DEIS is disingenuous by arriving at conclusions based on broad averages which camouflage the real impacts of operations and therefore at best are misleading. The DEIS uses the "if I have one hand in the freezer and one hand on the stove, then on average I am OK" logic. The assessment of aircraft noise in the study is a good example.

BR-1 Use of the DNL measure (Day-Night Average Sound Level) significantly understates the impact of overflights because of the 24-hour averaging component in this measure. The report states on page 4-14 that "No RBTI alternative generates a noise level of 65 DNL, so all noise levels would fall below the USEPA guideline of 45 DNL." On page 4-14, in the first full paragraph, it

AO-26 states "If homes are conservatively estimated to have a 20-dB noise insulation, an average of 65 DNL would produce an indoor level of 45 DNL and would form a reasonable guideline for evaluating sleep interference." However, if a B-1 bomber flies over at 500 ft creating a 113 SEL effect (page 4-8, figure 4.1-3), there is a significant impact above 65 DNL that will cause significant sleep interruptions. Also, the flight pattern covers areas of Northern New Mexico in which mobile homes are prolifically used for housing. These structures do not have insulation that protects its inhabitants to 20 db levels. Therefore, the inhabitants of mobile homes will experience a significant impact from noise contrary to the conclusions of the report.

Appendix G, page G-1 states "The threshold of human hearing is approximately

AO-48 0 dB, and the threshold of discomfort or pain is around 120 dB." At 500 ft, a B-1 creates a noise level of 113 SEL, which is very close to the pain threshold. Another reference in Appendix G, page G-6, states "Areas exposed to DNL above 65 dB are generally not considered suitable for residential use." Yet the impact of noise as explained in the DEIS at either Lmax or SEL is considerably above 65db.

The side bar on page 4-56 indicates "A Forest Service study found that visitors to wilderness areas generally did not notice aircraft noise." The analysis makes this

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simplifying statement to support its point that aircraft noise will not bother visitors, but there is no indication that this included low-level flyovers.

A further example of the cavalier tone of this report is found at the bottom of Pg 4-82. "Further, some people may enjoy watching military aircraft train and may consider the noise associated with aircraft overflights part of the experience." We submit to you, that if we had wanted to see military aircraft train, we would have moved next to an Air Force Base last year when we relocated to New Mexico.

As taxpayers we paid for this report, and we are angry that the Air Force would waste our money in this manner. Unfortunately, the way to correct this situation is to hire a disinterested third party to conduct a thorough investigation to produce an unbiased, balanced report upon which a decision can be based regardless of the option chosen. We are stunned that the Air Force is drawing conclusions from such a superficial report and that it feels that it can pass this report off onto the public and elected officials with impunity.

Thank you for taking the time to consider our comments.

Sincerely,

D. Chandler Lewis
Cheryl F. Lewis

D. Chandler Lewis
Cheryl F. Lewis

Angel Fire, NM

cc: U. S. Senator Pete Domenici
120 S. Federal Place, Room 302
Santa Fe, NM 87501

U. S. Senator Jeff Bingaman
119 E. Marcy Street, Suite 101
Santa Fe, NM 87501

U. S. Representative Tom Udall
Joseph M. Montoya Federal Building, Room 100
Santa Fe, NM 87501

Governor Gary Johnson
Office of the Governor
State Capitol Building
Santa Fe, NM 87503

3

000532

GREATER ALABAMA COUNCIL
Serving 22 Counties

James C. Tinker
Council Scout Executive

May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain, backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week, wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a professional Scouter, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as: rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber of causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Boy Scouts of America

Greater Alabama Council ✦ ✦ Birmingham, Alabama

United Way United Givers

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Major Brent Adams
May 24, 1999
Page 2

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead threes in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Jim Tinker

Jim Tinker
Council Scout Executive

ns

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000533

Dear Sir,

BR-6 I am in opposition to the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. As the son of two Air Force officers circa WWII and an Army veteran circa Vietnam, I do not protest RBTI since it is a valued program. My only complaint is with the proposed route over Philmont. Philmont was a treasured memory of my late father. RBTI's multiple daily flights (up to 16) will create severe problems for the members of my son's Boy Scout troop which is attending Philmont during the summer of 2001. Here is a list of my concerns:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse). Several of our troop members with ADD/ADHD and other disabilities will be placed in greater risk by the interruption of their sleep and the additional distraction caused by the spikes in noise levels. We need them alert and focused at their best. We do not want them looking up at the planes when their eyes need to be on the ground. When danger is afoot, our adult supervisors should not have their warnings drowned out by the excessive noise of a B-52 overflight. According to my personal experience, the noise of a B-52 approach is much louder than my ability to shout. Hearing protection such as used by the Air Force is recommended, but impractical on the trail for safety reasons. For the safety of the disabled scouts, we may be forced to discriminate who may attend Philmont if Alternative D is selected.

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial. Several of our troop members are asthmatics. I do not remember where your EIS adequately addressed how [illegible] these boys will be affected.

(over)

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c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont during the summer months.

Robert McCarthy

Outdoors Committee Chair, BSA Troop 158, Arrowhead District, Capitol Area Council, Southern Region, Boy Scouts of America

Cedar Park Tx

000534

May 25, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash.

THE COUNTY LINE, INC.
AUSTIN, TEXAS

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000534

Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Bruce D. Walcutt
President
The County Line, Inc.

000535

May 25, 1999

Major Brent Adams
RBTI EIS Prj.Mgr.
HQ ACC/CEV PP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 It is my understanding that the U.S. Air Force is currently considering four possible locations for its Realistic Bomber Training Initiative. I am writing to oppose Alternative D, which would allow flights over Philmont Scout Reservation in New Mexico.

Philmont, which celebrates its 60th anniversary this year, is a unique treasure. Many thousands of youth and adults have hiked its backcountry. The sense of self-reliance and the spiritual benefits they have experienced have surely enriched their lives and made them better able to contribute to their families, communities, and our nation.

I am enclosing a fact sheet from the Philmont Staff Association giving in much greater detail the many reasons Alternative D should not be chosen. I urge you to read it and to use your power and influence to see that another alternative is chosen.

Thank you very much for your assistance.

Sincerely,

VINCE SCANIO

San Marcos, Texas

RBTI Letter Page 1 of 2

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INCORRECT INFORMATION IN THE ENVIRONMENTAL IMPACT STATEMENT (EIS) PREPARED FOR THE AIR FORCE

EIS: *Philmont is primarily uninhabited grassland.*
Fact: 60 percent of Philmont is forested, mountainous terrain.
Fact: Philmont is a transient community of nearly 25,000 people in the summer when, on any given day, anywhere from 3,000 to 5,000 people populate the route proposed for Philmont.

EIS: *Noise levels will vary between 62 and 68 dBs.*
Fact: From 300 feet, a B-52 produces a noise level of 117 dBs.
Ground crews working that close to jet aircraft usually wear noise attenuating headsets.

EIS: *Does not mention cultural resources.*
Fact: Philmont is home to two National Historical Sites:
Villa Philmonte and the Rayado complex (Carson, Maxwell, and Abreu homes).

EIS: *Residents will get used to the noise.*
Fact: Ten days (time on the trail for a typical camper) is not enough time to become accustomed to the noise. Since 20 percent of the flights will be at night, many campers will be woken up (especially since they are sleeping in a tent, not a modern home).

EIS: *"Flight operations would not be expected to preclude land uses or ... preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations."*
Fact: Philmont is most concerned about how RBTI will impact program, health and safety.

PHILMONT CONCERNS

Injuries (or death) from spooked, bolting and/or stampeding horses throwing or dragging inexperienced riders (roughly 200 riders per day). Over the course of a summer, up to 9,500 people, many as young as age 11, ride or go on pack trips. Some of the horse trails are along canyon walls where falling from a horse could mean plummeting hundreds of feet down to the bottom of a rocky gorge.

Falls from spar poles and rock faces by distracted, novice climbers. At any one moment in the summer, up to 120 young people can be climbing or rapelling on sheer rock faces and/or spar poles. The noise not only interferes with crucial, pre-activity instruction, but will distract climbers when they need to be devoting 100 percent of their attention to personal safety.

Noise pollution totally inconsistent with wilderness preservation so firmly fostered by Philmont.

Some wildlife, particularly the southwest's more civilization-sensitive species such as golden eagles and elk, migrating from Philmont to areas outside of the proposed RBTI route D. The effect of thundering jets on Philmont horse, cattle, burro, and buffalo herds will be unfavorable.

Unenviable safety records of B-1s and B-52s. Over the years, there have been numerous crashes, including those during low altitude training activities. The B-52, in particular, was not designed for the low-level, terrain avoidance mission profile. It was designed as a high altitude, horizontal bomber, hence its name, the B-52 "Stratofortress."

Considering the current drought, existing open fire bans, and the excessive fuel load of fallen, dead trees in Philmont's forests, a bomber crash will create a massive forest fire with which Philmont is not prepared to cope. Philmont does not have a highway network for evacuation similar to that of Yellowstone's, for example. Given the extent to which Philmont backcountry is populated, a bomber crash would involve a substantial loss of life and property (buildings, timber) compared to a crash in one of the other routes where the mountains are not as populated or so heavily forested.

Factors increasing the chances of a crash include: inherently greater danger in very low altitude, terrain-avoidance flying;

RBTI Letter 000535 Page 2 of 2

high incidence of violent, mountain thunderstorms with frequent downbursts/microbursts, hail, and windsheers; and in the B-52's case, very old airframes.

UNKOWNS

Effects of vibrations on historic buildings and the many mine shafts (including the two which are toured by thousands of campers annually).

Effects of fuel vapor settling onto campsites, cooking areas, water resources, etc. The vapor comes from the unburned portion of the fuel expelled in jet exhaust and from possible, emergency fuel dumping at low altitude.

PRECEDENTS

Due to the concerns expressed above, the Air Force withdrew its low level operations of F-111s and F-16s over Philmont when Ranch management protested several years ago. Having once acknowledged that Philmont is an inappropriate venue for terrain avoidance practice missions, one wonders why Philmont is again being proposed for such low altitude training flights.

Although the Air Force originally proposed Philmont because of its varied terrain, there is no shortage of the same type of diversified terrain elsewhere, i.e. portions of southern Colorado, where the population problems do not exist to the same extent.

Although the military operates many low altitude practice areas across the world, the Federal Aviation Administration generally prohibits flights of less than 1,000 feet over any "...open air assembly of persons..." The FAA also prohibits flights of less than 500 feet over sparsely populated areas.

PHILMONT POSITION ON RBTI

Philmont management and the Philmont Staff Association Executive Committee support the principles of RBTI since the need for well-trained aircrews is obvious. The Philmont community, believing that Philmont Scout Ranch is truly a unique, national treasure, opposes the selection of RBTI Alternative D since it creates major program, safety, and land management problems.

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Last updated: Sunday, May 9, 1999

000536

Paul S. McKelvey

Cedar Park, Texas

May 27, 1999

Major Brent Adams
RBTI EIS Prj Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records.

Page 1 of 2

Paul S. McKelvey

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The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires. With the campers present, a crash could create a catastrophe with hundreds of casualites.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff, may wish to contact Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to over-fly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

000537

dawn chandler taos new mexico

25 May 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 157,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history

000537

programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000i to 12,000i range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Dawn Chandler

000538

Jeannette Miether

Terlingua, TX

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

I feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust. I visited the Big Bend area for 15 years before moving here 3 years ago, and I now feel that I may have made a mistake because of the training flights that routinely fly over this entire area. The noise they cause is unjust and unfair to those living here, because we expect this area to be quiet, peaceful, and lovely, and to promote well-being through its pristine remoteness. These training flights make me feel as if I am in a war zone -- or living in the flight paths of a huge airport -- when the training planes blast overhead, which creates a very unsettling effect. They cause me to feel immediately afraid, as if the world is coming to an end, and as if I need to seek shelter because of their extremely loud noise, which occurs so suddenly and without warning.

It is unfair to subject civilians to such incredible noise when it is my understanding that the only reason such training flights are continuing is because it "justifies flight hours, training funds, and it's fun for the flight crews." What a travesty for the human beings who live here and what an insult to our intelligence. It is my understanding that 600 million acres of Federal land are available for such training flights – 800 locations in the U.S. (over one million square miles); therefore, there is no reason for such flights to be happening in one of the most remote and peaceful areas in the United States -- the Big Bend National Park, Big Bend Ranch State Park, and all the surrounding lands, residences, businesses, and the Rio Grande (which sustains quite a tourist industry on its own). It's sad that alternate lands exist for the bomber trainings that are not being used, and it's even sadder that the trainers use our environment when they really don't have to.

PD-4

Another unfair and unjust aspect of the training flights in our particular area is the fire hazard that would occur if one of the bomber planes crashed. We have only a volunteer fire department that uses antiquated equipment, so if a crash occurred or if a training flight collided with a U.S. Border Patrol or Customs plane, the fire caused would be extremely dangerous, probably deadly and most certainly destructive, and potentially spread far beyond the immediate sight because of our dry desert climate, the time it would take for the fire department to get there, as well as the lack of adequate equipment and water to truly meet the needs of the incident. If one crashed near a home, barn, or any structure whatsoever, loss of property and life would almost inevitably result, which would again be unfair and unjust to any average citizen.

AO-7

It is my understanding that low-level flying tactics have been abandoned in actual combat situations owing to the current sophistication of ground-fired anti-aircraft weapons. Why are such training flights still routinely performed if they are not used in the real world? The smell of the jet fuel these flights leave in their wake, the toxic chemicals they carry that would be released

PD-1

000538

AO-49 if they crashed, and the pollution they cause would be grounds enough to ban them, especially in our era of being knowledgeable about environmental issues and of trying to protect the environment for those of us now on the planet, as well as for future generations.

All in all, bomber training flights disrupt our peace and quiet, pollute our precious environment, endanger motorists and pilots (both the training flight pilots and any other type of **BR-3** pilot, who could not hope to dodge a training plane doing speeds of 600 miles per hour), damage and disrupt livestock operations (which are the lifeblood of the ranches in far West Texas), negatively affect local economies and reduce land values, discourage tourism and retirement in **BR-4** our area, and damage wildlife and related industries (hunting, birding, river rafting, etc.), to name just a few of the implications of what this training does. If such bomber training flights already affect so many aspects of our lifestyle, it will only get worse if their training areas cover more territory, as proposed.

I hope you will take my sentiments into consideration when deciding whether to expand or even continue the training flights. I do support our strong American military, and I understand that practical training and experience strengthen our national defense; however, I also understand that there are other areas where such training can and should take place rather than conducting this training over populated private property and in an area in which our human/civilian environment is so widely and drastically affected. I recommend that reasonable locations for the training flights be used -- Federal lands.

Our living, breathing, working, playing, hiking, horse/car/raft/canoe riding, sunset/sunrise viewing, birding, hunting, gardening, visiting, and all other sorts of environments are being adversely impacted, if not destroyed, by these useless training flights in the Big Bend/far West Texas areas. I, for one, am against them, and I emphatically reiterate that I feel they are unfair and unjust. I hope that my speaking out against them will influence you to speak and take action against them.

Sincerely,

Jeannette Miether

Jeannette Miether

May 26, 1999

000539

WAITE AND GENEVIEVE PHILLIPS
FOUNDATION

SANTA FE, NEW MEXICO

May 27, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6 This letter is written to oppose the selection of *Alternative D* under U.S. Air Force's proposed *Realistic Bomber Training Initiative (RBTI)*. The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, *Alternative D*, traverses Philmont Scout Ranch in Northeastern New Mexico's Colfax County. This ranch, where I grew up, was given to the Boy Scouts of America by my father. It is of great importance to me that it be kept as pristine as when my father gave it.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed *Alternative D* will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses,

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Page 2

cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000-foot to 12,000-foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands protection.

Thank you for helping to see that *Alternative D* is not selected.

Sincerely,

Elliott W. Phillips
President

000540

San Antonio TX
May 26, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
120 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and failing to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

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Major Brent Adams
May 26, 1999
Page 2

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely yours,

Steven G. Cennamo

SGC:jeg

000541

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GAINESVILLE, FLORIDA

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Property Management & Leasing
Licensed Real Estate Broker

MICHAEL L. STEINBERG
President and CEO

May 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEBPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed realistic bomber training initiative (RBTI) involving low flying B-52's and B-1's (as low as 300 feet). As one of several proposed southwest routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is a 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program. My only complaint is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the ranch as a result of Philmont's protests. RBTI multiple daily flights (up to 16) will create much more severe problems:

A. Program: Philmont is a transient community of 25,000 people with more than 3000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged spar pole climbing, rock climbing and repelling, and horseback riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

B. Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont's herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust, or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

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of Shopping Centers

000541

C. Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an uninhabited grassland. The smaller portion of Philmont's acreage is a prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444-foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Open fire bans are now in effect. A crashing bomber will create an epic fire of Yellowstone proportions. B-1's and B-52's do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff, may wish to contact Representative Ed Pease (Indiana), Legislative Assistant Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now as final route determination starts in June. Thank you for helping to see that Alternative "D" is not selected.

Sincerely yours,

Michael L. Steinberg

000542

May 25, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB VA 23665-2769

Dear Major Adams:

BR-6

We are writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and wilderness high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet about ground level, are proposed for the segment over Philmont. As a concerned citizen and a strong believer in youth programs, We have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat (including at least three endangered species: the bald eagle, the peregrine falcon, and the Mexican spotted owl). Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term draught. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking,

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creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of those Scouts.

For these reasons, we seek your help in advocating the selection of a different RBTI route.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely
Don and Sharon Herrich

Shoreview MN

ST. JOHN OF GOD R.C. CHURCH
CENTRAL ISLIP, NEW YORK

000543

May 25, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for

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evacuations in case of massive forest fires. For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely yours,

Scott J. Conway, Seminarian
Chaplain to the Philmont Scout Ranch

000544

GEORGE BROZOWSKI

WAXAHACHIE, TX

5/24/99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street - Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for Low-Level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Cofax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Phimont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As an Eagle Scout, I have serious concerns about the impact of the Air Forces' proposal on the health and safety of Scouts attending Philmont and the potential effects of daily Low-Level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling, spars pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a house to bolt on a narrow mountain trail with resulting serious injury.

Appreciation and protection of the wilderness and our natural resources are a key part of the Philmont program. Scouts from around the world have a unique opportunity to see the experience wildlife in native habitats. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

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Most of Philmont is mountainous with many peaks in the 10,000' to 12, 000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than 60 years. It deserves and demands our protection.

Thank you for helping to see that Alternative D is not selected.

Sincerely,

George P. Brozowski

George P. Brozowski

COPY

George P. Vose

Alpine, Texas

000545

30 April 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St., Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

BR-2

I have examined the Draft Environmental Statement of the Realistic Bomber Training Initiative dated March 1999. I commend those who prepared this document for their thorough investigation and preparation.

I would like to make the following comment: Chapter 4 quite thoroughly covers the environmental consequences of the training initiative. Page 4-5 states that "MTRs designed to ...establish specific avoidance procedures around small private and municipal airfields. Such avoidance procedures are published and mapped for each MTR and MOA and military aircrews build them into their daily flight plans.

But at the present time such avoidance procedures are not maintained. I have owned a residential airpark 46 miles south of Alpine, Texas for more than 30 years. This airport, registered with the FAA as "Taurus Mesa", is shown on the El Paso sectional chart (copy enclosed). Very frequently these conspicuous runways seem to be a navigational turning point for B-1 and B-52 bombers. For example, on 20 April 1999 at 1440 hours (1940Z) a B-52 flew directly over the runways at less than 500 feet. Yesterday, 29 April, at 0937 hours (1437Z) two B-1s flew the same path directly over the runways and at 1323 (1823Z) two C-130s passed over my house and over the runways at less than 500 feet.

This airport experiences more than 2,000 operations a year and, on occasion, there is intensive student training in the traffic pattern. The turbulence from low-flying heavy aircraft could be catastropic to small airplanes in the vicinity of the airport.

I am concerned with **safety** not thoroughly covered in the Training Initiative. Several near-misses have been reported by local pilots and one (my own) has been documented and reported to the Air Force and our congressman. Please refer to the attached letter with attachments mailed to the Commanding Officer of Barksdale Air Force Base.

000545

Major Adams page 2

Taurus Mesa Airpark is located seven miles south of the centerline of IR-178. If the military traffic remained close to the centerline as published, I would have no objection. But because military traffic deviates widely from the centerline I am greatly concerned about the hazard of a mid-air collision or a fatal accident resulting from low-altitude turbulence.

Thank you for considering my comments.

George P. Vose
Airport owner, commercial pilot
and certificated air carrier

George P. Vose

Alpine, Texas

000545

COPY

Date: September 23, 1998

To: Commanding Officer, Barksdale AFB, Louisiana

From: George P. Vose (I fly for the Texas Parks and Wildlife Department)

Subject: **In-flight near-miss**

Sir:

While I support the United States Air Force and its need to conduct low-level training flights, I have great concern for future aviation safety in southern Brewster County, Texas. I would like to report a near-miss involving my Cessna 172 N46469 and a B-52 bomber. This occurred on December 3, 1997 at approximately 1530 CST - 2130Z. Admittedly, this incident occurred several months ago, but I would like to place it on record. I am reminded of it today because three B-52 bombers flew at low altitude directly over Taurus Mesa Airpark

On December 3rd, 1997 I was flying due west returning from an animal radiotelemetry study. My altitude was between 800 and 1000 feet MSL when a B-52 flew underneath me on an easterly heading. I estimate that our separation was within 300 feet. A diagram of the converging routes showing the location of the near-miss is enclosed.

I own an airpark 48 NM south of Alpine and seven NM south of IR178 (see enclosed photocopy). I have owned this property for 32 years. In the past, B-52 and B-1 bombers have flown by at low altitude but remained close to the centerline of IR178 and, as they approached Nine Point Mesa, they routinely turned northeastward and started to climb.

Recently, however, they have started to overfly my runways at very low altitude then, as they approach Nine Point Mesa, they turn 90 degrees to a southerly heading. When they reach the southern end of the mesa they turn to an easterly heading and start to climb. This was the location of my near-miss.

My runways are conspicuous and can usually be seen beyond 20 miles. Sometimes I wonder if the runways might be an orientation point on bomber routes. Approximately 50 pilots/aircraft owners have property on Taurus Mesa. Flight activity is increasing rapidly here.

My main comment is this: A fatality involving a USAF bomber and a general aviation aircraft is not only probable - it is inevitable. When the fatality occurs, will the Air Force then avoid straying so far and erratically from the centerline of IR178?

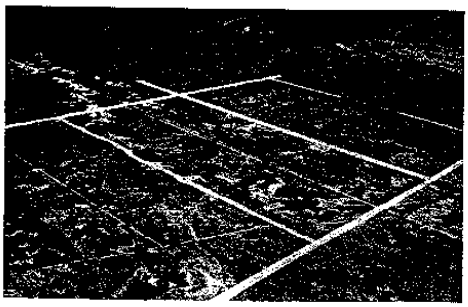
Thank you for providing this opportunity to comment.

Respectfully yours,

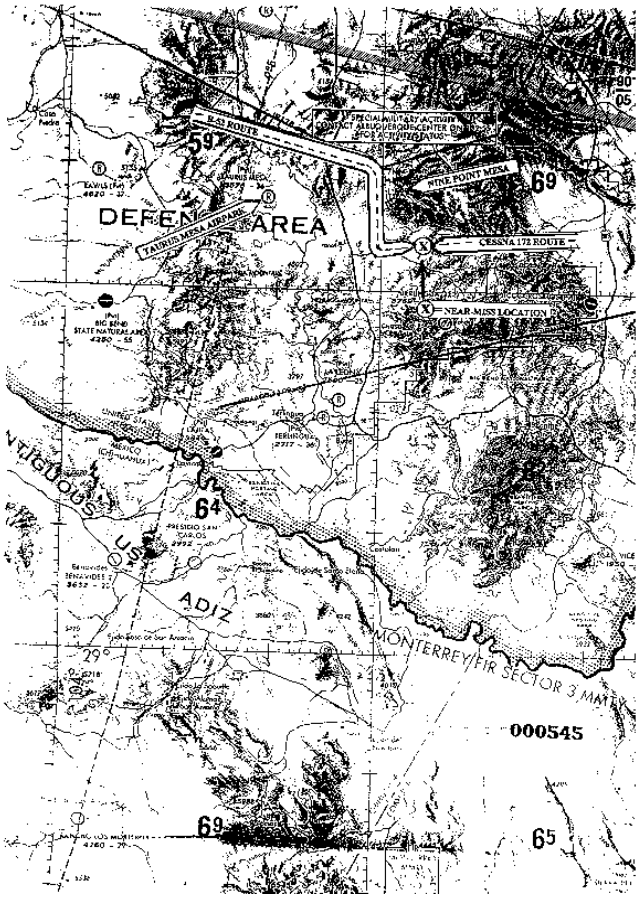
George P. Vose

cc: Texas Congressman Henry Bonilla

000545



Taurus Mesa Airpark, 48 miles south of Alpine, Texas. There are about 50 property owner/pilots who fly from these runways. The hazard is the daily flight of B-52 bombers flying at low altitude directly over these runways. A disaster is inevitable.



BOY SCOUTS OF AMERICA
Jersey Shore Council
Toms River, New Jersey

000546

Atlantic Satellite Office — Linwood, New Jersey
Northfield, New Jersey

May 25, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

United Way
Serving: Ocean, Atlantic, Southeastern Burlington Counties and Ocean City

000546

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Jere H. Williams
Scout Executive

000546

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The US Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

Citizen Concern
Lancer RBTI

000547

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Martha & Dan Kallus

Address:

City, State, Zip: Coahoma, Tx

Dear Sirs:

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

BI-3 I believe flights will deter wildlife growth, restrict
AO-24 beef production, adversely alter crop production, hamper
health care helicopter flights and subject residents
BR-4 to the startle effect. It will lower property values and place hardships on taxing entities.
I believe flight corridors will not be well defined and surrounding areas will be subjected to the deterring factors of low level flights. Please take no action

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

over

As a landowner, I believe I have the right to keeping training flights from interferring with the daily operations of a farming & ranching operation.

000547

000548

Phil Handley
Colonel, USAF (Ret.)

Midland, Texas

26 May 1999

Dear Major Adams,

BR-4 Since I live in Midland, Texas I became aware of the ranchers lobby group that is seeking to curtail the low-level flight training that is conducted over their property. After talking with a reporter who covered one of the "town meetings" where the ranchers confronted a representative from Dyess AFB, Texas, I became convinced that unless stronger stances were taken by those who would preserve such training, the shrill voices and uninformed voices of the ranchers would prevail.

I wrote the attached article which appeared last month in our local newspaper, The Midland Reporter Telegram. A friend and fellow officer, Colonel Fred Pease passed your name and address to me, saying that you were compiling the Final EIS, and could possibly include my article among the material therein.

Thank you for your consideration and good luck.

Sincerely,

Phil Handley
Colonel, USAF (Ret.)

000548

Jet Noise – The Sound of Freedom

By Phil Handley, Colonel, USAF (Ret.)

Almost a century ago the famous British poet Rudyard Kipling wrote the poem *Tommy* in which he lamented a soldier's plight in time of peace. He closed with the following verse:

For it's Tommy this, an' Tommy that, an' Chuck him out, the brute!"
But it's "Savior of 'is country" when the guns begin to shoot;
An' it's Tommy this, an' Tommy that, an' anything you please;
An' Tommy ain't a blooming' fool – you bet that Tommy sees!

It seems now days that almost everyone confronted with a TV camera or microphone will go out of their way to declare their undying "support for our troops." Personally, this trite and politically correct cliché is wearing a little thin for me. Perhaps it is time for all these "supporters of the troops" to show that they really mean it, even if it means putting up with a little jet noise.

There is currently a move afoot to curtail military low-level flight training over some of the most sparsely populated areas of the United States. The underlying rationale is of course that the noise disrupts "quite enjoyment", and since the noise makers are government aircraft, they should do their training over government owned property… or somewhere else. Now I'll grant you that scaring the horses and spoiling the outings of deer and turkey hunters is bad, but to me it is infinitely more desirable than denying our pilots training that is essential for their survival in time of war.

BR-4

Why is it necessary to fly low? Why not fly as high as possible? Well, that is a great idea if you are flying a stealth aircraft in the cover of darkness. However, it is a lousy idea if your aircraft can be seen either visually or by radar, for you will quickly find yourself "flying formation" with a host of terminally homing weapons that you can't and won't outrun. Granted, there are electronic countermeasures and maneuvers that you can perform to defeat these surface-to-air missiles (SAMS), but they don't work all of the time… and unfortunately those most qualified to validate that assertion are no longer with us.

Coming in low is a viable tactic because it limits an enemy's ability to kill you with visually or radar-aimed weapons. Make no mistake, flying low, and I mean really low in a tactical aircraft that is moving at 1,000 feet-per-second is not something that one does without practice. If it were easy, anyone could do it. The fact is that it isn't easy even if the pilot didn't have anything to do but avoid the ground. Throw in the additional requirements of navigation, communications, threat avoidance, weapons system management and the genuinely distracting effects of people shooting at you, and you will rapidly approach a condition known as "task saturation."

How then can flying over sparsely populated terrain at only modestly low altitudes and airspeeds really help? The answer is that although such training contributes little toward the "stick and rudder" motor-skills required to fly really low, i.e. less than 200 feet at more than 550 knots, it does afford practice in those ancillary tasks that will compete for the pilot's attention during ingress to the target area. So the more that one can do to make these collateral tasks as second nature to the pilot as tuning his car radio while driving down the highway, the less likely are they to compete for his attention in times of stress… and air combat is rife with stress.

So the next time you hear the roar of one of those jets, relish in the absolute assurance that it is one of ours… and that it is flown by a crew that will willingly put their lives on the line for you when the chips are down. Is it not bad enough that we as a nation have saddled these guys with a documented drafter dodger as their commander-in-chief? A man who once wrote that he "loathed the military?" A man who in six short years has gutted our armed forces? It seems to me that the least we "supporters" can do is to cut the troops a little slack on this noise issue.

1

000549

THE TYE LAW FIRM

COUNSELORS AND ATTORNEYS AT LAW

JOSEPH C. TYE (1904-1989)
THOMAS W. TYE, of Counsel
THOMAS W. TYE, II
MICHAEL J. TYE +
JOHN P. RADEMACHER

KEARNEY, NE

+ *Also Admitted In Minnesota*

May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As an avid Scouter and one who has been to Philmont on three occasions, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

000549

Major Brent Adams
May 24, 1999
Page 2

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000f to 12,000f range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Very truly yours,

The Tye Law Firm
Counselors and Attorneys at Law

Thomas W. Tye II

TWTII:ajl

Coeur d'Alene, ID

May 25, 1999

000550

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberjacks and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency

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over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Kent L. Hall

Kent L. Hall

000550

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 51,000 people will be living and camping directly under the flight path at Philmont.
2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.
3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.
4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.
5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.
6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.
7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.
8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.
9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.
10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

GREENSBORO COLLEGE
SINCE 1838

000551

The President

May 24, 1999

Congressman Howard Coble
U.S. House of Representatives
Washington, DC 20515

Dear Howard:

BR-6 I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

As President of Old North State Council of Boy Scouts of America, I am very concerned about the negative effects on Scouts from your District. Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of these are from the Greensboro area. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment

Greensboro, NC

000551

Page 2 of 2

period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Craven E. Williams
President

CEW/cb

cc: Major Brent Adams
Bill Brackett
Senator Jesse Helms
F. Whitten Peters
Federal Aviation Administration

Buffalo Trace Council

Boy Scouts of America

Evansville, IN

000552

May 24, 1999

Major Brent Adams
RBTI Project Manager
HQ ACC/CEVPP
129 Andrews Street, suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Forces's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Scouting is financed by Friends of Scouting ... and the United Way in Gibson, Knox, Perry, Posey, Spencer, Vanderburgh, and Warrick Counties.

000552

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous youth camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Robert E. Hopper
Scout Executive

REH:bw

Medford, NJ

May 23, 1999

000553

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,493-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable and necessary program – my only complaint, as a Philmont alumnus and U.S. Air Force C-141 Pilot, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems.

a) **Program:** Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and possibly cause horses to bolt, thereby creating injuries (or worse).

b) **Environmental:** Appreciation and protection of the wilderness are essential parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level, is as yet unknown, but believed to be anything but beneficial.

c) **Safety:** The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,441' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have an enviable safety record. The nature of flights (contouring around mountain peaks and facing potentially violent weather, including frequent, potentially disastrous low-level wind shear) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuation in case of massive forest fires.

For the above reasons, I have never planned a low-level training route through Philmont's airspace. I seek your help in advocating the selection of a different RBTI route, preferably one that is over more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – a final route determination starts in June. Thank you for helping to see that Alternative D is not selected.

Sincerely,

TIMOTHY G. GREMINGER, Capt, USAF
C-141B Flight Examiner Pilot

000554

Painted Post, NY
May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history

000554

programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has possibly impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Bradley Q. Kinsman

Bradley Q. Kinsman
Philmont Staff - 1947,'48, '49

000554

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.
2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.
3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.
4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.
5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.
6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.
7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.
8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.
9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.
10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

000555

25 May 1999

Major Adams

BR-6 I am writing to request your firm support in opposing the selection of Alternate D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternate D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness and Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former staff member, (summer 1946 & 1947) I have serious concerns about the impact of the Air Force's proposal on the health and safety of the scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself. Also, consider the impact such flights would have on a "wilderness" experience.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling , spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse). Eventually, critical verbal directions from an instructor may not be received by a inexperienced individual with possible devastating results.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from low flying bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont,s famous living history programs, in which Scouts experience the lifestyles of the old West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Unburned Jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route than Alternate D. I ask that you express your opposition to Alternate D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made later this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternate D is not selected.

Sincerely,

Edward H. Carey

Arnold MD

000555

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.
2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.
3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.
4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.
5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.
6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.
7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.
8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.
9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.
10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

Pony Express Council • Boy Scouts of America
• St. Joseph, MO

Scout Executive
Alan A. Westberg

Council President
Tim Kelley

Council Officers
Dr. Timothy P. Murphy
Executive V.P.
Billy D. Cole
V.P. Finance
L. Glenn Waller
V.P. Membership
Dan Colgan
V.P. Learning for Life
John Stuart, Jr.
V.P. Program
Roger Thom
V.P. Facilities
Don Carrick
Commissioner
John Hapak
Treasurer
Brent Elliott
Legal Counsel

United Way

000556

May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

BR-6

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber of causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

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buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fual load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Alan A. Westberg
Scout Executive
Pony Express Council
Boy Scouts of America

AAW:pb

000557

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont. Specifically, the issue is one of safety for the nearly 25000 youth who experience 12 day treks. As a value enriching location for the youth of America I firmly believe that this proposed route will be a detriment to the safety of those on backpack and horseback treks.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing

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violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires. Experience has shown that flights of military planes have crashed in the Philmont peaks in the past. This should be avoided in the future by selecting routes that do not intersect with high usage acreage.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected

Sincerely,

R.B. Macduff

Richland, Wa

JAMES L. KRAMER 000558

May 24, 1999

Re: Air Force's Realistic Bomber Training Initiative (RBTI), Alternative D,
Boy Scouts of America and Philmont Scout Ranch

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to express my concern with the Air Force's Realistic Bomber Training Initiative (RBTI) plan for northern New Mexico and the effect it will have on the Boy Scouts of America and the B.S.A.'s Philmont Scout Ranch. I ask that you take action to protect Scouting's national camping headquarters from inclusion in the RBTI.

The supreme outdoor adventure for a Boy Scout is an expedition to Philmont Scout Ranch near Cimarron, New Mexico. Philmont is over 127,000 acres of mostly wilderness in the Sangre de Cristo mountains. It is owned and operated by the BSA. Because of its size and beauty, it is a unique wilderness property. At any time during the summer there are between 5,000 and 6,000 people (mostly 14 - 18 year old boys) in the camp: about 650 at the basecamp either arriving or leaving, about 3,500 in the backcountry, almost 1,000 staff, and between 500 & 700 families the Philmont Training Center. While at Philmont Boy Scouts enjoy backpacking in the mountains and programs on western lore & history at various staffed camps. Philmont is also a working cattle ranch and has a large herd of Buffalo.

The varied terrain, mountains, valleys, ranch land make Philmont a wonderful place to get away from civilization and develop wilderness skills and appreciation. The rugged terrain is what makes it appeal to the U.S.A.F. Unfortunately, the two uses cannot co-exist. Low level bomber flights over Philmont will destroy much of its appeal and utility to scouts.

For over 60 years Philmont has been considered the "crown jewel" of Scout camps, a place Scouts and leaders dream about and hope to attend. Philmont is the most popular BSA High Adventure program. It is extremely difficult to get a reservation there and Philmont limits how often a Troop may attend. I went there as a boy in 1963. Eleven boys and two adults from Troop 8 in Fort Dodge, Iowa were there in 1997. We plan to send twelve boys and two adults to Philmont in 2000. For each of these Scouts, the Philmont expedition will be the highlight of their Boy Scout career.

The Air Force is considering 4 sites for its RBTI. Alternative D is the one that would affect Philmont. It is the path near the proposed Mt. Dora MAO (Military Operations Area). The flight path is directly over Philmont Scout Ranch and uses virtually all of the airspace over Philmont. The Air Force will is planning on 2,660 bomber training flights a year, 365 days a year (that is just over 7 a day), 20% of which will be between the hours of 10:00 PM and 2:00 AM. Flights over Philmont will be at an altitude of 300-1000 feet. The planes will all be B-52's and B-1 bombers.

FORT DODGE, IOWA

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One of my concerns is for the safety of the boys. When flying at 300 - 900 feet there is a very small margin of error for both pilot and equipment. An accident could easily turn into a tragedy. As you know all to well, bombers will crash. In fact, during W.W.II a bomber on a training mission crashed into a mountain in Philmont. Philmont is a physically demanding program; one or two flights during the early part of each night will disturb everyone's sleep, leading to physical and mental fatigue. Philmont also has a strong horse program; horses could easily be "spooked" by low flying aircraft and throw a rider. With strings of 30 riders, at four locations four times a day, plus week-long horse trips and the Ranch's working staff, this is a real concern. Air and water pollution are concerns.

My second major concern is for the preservation of the wilderness experience. There are few places left where we can experience true wilderness, away from distractions of the modern world; fewer still are easily accessible to our young people. Philmont is one of those few places. Scouts from across the USA and Japan attend Philmont. For many, it will be their only wilderness experience. Not only would these flights be a constant intrusion, but there is a large wildlife population that would be disrupted. Having backpacked to the top of Mt. Phillips (12,500 ft) and enjoyed the peace and isolation there, I cannot imagine the experience with bombers flying in the valleys and skimming the mountain tops. I hope that this will never happen.

I fully support the need for military training; the daily news from the Balkans shows how necessary this is. But there must be other places for this training, places which do not have the dangerous potential that this site presents and which would not interfere with the outdoor programs of the Boy Scouts of America. There are lots of locations with varied terrain but there is only one Philmont Scout Ranch.

I ask that you consider this matter and that you will do everything you can to preserve Philmont Scout Ranch. Please protect this unique asset of the Boy Scout of America. If the RBTI is implemented please see to it that bomber training will not be located over Philmont Scout Ranch

There is still time for the USAF to select a more appropriate site for the RBTI.

Thank you for your time and thought on this most important issue.

Sincerely,

James L. Kramer
Scoutmaster, Troop 8, Fort Dodge, Iowa.

000559

Brian N. Beckwith

Findlay, Ohio

May 24, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus and future participant, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather,

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including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Brian N. Beckwith

Brian N. Beckwith

000560

May 24, 1999

Carriere, MS

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s. As one of several proposed southwestern routes, "Alternative D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not oppose RBTI, because I feel it is a valuable program. However, as a member of Philmont's seasonal staff, I strongly disagree with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) would create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry each day during the summer. On any given day, literally hundreds of them are engaged in spar pole climbing, rock climbing, and horseback riding. All of these activities require the campers' full attention. I am certain you agree that it is difficult to concentrate with the sound of a B-52 flying only several hundred feet overhead.

b) Environmental: RBTI is inconsistent with key parts of Philmont's program, wilderness preservation and appreciation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo.

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c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller part of Philmont's land is prairie. However, most of Philmont is mountainous with many peaks in the 10,000 to 12,400' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. A crashing bomber would create a fire of Yellowstone proportions. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) makes this a very real danger. Unfortunately, Philmont does not have a well-developed highway system for evacuations in the case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferable one that is over a more sparsely populated, less environmentally sensitive area. Now more than ever, America's youth needs the kind of guidance and values that Philmont and the Boy Scouts of America provide. There is too much at stake to allow RBTI to overfly Philmont.

Thank you for helping to see that "Alternative D" is not selected.

Sincerely,

Larry Bee II

Larry "Bee" Boe II
Philmont Ranger

000561

BR-6

Dear Major Brent Adams,

I am writing you today because I am very concerned over the possibility of the Air Force conducting low-flying aircraft training over an area in northeast New Mexico known as Philmont Scout Ranch. Over the past 50 years over half a million boys, girls, men and women from across the country and world have hiked though Philmont Scout Ranch and remember fondly, their memories of that special time in their lives. Let me tell you a little about Philmont. Philmont is located in the Sangre de Cristo Range of the Rockies, roughly between Taos and Raton New Mexico. In 1938, Waite Phillips donated his first grant of land to the Boy Scouts to build a Scout Camp that could help instill the qualities that the Boy Scouts stood for, in to the hearts of America's youth. Today, Philmont is a premier Boy Scout Ranch consisting of approximately 214 square miles of high country. Each summer somewhere between 20,000 to 25,000 scouts from across the country and the world, head to Philmont to experience its beauty and learn what it has to offer. Boys and girls typically spend eleven days at Philmont backpacking in groups, known as "Crews". The Crew has to learn to work together under strenuous conditions. The treks range in distance between 50 and over 100 miles in length. They stay in both staffed and non-staffed camps along their journey. At the staffed camps they participate in many activities such as: horseback riding, a Crew obstacle-like course, fishing, rock climbing, pole climbing, black powder shooting, archaeology, mining, blacksmithing, Indian Lore and mountain biking. Along their hikes, they are able to see a large variety of wild animals ranging from bear, bison, deer, squirrels, hawks, and many more. Also during their outdoor treks they get to experience the calming nature of the environment itself. For some participants, it could be their only ability for such an experience in their lives. For me it was a life changing experience that I will always be grateful for.

The low-flying training that the Air Force is proposing I am sure is also very important. As someone that has served over 5 years in the Navy, I know training is essential to our defense. I also know that more than one area is under review. If the area that Philmont is in is approved, I believe that Philmont will be adversely effected to a degree that could destroy the experience that the scouts need. First, the noise will drown out the peaceful background noise that encourages the development of the participants. How can scouts really get away from the twentieth and soon to be twenty-first century, and go back in time to the time period that the staffed camps try to portray, when a modern military aircraft is flying overhead possibly even breaking the sound bearer. Second, not only are the participants not going to be able to experience the quiet of nature, but the nature itself may leave the area to get away from the noise. This would further destroy the Philmont experience by not allowing the participants the ability to see animals in their natural habitat on the treks. Third, will it could cause horses to become frightened when a low-flying aircraft suddenly comes over the ridge and/or treetops. A lot of the scouts, participating in the horseback riding program have never been on a horse. The horses chosen for the rides are very well trained, but when they are on a two-hour ride on a trail in the forest and a high speed aircraft is just over the treetops, potential for disaster has just jumped dramatically. Lastly, if the unthinkable happens and an aircraft goes down on Philmont, and with over 5,000 participants in the backcountry on any single day during the summer, an even greater danger is possible. It could result in numerous deaths of the mostly teenaged participants.

Imagine a teenager spending two years, currently the time it takes to get a reservation, preparing for Philmont. Participants start doing short hikes and backpacking trips to prepare for the physical requirements of Philmont. They also spend some of their spare time working fundraisers and odd jobs to pay the cost of the transportation to and from Philmont and the fees

000561

associated with the trek. Some Crews travel great distances like the Japanese Contingents that have the ability come to America and participate in the Philmont experience. Other Crews have never seen the mountains or wild animals, like some of the inner city troops that end up being the only exposure the kids have to wilderness areas. Now imagine those same participants arriving at Philmont only to have it become like a hike in their local woods or even city park. It would be like getting a kid excited about going to Disney World, and not letting them go on any of the rides. We should be finding new ways to keep teenagers occupied in a meaningful way, teaching the values that Boy Scouts and hopefully America stands for, instead of jeopardizing programs that have helped past generations find their way.

In closing, I believe that Philmont Scout Ranch should be taken off the list of possible sites for low-flying aircraft training the Air Force wishes to conduct. If none of the other sites are any better, then I believe they need to find other possible sites. Please help me save the Philmont experience so that it may be around for at least another 50 years and prevent a possible increase in the probability of mishaps.

Thank you for you time and I hope that you will be able to help keep Philmont what it is today, for future generations of Americans.

Very respectfully,

Peter J. Cates

Pass Christian, MS

000562

Lexington, Virginia
May 25, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from the bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

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The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member of five years, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' and 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Kent M. Harmony

000562

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

000563

May 22, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley, AFB, VA 23665-2769

Major Adams:

BR-6 I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). As you know the Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeaster New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact the proposal would have on the health and safety of the Scouts attending Philmont.

On any given day in the summer, as many as 5000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros.

For these reasons and those on the attached list, I seek your help in advocating the selection of a different RBTI route.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. Alternative D would reduce the effectiveness of the Philmont experience.

Sincerely,

Donna A. Baker

Findlay, Ohio

000563

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

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10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

Ranson, WV
26 May 1999

Major Brent Adams
RBTI EIS Proj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley, AFB, VA 23665-2769

000564

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

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Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious

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fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

George E. Tabb, Jr.

000565

GOLDEN EAGLE RV PARK

EAGLE NEST, NM

HARRY & JERI COOK, OWNER-HOSTS

APRIL 29, 1999

F. WHITTEN PETERS
SECRETARY OF THE AIR FORCE
1670 AIR FORCE PENTAGON
WASHINGTON, D.C. 20330-1670

DEAR SECRETARY PETERS,

DO YOU, SIR, HAVE THE POWER TO STOP THIS INSANITY OF THE PROPOSED RBTI "ALTERNATIVE D" ROUTE? WE BELIEVE YOU DO.

WE ARE ATTACHING A COPY OF THE LETTER WE HAVE SENT TO OUR NEW MEXICO SENATORS AND REPRESENTATIVES. WE ARE CONCERNED THAT THE ONLY INFORMATION YOU HAVE RECEIVED IS THE AIR FORCE'S REPORT ON THE PROPOSED RBTI ROUTES. IF YOU WILL PLEASE READ OUR LETTER, YOU WILL SEE THAT THE PUBLISHED IMPACT STUDY DONE BY THE AIR FORCE FALLS FAR SHORT OF ALL THE FACTS. WHILE YOUR RESPONSIBILITY MAY BE TO DO WHAT YOU ESTIMATE IS BEST FOR THE AIR FORCE, YOUR STUDIES MUST ALSO QUESTION THE VALIDITY OF THIS REPORT. THE AIR FORCE REPORT IS A SELF-SERVING DOCUMENT THAT IGNORES OR DEEMS INCONSEQUENTIAL MANY MORE IMPORTANT CONSIDERATIONS. BEFORE ANY DECISION IS MADE, YOU MUST MAKE YOURSELF AWARE OF ALL SERIOUS IMPACTS.

THE PEOPLE WHO DID THIS REPORT DID NOT DO THEIR HOMEWORK. IF THEY HAD, THEY WOULD NOT, NOR COULD NOT, CONSIDER THIS AREA FOR RBTI. WE WILL APPRECIATE YOUR CONSIDERATION OF OUR CONCERNS.

RESPECTFULLY,

HARRY A. COOK

JERI M. COOK

000565

GOLDEN EAGLE RV PARK

EAGLE NEST, NM

HARRY & JERI COOK, OWNER-HOSTS

APRIL 29, 1999

U.S. SENATOR PETE DOMENICI
328 SHOB
WASHINGTON, D.C. 20510

DEAR SENATOR DOMENICI,

DO YOU, SIR, HAVE THE POWER TO STOP THIS INSANITY? WE BELIEVE YOU DO.

WE ARE WRITING YOU IN REGARD TO THE RBTI AIR FORCE PROPOSAL TO FLY LOW LEVEL TRAINING MISSIONS OVER EAGLE NEST AREA. WE OWN AND OPERATE THE GOLDEN EAGLE RV PARK IN EAGLE NEST AND WE ARE OPPOSED TO THE AIR FORCE PROPOSAL TO FLY THOUSANDS OF MISSIONS OVER US, OUR VILLAGE, AND OUR SCHOOL CHILDREN. YOU HAVE BEEN IN THIS AREA AND WE HOPE YOU CAN IMAGINE WHAT IT WOULD DO TO THE TRANQUILITY OF THE WILDERNESS AS WELL AS TO THE PEOPLE AND ANIMALS ANYWHERE NEAR THOUSANDS OF LOW LEVEL FLIGHTS. OBVIOUSLY PART OF OUR OPPOSITION IS A PERSONAL INTEREST. WE AND OTHER RV PARKS, HOTELS AND MOTELS HOST THOUSANDS OF VISITORS EVERY YEAR WHO COME HERE FROM ALL OVER

BR-4

THE U.S. AND TOURISTS FROM MANY FOREIGN COUNTRIES. WE WILL LOSE OUR BUSINESSES. THOSE PEOPLE COME HERE SPECIFICALLY TO ENJOY THE OLD WEST, MOUNTAIN WILDERNESS SETTING AS WELL AS FISHING, HUNTING AND ALL THE WAYS OF BEING A PART OF NATURE. WE, OURSELVES, MOVED HERE TO LIVE AND RUN A BUSINESS IN THIS EDEN-LIKE SETTING. THE AIR FORCE PROPOSAL- "ALTERNATIVE D" DESTROYS THAT.

AN EQUAL CONCERN IS THE SAFETY NOT ONLY TO US ON THE GROUND BUT TO THE PILOTS AND AIRCRAFT. THE AIR FORCE CLAIMS THAT FUEL DUMPING FOR SAFETY REASONS OR THE LIKELIHOOD OF CRASHES CAUSING FIRE AND POSSIBLY INJURY AND DEATH TO PILOTS AND CIVILIANS IS MINIMAL. WHAT DOES THAT MEAN - MINIMAL? ONE OCCURRENCE IS TOO MANY AND EVEN MINIMAL RISK IS UNACCEPTABLE. FOREST FIRES IN THE MOUNTAINS ARE DEVASTATING TO THE NATURAL RESOURCES, ANIMALS, PEOPLE AND THE WHOLE STATE'S ECONOMY. FOREST FIRES IN THE MOUNTAINS ARE UNREACHABLE, UNCONTROLLABLE AND ENDANGER FIRE FIGHTERS, WILDLIFE AND THE NATURAL FLORA

BI-2

THAT MAKES UP ANY WILDERNESS. AT LOWER LEVELS, THE PILOTS ARE IN CONSIDERABLE DANGER BECAUSE OF THE BIRDS. WE HAVE THE IDEAL SETTING FOR BIRDS OF ALL TYPES BIG AND SMALL. FLOCKS OF GEESE, BLUE HERON, DUCKS, EAGLES, HAWKS, FALCONS AND EVEN THE LOWLY CROWS AND RAVENS WHICH WILL ALL BE IN THE FLIGHT PATHS. A SINGLE BIRD HIT CAN CAUSE DAMAGE AND IMPERIL THE PILOT. IMAGINE WHAT SEVERAL CANADIAN GEESE COULD DO, WHICH BRINGS US BACK TO CRASHES AND FOREST FIRES. PROBABLY AFTER A

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FEW MONTHS, THE BIRD PROBLEM WOULD DISSIPATE BECAUSE THE BIRDS WOULD NOT WANT TO BE HERE ANYMORE. WHAT A COLOSSAL TRAGEDY TO LOSE THEM. EVEN IF THE FLIGHTS STOPPED AFTER A FEW MONTHS, THE BIRDS WOULD NOT RETURN FOR DECADES. WHILE THE FOUR-FOOTED ANIMALS ON THE GROUND WOULD NOT BE IN DANGER OF GETTING HIT BY AIRCRAFT, THE NOISE WOULD CAUSE THEM SUCH FEAR, THEY WOULD DIE FROM THE TRAUMA, ESPECIALLY THE YOUNG, OR THEY WOULD MOVE TO MORE PEACEFUL AREAS. IT IS A FACT THAT ELK, DEER AND PRONG HORNS WILL ABORT UNBORN CALVES IF THEY ARE PANICKED OR CAUSED TO STAMPEDE.

BI-1

THE DANGER TO PEOPLE ON THE GROUND IS NOT MERELY ECONOMIC. PEOPLE COME HERE, INCLUDING THOUSANDS OF BOY SCOUTS AND GIRL SCOUTS, TO ENJOY NATURE, FISHING, MOUNTAIN CLIMBING, REPELLING AND HORSEBACK RIDING FOR AN HOUR, A DAY OR A WEEK. THE SCOUTS ESPECIALLY ARE INEXPERIENCED CLIMBERS, REPELLERS AND RIDERS. GOING UP OR DOWN A MOUNTAIN OR CLIFF FACE WITH A JET ONLY A FEW HUNDRED FEET OVERHEAD IS DANGEROUS TO SAY THE LEAST. AN INEXPERIENCED RIDER ON A SPOOKED HORSE COULD BE FATAL.

BR-3

WE REALIZE THAT OUR NATIONAL SENATORS AND REPRESENTATIVES AS WELL AS OUR STATE SENATORS AND REPRESENTATIVES, INCLUDING THE GOVERNOR, MAY BE IN A DIFFICULT POSITION. THE ARMED FORCES, ESPECIALLY THE AIR FORCE, IS A LARGE PRESENCE IN OUR STATE AND YOU DO NOT WANT TO SEE THEM WITHDRAW OR CLOSE THE MILITARY INSTALLATIONS WHICH REPRESENT A LARGE PAYROLL AND CIVILIAN SUPPORT JOBS. YOU HAVE TO MAKE NEW MEXICO A SUPPORTIVE PLACE FOR THEM TO MAINTAIN THEIR OPERATIONS. ON THE OTHER HAND ARE THE CITIZENS OF THE STATE WHO ELECTED YOU TO REPRESENT THEM. CERTAINLY THIS CAUSES ALL OUR REPRESENTATIVES TO WALK THE TIGHT ROPE BETWEEN AIR FORCE MONEY AND ALL THE CITIZENS OF OUR STATE. WE HAVE BEEN VERY DISAPPOINTED IN THOSE WHO ARE SUPPOSED TO REPRESENT US IN NOT RAISING A BIGGER HUE AND CRY AGAINST THE RBTI.

LU-2

IF YOU CAN'T OR WON'T MAKE A CLEAR CHOICE BETWEEN THE CITIZENS OF OUR AREA AND THE AIR FORCE, THEN PLEASE TAKE A STAND FOR THE ENDANGERED SPECIES AND HELP TAKE CARE OF THOSE CREATURES WHO HAVE NO VOTE.

THE AIR FORCE REPORT ON THE EFFECTS OF THE FLIGHTS ON ECONOMIC AND ENVIRONMENTAL IMPACTS IS SERIOUSLY FLAWED. THEY MAKE LIGHT IN THAT ONLY 5 OR 6 POPULATION AREAS MIGHT BE AFFECTED WHEN IN ACTUALITY, THERE WILL BE HUNDREDS OF LARGE AND SMALL POPULATED AREAS IN THE FLIGHT PLAN. IT MAKES LIGHT OF HISTORICAL SITES, ANTIQUITIES AND LAND SACRED TO NATIVE AMERICANS. THE REPORT CLAIMS THEY WILL NOT BE AFFECTED. IN THE MEETING IN ANGEL FIRE THAT I ATTENDED, THE PEOPLE WHO ARE RESPONSIBLE FOR THESE PLACES KNOW THEY WILL BE SERIOUSLY AFFECTED. WE HAVE TO BELIEVE THEM, NOT SOME FLAWED REPORT THAT TAKES OUR HERITAGE AND DISMISSES IT AS INCONSEQUENTIAL. IF YOU HEED NO OTHER STATEMENTS, PLEASE REMEMBER THESE FOUR

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AS ONES THE AIR FORCE CAN HAVE NO REBUTTAL NOR TAKE LIGHTLY:

1. THE BOY SCOUT AND GIRL SCOUT CAMPS, OUR FUTURE LEADERS, WILL BE ENDANGERED BY LOW-LEVEL FLIGHTS.

2. THE FUEL EXHAUST AND POSSIBLE DUMPING OF J-8 JET FUEL WHICH CONTAINS CARCINOGENICS BANNED BY THE EPA.

AO-50

3. THE ENDANGERED SPECIES ACT PROTECTING PEREGRINE FALCONS, SPOTTED OWLS, EAGLES AND SAND CRANES.

BI-5

4. THE LOSS OF BUSINESS AND TAX DOLLARS TO THE NORTHERN NEW MEXICO ECONOMY AND TO THE STATE'S REVENUES.

THE AIR FORCE, OR WHOMEVER THEY HIRED TO DO THIS REPORT, DID NOT DO THEIR HOMEWORK. IF THEY HAD, THEY WOULD NOT, NOR COULD NOT, CONSIDER THIS AREA FOR RBTI. THEIR REPORT IS SELF-SERVING IN THEIR INTEREST ALONE. THEY ARE HOPING THAT THE DEFENSE DEPARTMENT AND YOU, SIR, WILL NOT TAKE THE TIME AND EFFORT TO ANALYZE AND QUESTION THEIR REPORT'S VALIDITY. THEIR ATTITUDE IS: YOUR PEOPLE, ENVIRONMENT, FORESTS, ANIMALS, AND YOUR SACRED TRUST THAT WE ALL HAVE TO NURTURE AND PROTECT OUR ENVIRONMENT, BE DAMNED.

WE REPEAT: DO YOU SIR, HAVE THE POWER TO STOP THIS INSANITY? WE BELIEVE YOU DO. THANK YOU IN ADVANCE FOR YOUR SUPPORT IN THIS MATTER.

RESPECTFULLY,

HARRY A. COOK

JERI M. COOK

000566

April 27, 1999

West Chester, PA

Honorable F. Whitten Peters
1670 Air Force Pentagon
Washington, DC 20330

Dear Acting Secretary Peters:

The purpose of this letter is to request your effort in preventing the establishment of one particular route out of the several routes proposed for the Air Force's Realistic Bomber Training Initiative (RBTI). As you know, the RBTI is a program by which Air Force B-52 and B-1 crews would fly very low level, high frequency practice missions over portions of New Mexico, Texas, and/or Utah out of Dyess and Barksdale AFBs. "Low level" includes altitudes as low as 300 feet above ground level (AGL).

This letter is not at all in protest of RBTI. Quite to the contrary. I think more training is essential, especially considering our military commitments when aircrews cannot log as much actual flying training time as they may need.

The proposed route to which I object is the one that passes directly over Philmont Scout Ranch, near the village of Cimarron in northeastern New Mexico's Colfax County. As you may be aware, Philmont, a property of the National Council of the Boy Scouts of America, is the world's largest youth camping/backpacking operation. Every summer, approximately 20,000 Scouts and their leaders pass through Philmont in what is Scouting's greatest High Adventure Program. Philmont consists of 137,000 acres of very rugged, mountainous terrain.

My connection with all of this is that I worked summers at Philmont while a college student in the early 1960s, continue to return frequently as an adult crew advisor, and am a member of the Philmont Staff Association Executive Committee.

RBTI involves increased risk, i.e. terrain avoidance, since the aircraft would be "in the weeds" at 300 feet AGL. There are roughly a dozen mountains over 10,000 feet at Philmont. The highest approaches 13,000 feet, i.e. slightly lower than New Mexico's highest mountain, Wheeler Peak, which is just outside of Philmont's northwestern boundary. Mountain flying is hazardous at best even under normal circumstances.

RBTI aircraft will fly well below the mountain tops, that is to say they will weave around the mountains by flying in the canyons and valleys, occasionally climbing over the passes and saddles between the peaks.

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I believe the several other proposed routes would involve fewer problems and less risk. In fact, alternative routes generating even fewer adverse effects could probably be developed to the satisfaction of all parties involved.

Military aircraft have overflown Philmont at low altitude in the past. That has been sharply protested by Philmont/Boy Scout officials, and the Air Force withdrew its F-16 and F-111 low altitude overflights. Having once acknowledged the inappropriateness of overflying Philmont, I can't imagine why the Air Force wants to resume flying in the same place.

My opposition to the route that overflies Philmont is based on a) the immediate program problems it will create (again) and b) the very real threat of a catastrophic crash based on technical obstacles relating to the airframes involved, difficulty in terrain avoidance, the severe weather involved, especially in the summer, and the already severe potential for forest fires.

Immediate, General Problems, The Dramatic Escalation

With B-52s and B-1s thundering through Philmont on RBTI missions, the following general problems will increase dramatically. There will be adverse effects on the wildlife and domestic animals (Philmont is also a working ranch with large herds of horses, cattle, buffalo, and burros). Horseback riding is a daily program activity involving hundreds of people. Even though Philmont takes safety precautions, such as helmets for riders, horses will become frightened and throw (or drag) their riders due to the noise. Appreciation and care of the wilderness is key part of the program at Philmont. Looking at a B-52 roaring by at 300 feet certainly is a wild experience, but not quite what Ranch management is hoping for. Dead silence broken only by soft wind in the pines and maybe the cry of a red-tailed hawk is more in keeping with the wilderness ethos fostered by Philmont's wilderness camping programs. Most Air Force ground personnel working within 300 feet of aircraft with idling engines do so with noise attenuating headsets, to say nothing of 8-engined B-52s operating at 75 to 90 percent of full power.

BR-3

Technical Obstacles, The Nightmare Becomes Reality

The problems in the preceding paragraph are immediate and real. They have already happened. They will just get much, much worse with RBTI. What I am most concerned about is the ultimate downside: a B-52 or B-1 crashing into a valley filled with campers or into the forest where the fuel load of fallen, dead trees will ignite into a forest fire of epic proportion thus engulfing more people and destroying historic buildings. Based on over 32 years of piloting experience, here are my technical complaints:

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AO-16 1) B-1s and B-52s crash. You have access to the Air Force Aerospace Safety Directorate accident investigation board reports. I urge you to read the B-52 and B-1 files. Or, just recalling popular news media coverage of recent years, think of the B-52 crashing while practicing for an airshow at Fairchild AFB (attempting a tight turn at low altitude) or the burned out wreckage of the B-1 that crashed during a low altitude desert overflight due to a fuel imbalance.

AF-51 2) B-52s were not meant to be low level bombers. The plane was originally named the "Stratofortress." It was not designed as a bugsmasher. The plane is a high altitude horizontal bomber.

AF-51 3) B-52s are very old airframes. Some people will tell you that they are not up to the stresses required in low altitude maneuvering.

4) Philmont is a rotten place to fly. The weather is horrendous in the summer due to sudden, violent thunderstorms. On average, the area at which Philmont is the epicenter (the Sangre de Cristo range of the Southern Rockies) has lightning and thunderstorms 70 days per year making it the second most storm-ridden part of America. Nothing else in the west even comes close with the exception of the Front Range in Colorado (a crescent formed by the Gulf coasts of FL, AL, MS has the highest concentration of thunderstorms -- about 100 days per year).

Comprising part of the east slope of the Rockies, Philmont is in an area where there is a tremendous incidence of downburst and windshear activity. Downburst/windshear warning systems are now nearly commonplace -- at major airports (but not in the wilderness).

There are already military wreckages in the Sangre de Cristos. The majority are above timberline where the fire hazard to forests and people were minimal. On one of Philmont's peaks, there is the wreckage of a WWII B-24 Liberator which crashed in 1942 from very low altitude due to windshear. Torrents of rain at the time of that crash prevented a spreading forest fire. Within a few miles of Philmont, there is another military bomber wreckage related to flying too low (on the very top of Little Baldy Mountain in the Costilla Peak cluster). The only way to overcome windshear is to have thousands of feet of altitude for recovery. No such luxury with RBTI.

5) The altitudes are below FAA minima for flying over "open assemblies of people." There are up to 5,000 people in Philmont's back countryon any given day in the summer, including clusters of up to several hundred people at various camps along the RBTI route.

000566

The solution is to find an unpopulated, mountainous area which is not such a national treasure -- and fly through it instead of Philmont. Or fly one of the other routes where the problems are less severe. For example, if a B-52 went into the Organ Pipe Mountains just west of White Sands Proving Grounds in southern New Mexico, the environmental impact would be one demolished airplane, a dead crew, and a lot of blackened rocks.

That's tragic enough, but if the same B-52 went in at Philmont, the additional impact would be a mass conflagration related to the fuel load of dead trees and the almost certain major loss of life due to the mountains being populated by thousands of Scouts and their leaders. The forest fire problem is already severe. In the past few years, Philmont has not received enough moisture in the winter and spring to eliminate open fire bans (cooking and evening campfires) which are in effect even at this writing.

Unlike some of the other potential route areas, the Air Force hasn't heard much protest from Colfax County, New Mexico. That is because it is so sparsely populated. The area proposed for overflights has only a few villages, unlike other areas including Taos, NM, which has a large, vocal population. Looking at it another way, Philmont is Colfax County's largest community. Including Philmont's staff, the campers, the Philmont Training Center, Philmont is a transient community of about 25,000 people. They can't protest directly because they don't live there a full 12 months out of the year.

The Air Force is currently holding hearings at "town meetings" in communities along the proposed routes. A final selection will be announced in November. The environmental impact statement (EIS) done for the Air Force is hopelessly riddled with gross inaccuracies. To make a decision favoring alternative D based on the EIS would be a great mistake. For example, the EIS describes Philmont as an uninhabited grassland where RBTI would not create any safety, health or land management issues.

To summarize, I trust that you will support RBTI -- it is a valuable program. However, I hope you will endeavor to see that it is implemented in some area other than through Philmont. RBTI will make proven problems intolerable. It invites a calamity when one of the bombers goes in, and that is a very, very real possibility made more likely by the terrain, unique population of Philmont, excessively adverse flying weather, and the unfortunately strong potential for major forest fires.

Thank you for your attention to this matter.

Sincerely,

William F. Cass

000567

Honorable F. Whitten Peters
Acting Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330

May 11, 1999

Dear Mr. Peters,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

d) I love Philmont. I am taking a leave of absence from my job to spend it away from technology and the "real world" for the summer. One of the last things I want to see during my getaway is technology screaming overhead. I am hoping to spend the summer listening to the sounds of nature.

000567

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Adelbert "Pat" Custodio

Philmont Scout Ranch
Cimarron, NM

Howard & Mara Taylor

Arroyo Seco, NM

May 5, 1999

000568

The Honorable Whitten F. Peters
Secretary United States Air Force
1670 Air Force Pentagon
Washington, D.C. 20330-1670

Dear Secretary Peters:

We have read Senator Domenici's news release and his corresponding letter to you of April 12th. We find them both quite diplomatic and understanding of the Air Force point of view. The issue is not, however, how strongly we support the Air Force and its need for specializing training. That we all understand. What is of great consequences here is their proposed choice of location and how it would directly affect this entire community.

We know that the Environmental Impact Statement they presented is flawed and that the predictable amount of noise from such continuous flight activity would be devistating to many aspects in the lives of citizens living in the designated zones. You may not be aware that much of nothern New Mexico's economy is ultimately linked to tourism and the outside funds that enter this area from the people who find the charm of Taos and its environs appealing. The tranquility of life experience in our mountains, along our rivers and streams, our state parks and national forests, camp grounds and scout camps is essential to the lives of not only those who come as tourists or guests but is a significant factor in the choice people make when they come to New Mexico or stay in new Mexico as residents.

BR-4

These low flying flights would have severe consequences on the indigenous activities here especially where livestock is concerned as well as an unsettling effect on most of the wildlife in the affected area. This includes vast elk breeding grounds on the San Antonio Peak and in the Villa Vidal unit of the Carson National forest. The Villa Vidal is so closely regulated by the U.S. Fish and Wildlife Service that it is forbidden to leave the main highway during the months of May and June, even on foot or on horseback, because of the calving season. Imagine the results from continuous 200 to 300 foot overflights. There are many endangered species in these areas lets not add civilians to the list.

BR-3

Nearly as important as an accurate EIS would be and Ecological Impact Statement prepared by people with expertise in the local ecological systems by the U.S. Fish & Wildlife Service. Why has this not been addressed? The quality of our environment is a direct result of the state of this ecology both of which have an impact on the "socioeconomics" of the entire region.

BI-8

Sincerely,

Howard & Mara Taylor

000569

Sunday, May 09, 1999

Honorable F. Whitten Peters
Acting Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330

Dear Honorable F. Whitten Peters,

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Thank you,

Bradley Michael Aaron

Calabasas, CA

000570

Martin Frisch

Alpharetta, Ga.

F. Whitten Peters
Acting Sectary of the Air Force
1670 Air Force Pentagon
Washington, D.C. 20330-1670

Dear Secretary Peters:

BR-6

The purpose of my drafting this correspondence to you is to call to your attention a possible serious situation that may come to pass if folks like yourself wont intervene.

First let me say that I am not a bleeding heart environmentalist or activist. The situation however, that I am about to relate to you does need positive and swift action.

I am speaking of the air force plan to expand the MTR network for a B-52/B-1 low alt. route that would over fly the Philmont Boy Scout reservation.

Philmont New Mexico has been a Meca, or rather "The Meca" of boy scouts for many many years. These are hollowed grounds. A place where scouts can ,to coin a phrase "be one with nature. For several days during the summertime scouts, hike, camp cook and Learn the ways of scouting in the peace and solitude of the desert.

To have daily low altitude operations over the Philmont ranch, would be a death sentence to the quiet and solitude of this mostly untouched part of our country.

The route specifically in question would be Alternative D. These routes are proposed for opps from Dyess AFB Tx. and from Barksdale AFB in Louisiana. At this time there are 2 other alternative routes that would over fly west Tx.

I myself am a pilot and have been for many years. I love the beauty of looking up and seeing a low flying heavy loud aircraft but there is a time and place for everything and Philmont is neither.

There are also legitimate safety reasons for not allowing Bombers to operate over the scouts who will populate Philmont through out the summer. Emergency fuel dumping , and the very remote (but possible) chance of an accident over Philmont.

This is the problem and I will look to your help and guidance in preserving this wonderful and remote place, free of the tools of big city life.

Sincerely,

Martin Frisch

May 1, 1999

000571

TY

Dear Secretary Peters,

Northern New Mexico is not the area for Realistic Bomber Training! It has a fragile eco-system, wilderness area and communities commited to preserving their quality of life. Rich in cultural heritage and natural beauty, this area contributes heavily to the appeal of the State of New Mexico. RBTI would destroy that!

We request that realistic bomber training NOT be expanded to this area and that you eliminate the current flights (foreign and domestic) and refueling over the Town of Taos and the Taos Pueblo.

Thousands of people are adversely effected and we wonder why our own Air Force is determined to be at war with the citizens of Northern New Mexico.

Sincerely,

Suzanne Betz

000572

4/18/99

Dear Sir:

TY I'm writing this letter today to let you know of my opposition to the bombers flying over northern New Mexico.

Three years ago I moved to Cimarron, New Mexico from Los Angeles, Ca. My husband and I had retired and were looking for a quiet and peaceful place so we decided on Northern New Mexico with its beautiful skies and peaceful people and atmosphere. Their are so few places left and now that is being threatened by you.

Please give us our little place of peace and quiet so we can enjoy our remaining years.

Thank you for reading my letter.

Marlene Blevins

Cimarron, New Mexico

000573

EDMUND R. HOBBS, COLONEL, USAF, RETIRED

SAN ANTONIO, TEXAS

Maj Brent Adams, RBTI EIS Proj Mgr
Hq ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I write to request your opposition to the selection of Alternative D of the U.S. Air Force's Realistic Bomber Training Initiative, which would traverse the densely forested mountains comprising the Philmont Scout Ranch in northeast New Mexico's Colfax County. More than 2600 flights per year, some as low as 300 feet above ground level, are proposed. These flights will harm the environment and destroy the wilderness experience of the campers, and pose a serious threat to their safety.

Philmont is the largest and most famous Scout camp in the world. It is a historic and beautiful natural preserve, on a par with the best of our national parks, renowned for its spacious sky, wildlife, mountain vistas, peace, and unspoiled wilderness. Annually it attracts more than 18,000 young people from across the nation. They hike the forest trails in two-week expeditions, learn to rely on themselves and work with each other, and live in remote mountain country little changed since the days of Kit Carson. They engage in such activities as rock climbing, rapelling, spar pole climbing, and horseback riding. A Philmont expedition is never forgotten, a formative experience for virtually every participant, a priceless lesson in leadership, often a turning point in a young life. Low level aerial operations are completely incompatible with the unique experience provided in this rustic setting. The physical presence of high speed aircraft in such close proximity would be highly intrusive, the surprise appearance and deafening scream shattering the solitude and spoiling the wilderness experience which is the core of a Philmont trek.

The aircraft sound and exhaust fuel vapor will doubtless affect the ecosystem, impacting the wildlife, water quality, and air purity in this virgin area. The safety issue is the over-riding concern. Two thirds of the scouts who come to Philmont ride horses, and very few are accomplished equestrians. There is a real risk of harm to inexperienced young riders by high performance aircraft suddenly appearing on top of them after silent approach. The possibility of misadventure or accidental crash and fire cannot be discounted either. Philmont has a tremendous fuel load in terms of dead trees, and is in a drought.

The Boy Scouts of America are solid citizens, and I doubt few would dispute the need to appropriately train our aircrews to defend us. Conducting this training over Philmont makes as much sense as doing it over Yosemite Valley or Yellowstone National Park. Surely this training can be conducted in other areas, such as the desert mountains of southern New Mexico, west Texas, Nevada, or western Arizona, with lesser impact on the land and the many people who use it.

Philmont Scout Ranch is a national treasure. The proposal to conduct low level flight operations in this area places the essence of its program at risk for this and future generations of young Americans. Please act to prevent selection of Alternative D.

Sincerely,

Edmund R. Hobbs

000574

L. SCOTT SMITH

SCHENECTADY, NEW YORK

May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposition to Alternative D under the U. S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force seeks to establish new training routes for low level B1 and B52 flights from bases in Texas and Louisiana. One of these routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico.

Philmont is a 213 square mile mountain backpacking and high adventure facility of the Boy Scouts of America. Each year over 20 thousand scouts and their adult leaders come from all over America to participate in two week wilderness backpacking trips in Philmont's mountains. Many also camp and work on conservation projects in the contiguous Carson National Forest. On any given day in the summer, up to 5000 scouts and scouters will be hiking and camping in Philmont's backcountry. The program include rock climbing and rappelling, mountain horseback riding, and lumbering inspired spar pole climbing.

The Air Force's proposed alternative D will establish a military training route directly over most of Philmont. In excess of 2600 flights per year, some as low as 300 feet above ground level proposed. I am concerned that these training flights would negatively impact the health and safety of Philmont's scouts and the fragile mountain ecosystem.

While supporting the principles of RBTI, Philmont represents a unique resource that deserves more thorough consideration. The Air Force's Environmental Impact statement (EIS) appears to contain faulty data which may invalidate the conclusions.

- *Philmont is primarily uninhabited grassland.* Over 60% of Philmont is forested mountain terrain. As a former staff member we used to caution new scouts. "Some trails on Philmont go uphill ... steep uphill. Some trails on Philmont go downhill ... steep downhill. There are no level trails at Philmont."
- *Noise level will vary from 62-68 dB.* At 300 feet, a B52 produces 117dB causing ground crews to wear attenuating headsets. This 50 dB difference corresponds to 10,000 times more acoustic power than claimed by the EIS.
- *Residents will get used to the noise.* A typical scout spends only 2 weeks at Philmont. If he is awakened by the 20% of night flights, as is likely sleeping only in a tent rather than a structure, I suspect it will impact his performance and hence may compromise his safety in the program activities.
- *Flight operations would not be expect to preclude land uses or ... preempt recreation uses, threaten public health and safety or be inconsistent with applicable regulations.* Unburned jet fuel finding its way to the ground or being dumped in an emergency over Philmont's long term drought and fuel-loaded lands, creates the potential for a serious fire that would endanger hundreds of lives. Philmont is most concerned about how RBTI will impact program, health and safety.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's young adults for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Scott Smith

Jimmy Bacon

Greenville, SC

000575

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training rout for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Calfax County.

Philmont is a 137,000acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a 1998 participant of the Philmont trek, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bomber cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteads, lumberers, d cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 100,00' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forest and is in the midst of a long-term drought. Unburned jest fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Jimmy Bacon, Eagle Scout

KARL C. COLLINS

000576

May 22, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams

BR-6 I am writing to register my opposition to the selection of Alternate D under the proposed Realistic Bomber Training Initiative (RBTI). This alternative traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure ranch of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

For the boys who are able and chosen, a Philmont trek is a capstone experience of their scouting career. These Scouts are older boys who have made significant achievements in scouting and have prepared arduously for months in advance. Philmont has been a goal and dream of Scouts for over sixty years. In several weeks our troop will be proud to be sending 7 boys and 2 adults to Philmont. And we hope to send another crew in two years from now.

As a boy who worked hard, and earned the rank of Eagle Scout, I dreamed of attending Philmont, but did not have the opportunity. Now that my son is 11 years old and working his way up in scouting, I am again active in Scouting, as an adult leader, helping boys become men of character and leadership. I again hope that some day I will have the opportunity to go to Philmont, with my son, and with other Scouts.

The impact of up to 2,660 low altitude overflights of Philmont Scout Ranch per year would be devastating to the wilderness high adventure experience for our Scouts. On any given day in the summer there are up to 5000 Scouts and leaders hiking, and camping, and several hundred boys rock climbing and on horseback. Besides affecting the quality of the experience, the sudden noise and surprise will lead or contribute to accidents on the part of these novice climbers and riders.

The impact of noise, exhaust, and unburned jet fuel on the wildlife, buffalo, horses and cattle are also a concern. Philmont includes habitat for 3 endangered species that will be affected. I do not even want to contemplate the consequences of a crash or emergency fuel dumping in this arid, high altitude environment.

I appreciate the need for training for our military forces, as the Scouting Motto says, "Be Prepared". But there are other alternatives that do not have this impact. I ask your support in opposing the selection of Alternative D of the Realistic Bomber Training Initiative.

Sincerely,

Karl Collins

THE WOODLANDS, TX

000577

May 22, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I would like to express my opposition to the proposed overflights of Philmont Scout Ranch in Cimmarron, NM. I have been to Philmont three times, once as a camper and twice as a staff member. The wilderness experience at Philmont has been a big part of my life. I want other kids to be able to see Philmont like I saw it (and hope to see it again). Thousands of low-level bomber flights every year would destroy the atmosphere of the Philmont I knew.

Sincerely,

Patrick Hagan

BLOOMINGTON, IN •

Sasha Barefield

Sunset, SC

000578

Dear Major Adams,

BR-6 Recently my brother Aaron wrote, to you, a letter concerning an Alternate D route. I am also writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training rout for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a current Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bomber cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteads, lumberers, & cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 100,00' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forest and is in the midst of a long-term drought. Unburned jest fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Sasha Barefield

Sasha Barefield
Superior Cadet JROTC Pickens High School

23 MAY 1999

000579

Major Brent Adams
RBTI EIS Proj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

PD-5 I am writing to express my concern with the Air Force's Realistic Bombing Initiative (RBTI) plan for northeast New Mexico and the effect it will have on Philmont Scout Ranch located near Cimarron, New Mexico.

Of the four sites being considered for its RBTI, the path near the proposed Mt. Dora MAO is the one that would affect Philmont. The flights over Philmont are to be at an altitude of 300-500 feet, and would be conducted by B-52 and B-1 bombers.

My two major concerns are for the safety of the boys and the preservation of the wilderness experience. Philmont is one of the few places left in the United States where young people can experience true wilderness away from the distractions of the modern world. B-1's and B-52;s do not have enviable safety records. Flying at 300-500 feet of altitude leaves an extremely small margin of error for both pilot and aircraft.

As a former US Army Division Staff Officer, we used computer simulations for Company to Brigade sized units which could simulate combat situations very realistically. This enabled us to ascertain the leadership skills of the various staffs without involving hundreds to thousands of troops which reduced the cost to the US Taxpayer drastically. I am sure a computer program could be developed for the crews of the B-52's and the B-1's which would measure their flight training skills just as well as the actual flight itself.

As a retired military officer, I fully support the need for military training. However, as a Philmont alumnus, I do take issue with the flight routes over Philmont Scout Ranch.

Several years ago the USAF ceased its low altitude F-16 and F-111 flights over the Ranch as a result of Philmont protests. Now with the B-52's and B-1 flights planned over Philmont, not only would that be a constant intrusion but it would also disrupt a large wildlife population.

Thank you for giving consideration to this concern of mine which, by the way, I'm sure is shared by thousands of other Scouting leaders throughout our country.

Sincerely,

Gerald W. Sylvester, LTC AUS (Ret)

Centerville, TX

000580

Thompsontown, PA
May 25, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to concerning the selecting of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). This proposed training route would result in thousands of low level B-1 and B-52 bomber flights over Philmont Scout Ranch in northern New Mexico's Colfax County.

Philmont is the largest and by far most famous Scout Camp in the world. I covers 137,000 acres of land just outside of the town of Cimarron. The area is rich with natural beauty and history. It has had a profound impact on hundreds of thousands of young men and women from around the world. It is truly one of our nations greatest resources. It is a place that provides such programs as horseback riding, shooting sports, challenge courses, rock climbing and countless others. All of these are part of an extended wilderness backpacking or horseback trek.

The effects of low level bomber flights on the program would be devastating. The beauty and serenity of the outdoors would be ruined, but aesthetics is not my chief concern. We do many programs with riding and pack animals. To date our safety record is excellent. Constant noise would make it very difficult and even dangerous to work with the horses and burros. Also, Philmont is a working cattle, horse and buffalo ranch. Also, many years ago Colfax County was the sight of a huge gold rush. The result is that there are hundreds of mines just within the boundaries of Philmont. We have capped off almost all of these, but there is no way to tell the effects of constant vibrations on the abandoned mines as well as the two active mines that we use for tours.

I wholeheartedly support a state of readiness on the part of our military services. Scouting has historically had very close ties with all branches of the military. I can also see why Colfax County would at first appear an ideal place to run these training flights. It just so happens that the route fell immediately over an area with a very large seasonal population. On behalf of the 25,000 youth and adults that will be at Philmont this summer, I would ask you to reevaluate the impact of Alternative D.

Sincerely,

Henry Saner,
Ranger ('96 & '97)

000581

Fairbanks, AK
May 19, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 We request your strong support in opposing the selection of "Alternative D" under the U. S. Air Force's (USAF) proposed *Realistic Bomber Training Initiative* (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses ***Philmont Scout Ranch*** in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility for the **Boy Scouts of America**. We agree with RBTI since it is a valuable program -- our only complaint, as Philmont alumni, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over Philmont as a result of Philmont requests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back-country every Summer day. Daily, several hundred Scouts and leaders are engaged in spar pole climbing, rock climbing/rappelling, and horseback riding. The sudden roaring of jet engines can distract climbers and bolt horses, thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed not to be beneficial.

c) Safety: The environmental impact study completed for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000' to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber would most likely create an epic fire, of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the possibility of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations, in case of massive forest fires.

For the above reasons, we seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to contact Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information about RBTI.

There is too much at stake to allow RBTI to over-fly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

William A. Hill

000582

Alhambra, Ca

May 25, 1999

Major Brent Adams
RBTI EIS Prj. Mgr
HG ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Sincerely,

David C. Lee

000583

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000f to 12,000f range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

6-22-84 Philmont
contingent
"Most meaningful event in my life"

000584

BOY SCOUTS OF AMERICA

East Texas Area Council

TYLER, TEXAS

May 25, 1999

Major Brent Adams
129 Andrews Street, # 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

BR-6 I am requesting your support in opposing selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force seeks to establish a training route for low-level B-1 and B-52 bombers based in Texas and Louisiana. One proposed route, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont Boy Scout Ranch is a 137,000-acre mountain backpacking and high adventure facility. Thousands of Scouts and adult leaders participate in wilderness backpacking trips in the mountains of Philmont. Many camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The proposed Alternative D would establish more than 2,600 training flights, as low as 300 feet, directly over Philmont. I have serious concerns about the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in summer, as many as 5,000 Scouts and leaders will be hiking and camping in Philmont's backcountry. Daily, several hundred will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of an aircraft could distract inexperienced climbers or cause a horse to bolt resulting in serious injury or death.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have an opportunity to experience wildlife in its native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber flights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumbermen and cowboys, are obvious.

Philmont is mountainous with peaks as high as 12,000 feet with a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned fuel drifting to the ground or dumped in an emergency creates the potential for serious fires endangering hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials involved in this decision.

Philmont, largest and most famous Scout camp in the world, is a national resource that has positively impacted young lives for more than sixty years. It deserves and demands our protection. Thank you for helping us see that Alternative D is not selected.

Sincerely,

Tim D. Harper
Assistant Scout Executive

★ SERVING 15 COUNTIES ★

000585

BOY SCOUTS OF AMERICA

East Texas Area Council

TYLER, TEXAS

May 25, 1999

Major Brent Adams
129 Andrews Street, #102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am requesting your support in opposing selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force seeks to establish a training route for low-level B-1 and B-52 bombers based in Texas and Louisiana. One proposed route, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont Boy Scout Ranch is a 137,000-acre mountain backpacking and high adventure facility. Thousands of Scouts and adult leaders participate in wilderness backpacking trips in the mountains of Philmont. Many camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The proposed Alternative D would establish more than 2,600 training flights, as low as 300 feet, directly over Philmont. I have serious concerns about the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in summer, as many as 5,000 Scouts and leaders will be hiking and camping in Philmont's backcountry. Daily, several hundred will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of an aircraft could distract inexperienced climbers or cause a horse to bolt resulting in serious injury or death.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have an opportunity to experience wildlife in its native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber flights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumbermen and cowboys, are obvious.

Philmont is mountainous with peaks as high as 12,000 feet with a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned fuel drifting to the ground or dumped in an emergency creates the potential for serious fires endangering hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials involved in this decision.

Philmont, largest and most famous Scout camp in the world, is a national resource that has positively impacted young lives for more than sixty years. It deserves and demands our protection. Thank you for helping us see that Alternative D is not selected.

Sincerely,

Michael D. Ballew
C.E.O./Scout Executive

★ SERVING 15 COUNTIES ★

Dear Major Adams:

000586

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Mr. & Mrs. Wm. Brahan

000587

May 22, 1999

Dear Sir,

I feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative, is unfair and unjust!

I have alot of respect for the military, and believe in a strong defense, however, not at the expense of tax-paying private home + landowners

PD-7 when there is plenty of federal land set aside for this very purpose!

So far, from what I have seen, the Air Force personnel pushing these new flight paths have been arrogant, unreasonable, and treated anyone that oppose their plans as "the enemy."

We don't want their noise, crashes, property damage, + decreased land value.

Sincerely,

Jeri Walker

Terlingua Tx

000588

Robert A. Hedeen

Clifton Park, NY

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. suite 102
Langley AFB, VA 23665-2769

29 May, 1999

Dear Major Adams

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

- Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).
- Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. The expected level of noise pollution (117 dB at 300'!) is totally inconsistent with the wilderness preservation ethic fostered by the Scouts. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.
- Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Robert A Hedeen

Robert A. Hedeen

000589

May 25, 1999

Maj. Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Ste. 102
Langley AFB, VA 23665-2769

Greetings Maj. Adams:

I am writing in regards to the Air Force plans implementing more flights of their huge planes over my part of the desert - Terlingua Ranch, Texas. My husband and I go to our place twice a year on vacation now. In two years, when my husband retires, we will move to Terlingua Ranch for good. I hate to see these planes flying so low over our area. We were camping out one night near Cedar Springs (about 20 miles from our house), which is way out in the middle of nowhere. In the middle of the night one of these huge planes flew right over our heads (200 ft above the ground?) and nearly scared us to death as you can imagine. The reason we know it was an Air Force plane was that a similar incident happened the next morning.

PD-20 It seems to me there has to be a better way. Why not have these pilots fly over the ocean? Or perhaps train pilots on a flight simulator. The latter idea seems like it would save the Air Force a lot of money.

Naturally no one wants this in their backyard. Please reconsider.

Sincerely,

Kathleen McKown

Kathleen McKown

London, KY

000590

Major Brent Adams
129 Andrews St.
Langley AFB VA.

TY Dear Sir
I represent many older citizens of Tahoka who are unable to write. Please do not use our air space for LAINCET. We have made a great contribution to this area in our many years living in Lynn County. Please let us have peace & safety in our last years. Please do not do this to us. We deserve quiet and safety.

Madeline Vega

Tahoka, TX

000591

Date May 27, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 We think the Bomber training should be over a thinly populated area because the noise over this proposed area will have such an impact on our people and the cattle. The noise will have an effect on our property values and with expenses so high and prices we get for our cotton & feed are so low that the farmers are having a hard time making a living now. We are proud of our air force but want them to train elsewhere.

Respectfully,

Sincerely yours: Ms. Jewett Smith
(Signature)

Name: Ms. Jewett Smith

Address:

City/Sate/Zip Tahoka, Texas

000592

May 24, 1999
Fred and Judy Jones

Eagle Nest, New Mexico

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-4 We own and operate two businesses in Eagle Nest. We are very concerned that the RBTI alternative D will result in a decline of tourist traffic in our area and cause businesses such as ours to suffer economic loss. We do not feel that the Draft Environmental Study has adequately studied the effect of low flying bombers on the fragile economy of this area.

The Air Force has changed the route to address other groups concerns, yet we are still in the primary area and will be affected by this type of training. We understand the need for adequate training, however, we feel that the damage to our economic base of tourism and the peace and serenity of this area is too great a price to pay. We are nearly 100 percent dependent on tourists for our living and any reduction would be harmful to all the businesses in this area.

We ask that you eliminate alternative D as an option for the proposed training.

Sincerely,

Fred Jones

Judy Jones

May 1999 Albiquiu NM

000593

To whom it may concern :

TY - our little blue planet is polluted as it is . . .
- Have you realized that additionnal training flights would endanger all the living ?
- I Strongly oppose, therefore, the training additionnal flights .

Sincerely Yours .

François Dufour
Bezaudun - les - Alpes .
France

Columbus, OH
26 March, 1999

000594

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Respectfully,

Jeffrey Barta
Second Lieutenant, U.S. Army

000595

Leo and Jerry Lee

Malakoff, Texas

May 28,1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23655-2769

Dear Major Adams:

BR-6 Your help is needed. We are writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

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Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

000596

Dear Mr. Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

David B. Hallquist
Boy Scout Troop 129, Oak Ridge, TN

000597

Pinellas Area Council of Boy Scouts of America, Inc. d/b/a
WEST CENTRAL FLORIDA COUNCIL, BSA
SEMINOLE, FLORIDA

May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers, cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 range. Philmont has a tremendous fuel load of dead trees in its forest and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

John Cabeza
Scout Executive

SERVING THE YOUTH OF PINELLAS AND WEST PASCO COUNTIES

000598

TERLINGUA AREA VOLUNTEER FIRE DEPARTMENT

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA. 23665-2769

Dear Major Adams;

I feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust. I am also extremely concerned over the possible hazards that could become realities. As Fire Chief, myself and the other members of this department can foresee the possible devastation that could exist if a crash of one of these planes would occur. We are an all volunteer fire department, and cover almost 3000 square miles of South Brewster County with antiquated equipment, which includes three fire trucks with a total of 1040 gallons of water, and a 1973 tanker with a water capacity of 1200 gallons and almost unserviceable brakes and equipment. And water is very scarce here! We sustain as a fire department by contributions and fund raisers only, as we receive no subsistence from the county or state. We usually respond adequately, although communications here is poor. We surmise that the USAF and/or other governmental agencies would assist if such an event should occur, but it would be our responsibility initially, and it would be catastrophic to our grasslands, not to mention if a structure was involved. The wind here most often blows at high rates.

AF-12

This is such a small picture, but a vital, utmost one. We would appreciate your attention. Thanks for your cooperation.

Sincerely,
Guy W. Eastman. Fire Chief

TERLINGUA, TEXAS

25 MAY 1999

000599

Dear Major Brent Adams,
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

NEVADA AREA COUNCIL • BOY SCOUTS OF AMERICA
• RENO, NEVADA

000600

May 26, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U. S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation and Nevada participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Forces' proposed alternative D would establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the disruptive effects of daily low-level flights on the ranch wilderness itself.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Donald L. York

Donald L. York
Scout Executive

DLY:cs

A PARTICIPATING UNITED WAY AGENCY

000601

May 26, 1999

Major Brent Adams
RBTI EIS Project manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Va 23665-2769

Dear Major Adams,

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

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The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a Scout parent and Scout volunteer, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail, with resulting serious injury (or worse).

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Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serous fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

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Sincerely,

Robert T. McDowell

Houston, Texas

Charles K. Page

Colorado Springs, Colorado
USA

000602

May 24, 1999

Dear Major Brent Adams:

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Sincerely

Charles K Page

000603

Dear Major Brent Adams:

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Tamara Dickinson

000604

Woodland, MI
May 31, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to dissuade the Air Force from using Philmont Scout Ranch in the Realistic Bomber Training Initiative and shift the flight path to another location.

I have hiked and camped at Philmont for three summer expeditions and worked the following three summers as a ranger and camp director. I am now a life member of the Philmont Staff Association. There are over 25,000 campers that visit the ranch with over 500 staff each summer. Most come from far away to include New York, the Virgin Islands, and Puerto Rico plus locations around the world. Scouts have saved and done many money-making projects to finance their way to this national scout ranch. These scouts are trained in environmental and natural sciences and are there for a wilderness experience. They are not there for the thrill of being buzzed by a bomber flying the nap of the land using GPS.

I have retired from the military with 28 years in the Army Reserve. I know that with some careful planning, the routes could be changed to significantly alter the Environmental Impact Plan which is prepared by the Operations Division. With Mt. Baldy (12441 feet) in the North end of Philmont , Wheeler Peak (over 13,000 feet) in the next range west, and with the city of Raton as possible obstacles, it may be more advantageous to fly well south of Philmont.

I realize that flight training is very important to keep America strong, however, I would like this flight route to be moved away from Philmont due to its environmental impact.

Sincerely,

Paul Quigley
LTC, QM, IMA
Retired Deputy Director of Logistics
Fort Lee, VA

000605

Central Christian Church
(Disciples of Christ)
Hattiesburg, Mississippi

Jeffery Murphy
Pastor

May 22, 1999

Dear Major Adams,

BR-6 As a former Boy Scout and former staff member at Philmont Scout Ranch in Cimarron, N.M., I was disturbed to learn of the proposed "Realistic Bomber Training Initiative" flights over Philmont.

Philmont is a national treasure. For generations it has provided wilderness and leadership training for young people across the country and around the world. RBTI flights would endanger the natural environment of this wildlife preserve and would disturb programming at Philmont. Much of Philmont's programming and work is done on horseback. Therefore, there is a danger that the noise from such flights would cause horses to throw their riders. There is also a danger of a crash on Philmont itself.

Although the area around Philmont is sparsely populated, on any given day in the summer there are more than 5,000 campers and staff members on Philmont. I hope that you will help protect this national treasure by taking measures to assure that there will be no RBTI flights over Philmont.

Thank you for your help and consideration.

Sincerely,

Jeff Murphy

Rev. Jeffery N. Murphy

Comment #000606 was misnumbered.
Please see Comment # 009024.

000607

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____
Date: _____

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY I am strongly against using the Taos area for your practice ~~flights~~

Over for more space →

Name: ERIC KOENECKE ***Please Print***
Address: ~~TAOS, NM~~

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000608

May 31, 1999

Major Adams:

As a citizen of Scurry County, I want to voice my opposition to the bomber training flights that the Air Force has proposed.

BR-4 It is my opinion that the noise level caused by such flights will decrease the property values of our nearby ranches.

I respectfully request that the situation be more thoroughly studied before you force a decision on our area.

Cordially,

Robert H. Watlington

Robert H. Watlington, CLU

Snyder, TX

000609

Rabbi Scott Rosenberg

Newton, MA

May 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrew Street, Suite 102
Langley AFB VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

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Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat (including at least three endangered species: the bald eagle, the peregrine falcon, and the Mexican spotted owl). Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

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Sincerely,

Rabbi Scott Rosenberg

000610

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

5/29/99

Dear Major Adams;

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerly,

Thomas E. Strack

Suwanee, Ga.

Date 5/28/99

000611

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 ① the effect on my property values. I don't feel this aspect has been adequately addressed;

AO-18 ② as a teacher I'm concerned about the noise level during low flying training missions. I grew up near the old Carswell AFB, I know first hand about noise and sonic boom disruptions;

BI-2 ③ I'm concerned about the effect on our migratory bird populations.

I enjoy the quiet, peaceful lifestyle that this area affords me. I enjoy watching the geese and cranes. Please go somewhere else!

Sincerely yours: Rebecca L. Henley
(Signature)

Name: Rebecca L. Henley

Address:

City/Sate/Zip Tahoka, TX

Date 6/1/99

000612

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3 - Noise & Activity Will Affect My Livestock !
BI-3 - Noise & Activity Will Affect My Wildlife !
BR-4 - Noise & Activity Will Affect My Property Values !
BR-7 - Noise & Activity Will Affect My Way of Life !

I Am Not Against The Military - But If Your Pilots Are From Distant Bases Your Training Should Incorporate Long Flights To Targets (I.E. - Flyers To Nevada).

Sincerely yours: Charles A Jones
(Signature)

Name: Charles A. Jones

Address:

City/Sate/Zip Midland, Tx

000613

June 1, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/ECVPP
129 Andrews Street, Suite 102
Langley, AFB, VA 23665-2769

Dear Major Adams:

BR-6 This letter is to express my opposition to Alternative D under the Air Force's proposed Realistic Bomber Training Initiative over Philmont Scout Ranch. This proposal is adverse to the intended use for the Philmont Scout Ranch and its service to the principles of Scouting.

Sincerely,
Michael A. Didawick

Cross Junction, VA

RBTI Letter Page 1 of 1

000614

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Benjamin Alexander

Lexington, KY

000615

Questa, New Mexico
May 24, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley AFB, Virginia
23655-2769

Comments
RBTI /DEIS
spec. Alt. "D" Mt. Dora MOA

Dear Major Adams,

The subject document essentially answers all its own questions: *Existing Alternative "A" is infinitely preferable to proposals "B","C" or "D".* We understand that reaction from all three threatened communities is one of general outrage. In the interest of my own self control, and your overwhelming mail load, here are some but not all of my own objections.

Potential Effects table p. ES-3 - conclusively eliminates Alt. D (Mt. Dora Northern New Mexico): *five* black diamonds signifying adverse effects of unacceptable magnitude (compared to two each for B and C, none for Area A). The table erroneously dismisses socioeconomic, cultural and natural resources effects as inconsequential. Tourism and recreation are our two main economic resources, a big part of which is the ski industry. The Mt. Dora MOA traverses Bobcat Pass at 200 to 300 ft. AGL. *There are a lot of ski lifts up there.* Add black diamonds (and black mariahs). The table on page 4-110, entitled Communities Potentially Affected, deliberately leaves out almost all of the counties in Area D. Appendix I, Socioeconomics, does not cover socioeconomics at all.

BR-4

Soil Erosion p. 4-141 shows effects to be two and one half times as severe as effects in "B" and "C".

Endangered species - perhaps the most cynical and infuriating section of all. On page 4-108 e.g., even the Air Force concedes the thousands (not "10" as your report suggests) of low-altitude flights are "potentially significant". This is no less than a euphemism for *F-A-I-A-L* to helpless animals. The USAF's cavalier dismissal of "startling" ranchers and recreationists (sic) - humans would at least comprehend the outrage committed against them: this kind of shock would permanently traumatize, drive mad, or kill, a deer. Think about it: if I went out and stunned a bald eagle, *I'd go to jail.* Through what twisted, abysmal arrogance does the U.S. government contemplate devastating its own endangered list?!!

BI-1

Electronic Scoring Sites - Page 4-140 enumerates some engineering obstacles regarding ESS. Why not apply this same ingenuity to moving your B-1 and B-52 bases closer to your *existing* bomb sites?! The report does say this is impractical, well it's not as impractical as all the plans in this imperfect, incomplete, and cynical report.

CONCLUSION - For the U.S. Government to take the trouble to designate a wilderness preservation area and then overlay it with a federally designated *BOMBING RANGE* is lunacy. Not only the present victims of this scheme, *but your own children and their descendants* stand to benefit or suffer from the decisions you make today.

KEEP ALTERNATIVE "A" !!

Thank you for your attention to this protest.

Charlotte Schofield

Questa, NM

copies: Congressional Delegation
Taos news
environmental orgs.

000616

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapeiling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Patrick F. Birke
Eagle Scout
Troop 370

000617

Date May 29, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

You have a full letter of my concerns over the proposed flights.
Briefly there is no authority for the flights when we are not at war to cause pain or discomfort to Civilian population flights below 500' feet are Trespass. The size and noise of planes
BR-3 at 2000' would be very bothersom Causing loss of sleep and cattle being disturbed. I have Cattle which are spooky at best and I would have a difficult time of returning my cows to their home which in the long run Could Cause in time of war a shortage of supplies for armed services

Sincerely yours: Surry H. Gillum
(Signature)

Name: S. H. Gillum
Hermleigh, TX

Address: M/M SURRY H. GILLUM

City/Sate/Zip HERMLEIGH, TEXAS

000618

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrew Street, Ste 102
Langley AFB, Va 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Raymond H. Wilt
Scoutmaster, Troop 515

Gainesville, Fl.

000619

Date _____

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. I'm afraid Lancer will effect the Value of my Land.
2. The NOISE factor Could effect My health
BI-3 3. Could Cause Wildlife to decrease; which would Lower My Income
4. Would distrub The peace as we now KNOW IT IN West Texas –
5. I hate To See you town over us Just because you Can.
PD-4 6. The Air force Already has Air Space To use – why Take more –

Sincerely yours: W. R. Mc Mullan
(Signature)

Name: W. R. MC MULLAN

Address: _____

City/Sate/Zip SNYDER, Tex.

Winchester, VA

VALLEY PROTEINS, INC.

June 1, 1999

000620

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 With this letter, I wish to communicate my concerns regarding the U.S. Air Force's proposal to use the air space over the Philmont Scout Ranch of the Boy Scouts of America as a training route for B-1 and B-52 jet aircraft.

As a commercially rated pilot, who visits New Mexico several times each year relating to our transportation facility located outside of Albuquerque, I am very familiar with the regulations regarding the use of the airspace over the State of New Mexico. I realize that approximately one-third of New Mexico's airspace is already reserved for use by the U.S. military and other defense related work. As a pilot, I am very concerned about the continued expansion throughout the United States of airspace designated solely for the use of the U.S. military.

I am also an Eagle Scout, who had the fantastic opportunity to visit the Philmont Scout Ranch near Cimarron, New Mexico in 1976. It is a beautiful facility that offers our youth a very unique experience that I hope can be enjoyed into the coming century in the way that I was able to enjoy it. I would like to strongly express my opposition to the selection of routes for these jet aircraft over Philmont due to the loss of tranquility and, possibly, wildlife at the facility.

Last, I think we all need to be concerned about safety when there are so many young people using this facility each year. I hope that you agree with my concerns and will make every effort to help the Boy Scouts of America prevent this proposal from becoming a reality.

If you wish to discuss this matter with me, please do not hesitate to contact me at (540) 877-3202.

Sincerely,

Gerald F. Smith, Jr.
President

GFSjr:csc

50th
1949 1999

Dahoka, TX 79373
5-28-99

000621

Major Brent Adams
129 Andrews St
Langley AFB VA.

TY Dear Sir
I am opposed to the Lancer bombers flying over this agricultural and livestock area of Texas.
We are aware of the sound barrier doing damage in Lubbock and Crosby Counties. Untold damage can be done to ranchers and farmers in this area.
I am a land owner, livestock owner and pay heavy taxes
Please do not do this to us!

Sincerely,
Mrs. T B Hegi

000622

Richard Frank Hicks
and
Terry Ann Sparks

Borger, Texas

June 1, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23655-2769

REF: USAF Proposal to Over Fly Philmont National Scout Ranch (NM) - RBTI Route D

Major Adams,

TY RBTI Route D is just a bad idea. On any given day, Philmont has up to 5,000 campers visiting. Our national security doesn't depend on B1s and B52s making practice sorties as low as 300 feet over a Boy Scout camp.

For almost four years, I resided in an apartment just west of Torrejon AFB outside Madrid. When 72 F16s take off over your quarters, it gets very noisy. This noise was necessary for us to win the Cold War.

Noise over Philmont is not necessary - there's lots of acreage available other than that of a Boy Scout camp.

Please deep six RBTI Route D.

Thank you.

Good Scouting,

Richard Hicks

Date 6/1/99

000623

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

We have a ranch in Kent County. It is situated on a very picturesque piece of land. Not only is the scenery beautiful but it is home to abundant wildlife. Low-flying planes would destroy the
BI-3 peace & quiet, drive the wildlife out,
BR-4 ruin our cattle business, and lessen the value of our land.
Please do not use this air space for your low-flying aircraft. Do not destroy our way of life!

Sincerely yours: Carla C. Allen
(Signature)

Name: Carla Allen

Address:

City/Sate/Zip Snyder, Tx

000624

VANCE CANNON
Las Vegas, NV

May 31, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Air Force Base Suite 102
Langley AFB, VA. 23665-2769

Dear Major Adams,

BR-6 I have been involved as a volunteer in the Scouting program for many years and have appreciated the outdoor experiences available for boys and leaders at the National Scout Training Center at Philmont Ranch in Northern New Mexico.

I understand that consideration is being given by the Air Force to include this area for low level training flights, which would involve B1 and B52 bombers.

Such a move would have a disastrous effect on this wilderness camp and the Scout training programs. The health and safety of the campers could become a serious issue in this pristine, secluded acreage enjoyed by the 25,000 plus scouts and leaders who visit there each year, and have done so for many years.

I would urge you to reconsider this area as one which should not be disturbed with the noise of low flying aircraft and that other areas, outside of the Philmont Ranch area, be used.

Thank you for your consideration.

Sincerely,

Vance Cannon

000625

Tracy Lynch

Terlingua, Tx

Major Brent Adams, RBTI EIS Project Manager
HQ ACC?CEVPP
129 Andrews Street, Suite 102
Langley AFB, Va 23665-2769

Dear Sir, 6/1/99

I feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative, is unfair and unjust.

I have lived in the Big Bend area of Texas for 25 years. I was not informed about the recent public hearings on the Draft EIS. The U.S. Air Force could have done more to publicize this hearing to the residents of the affected area. I have been able to read a copy of the Draft EIS and I am opposed to implementation of any of the Alternatives that are being proposed. The project is just too controversial.

BR-5 Low Level Realistic Combat Training Flights(LLRCTF's) are an invasion of private property and a direct impact to the human environment. No other NATO countries allow low level combat training flights. Why should private citizens in the sanctity of their private property have to bear this invasive activity? The United States Government has plenty of Federal land in Nevada for the purpose of training our pilots.
PD-4

The Draft EIS does not definitively demonstrate that the LLRCTF's are in compliance with the Clean Air Act.

I am not satisfied with the opinions of the Draft EIS that there will be no significant impact to the human and natural environments from the following:
AO-11
AO-7
1. poltution from jet fuel
2. possible crashes and ensuing fires
3. noise and the startle effect

AO-28 At about 11:30 pm at night in February of 1999 I was driving from Alpine to Terlingua, Texas. Out of nowhere I was buzzed by a fighter jet at about 200 feet. The noise was so explosive that I was spooked and nearly swerved off the road. I felt like I was a mock target.

Sincerely,
Tracy Lynch

Tracy Lynch 6/1/99

Date June 1, 1999

000626

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 The land that farmers have struggled to pay for in 40 years of drouth, hail etc will drop in Value. Ranching + farming Operations will Never be the same as today. As we have experienced the low flying planes sheer buzzard, Not to Mention the Noise factor.

Wild life has begun to make a come back in the Area, one can only imagine the impact Bombers would have on hunting, fishing etc.

I beg you, please Save our Economy stop the Bombers, + preserve our Quality of life.

Consider Government owned lands as training Areas instead of farm + ranching lands.

Sincerely yours: Mrs John F. Tippit (Labue)
(Signature)

Name:

Address:

City/Sate/Zip Jacksboro, Tx.

000627

Martin Lucas
Advisor, Explorer Post 401
Pflugerville Volunteer Fire Department
Pflugerville, Texas

May 24, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing this to express my concern with the Air Force's Realistic Bomber Training Initiative (RBTI) plan for northern New Mexico and the effect it will have on the Boy Scouts of America's Philmont Scout Ranch located near Cimarron.

Philmont is over 127,00 acres of mostly wilderness in the Sangre de Cristo Mountains in northeastern New Mexico. During peak times, there are between 5,000 and 6,000 people in the camp including about 650 at the base camp either arriving or leaving, about 3,500 backpacking in the mountains, approximately 1,000 on staff and 500-700 at the Philmont Training Center.

The Air Force is considering four sites for its RTBI. The one that would affect Philmont is the path near the proposed Mt. Dora MAO (Military Operations Area). They are planning numerous flights per year, 20% of which will be between the hours of 10PM and 2AM. Flights over the scout ranch would be between 300 and 100 feet and would include B-52 and B-1 bombers.

My main concern is for the safety of the boys. An accident could turn into a tragedy, which could cost untold numbers of lives. The late night and early morning flights would also disturb everyone's sleep and lead to fatigue while on the trail.

I don't say that I am opposed to the flights themselves for I know our national defense must remain in a state of constant readiness at all times. All I ask is that they be scheduled in a different location. This is one of the last pristine wilderness areas left for our young people to enjoy. Let's leave it in the condition that is in now.

Thank you for considering my concern and the concern of all scouters and scouts everywhere.

Sincerely Yours,

Martin Lucas

Date 6/1/99

000628

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

My ranch in Kent County provides only a small income, outside of recreational income.

BR-4 The noise disturbance from low flying planes could destroy hunting & recreational activities causing me a great loss of income and a loss in value of my land.

Please stay out of this area.

Sincerely yours:
(Signature)
Name: STEVE ALLEN
Address:
City/Sate/Zip SNYDER, TX

Date

000629

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY Dont ya get it
ya are Easily upset

Sincerely yours:
(Signature) Joe Siegel
Name: JOE SIEGEL
Address: Denver, Co
City/Sate/Zip

000630

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,
Stephen Markle
Stephen Markle

000631

Livermore, CA
May 31,1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444 foot range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,
John A. Gibbins
John A. Gibbins

000632

Doug Scott

Snyder, Texas

May 31, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am **opposed** to the Air Force's proposed RBTI known as Lancer-Option B in the DEIS. My concerns about the proposal and the DEIS are that it will disturb my happiness. It's obvious that low flying aircraft will create unnecessary noise and pollution for me. If not, you'd fly over Abilene and the community where you provide wealth and your people reside. **PD-4**

One of the reasons I moved to Snyder was to get away from the big city noise and pollution. Snyder has provided that up until now. Pollution is becoming more and more a problem in Snyder due to the federal government. So why don't you keep this unwelcome infringement of rights out of here? Go mess-up your own area and leave us alone.

Sincerely

Doug Scott

Date 6-1-99

000633

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4

The Noise
The effect it would have on my property
The effect it would have on my
and Environment

Sincerely yours: Mrs. L.L. (Georgia) Mock
(Signature)

Name: Mrs. L.L. Mock

Address:

City/Sate/Zip Snyder, Texas

000634

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Harding County, New Mexico
Date: April 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I Mary C Gonzales from Bueyeros, New Mexico feel that Alternative A should be implemented. (No Action)
The reasons are as follows:
1. The northeast Corner of New Mexico is a habitat for Golden Eagles and migrating Cranes, Geese, as well as other wildlife. In the past few years the number of deer in the area has dropped significantly. In the past months I would see 40-50 deer during the hunting season that number is down to about 7. I suspect that the noise from the jets has disturbed the deers natural habitat. **BI-1**
2. The internationally known Philmont Boy Scout Ranch would no longer be a pristine wilderness area. For

Over for more space →

Please Print

Name: Mary C Gonzales
Address: Bueyeros, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000634

generations Boy Scouts from throughout the world have flocked to Philmont as the ultimate experience in their primitive Scouting adventures. The low level jet flights a day would certainly disturb the pleasantness and peacefulness of Philmont Boy Scout Ranch. Ten jet flights a day would be disgraceful.
3. The serenity of the ~~[illegible]~~ environment for humans has also been disturbed with the continual flight patterns of the jets. The jet noise is like a miscarriage to the quality of life for our families who have lived in this area since homesteading in 1860. See attached incident summary. **BR-7**
4. Ranching in the area has become more difficult because of the sudden flights that spook the cattle and the horses. The jets fly so low that the pilots head gear is visible, and the planes are twin tails which I'm not. My family had the tenacity to homestead in the Bueyeros/Dallagos area in 1860's because the geography of the terrain consists only to a mother Cows - Calf ranching operation. We have survived drought, depression, the nations of the World Wars, hazards, fires, grasshoppers, etc. but luckily they've passed by only to come. Unfortunately the jets flights and their noise are unpredictable and if implemented will continue indefinitely. **BR-1**
5. The 99 year old Sacred Heart Church of Bueyeros suffered major structural damage

Subscribed and sworn to before me this 19 day of May, 1999.

Cyndi Mosier
Notary Public

My Commission Expires: Oct 2, 2000

000634

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: _____

Date: _____

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

with the jets that have been practicing in the area. We recently completed a restoration project of the 99 year old Church to its original states and once again there are new cracks in the walls due to the jets that fly so low. The original stained glass windows are from Belgium and they are no longer available. I personally have been in the Church during jet fly bys and the entire structure shakes.

CU-1

6. New Mexico and its natives have been very generous in allowing the Federal Government to have Control of large amounts of land for the specific purpose of Military Bases and Testing. My husband served in WWII in the AmeriCal Division (The only Division without a # formed on the Island of Caledonia) and we are patriotic

Key for more space →

Please Print

Name: Mary C. Gonzales

Address: Bueyeros, New Mexico

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000634

in serving our Country. New Mexico suffered greatly in the Fall of Bataan, The Beaches of Normandy, and the clean up operation of Okinawa. During the Korean War one of our local families sent 5 sons to serve and 4 returned "shell socked". Again during the Vietnam War New Mexico sent a larger percentage of soldiers to fight in comparison to our population.

PD-4

We strongly believe that RBTI could be located on existing Federal Military Bases and air space in the Southern Desert of New Mexico. We feel the Foreign Low Level Training Flights are especially intrusive on native New Mexicans.

Subscribed and sworn to before me this 17 day of May, 1999.

Cynthia Mobley
Notary Public

My Commission Expires: Oct 2, 2002

000634

I, Mary C. Gonzales, from Bueyeros, New Mexico feel that Alternative A should be implemented. (No action)

The reasons are as follows:

1. The northeast corner of New Mexico is a habitat for Golden Eagles and migrating Canadian Geese as well as other wildlife. In the past ten years the number of deer in the area has dropped significantly. In the past, hunters would see 40 - 50 deer during the hunting season, that number is down to about 7. I suspect that the noise from the jets has disturbed the deers natural habitat.

2. The internationally known Philmont Boy Scout Ranch would no longer be a pristine wilderness area. For generations Boy Scouts from through out the world have flocked to Philmont as the ultimate experience in their pristine scouting adventures. One low level jet flights a day would certainly disturb the pristine wildness of Philmont Boy Scout Ranch ten flights a day would be disastrous.

3. The serenity of the environment for humans has also been disturbed with the continual flight patterns of the jets. The jet noise is also a nuisance to the quality of life for our families who have lived in this area since homesteading in 1860. *See attached incident summary.

4. Ranching in the area has become more difficult because of the sudden flights that spook the cattle and the horses. The jets fly so low that the pilots head gear is visible, and if the planes are single or twin tailed. My family had the tenacity to homestead in the Bueyeros/Gallegos area in 1860s because the geography of the terrain lends its self to a mother cow - calf ranching operation. We have survived droughts, depressions, the rations of the World Wars, blizzards, fires, grasshoppers, etc., but luckily they are present for only a time. Unfortunately the jets flights and their noise are unpredictable and if implemented will continue indefinitely.

5. The 99 year old Sacred Heart Church of Bueyeros suffered major structural damage with the jets that have been practicing in the area. We recently completed a restoration project of the 99 year old church to its original states and once again there are new cracks in the walls due to the jets that fly so low. The original stained glass windows are from Belgium and they are no longer available. I personally have been in the Church during jet fly bys and the entire structure shakes.

6. New Mexico and its natives have been very generous in allowing the Federal Government to have control of large amounts of land for the specific purpose of Military Bases and Testing. My husband served in WWII in the AmeriCal Division (The only Division without a # formed on the Island of Caledonia) and we are patriotic in serving our country. New Mexico suffered greatly in the Fall of Bataan, The Beaches of Normandy, and the clean up operation of Okinawa. During the Korean War one of our local families sent 5 sons to serve and 4 returned "shell socked". Again during the Vietnam War New Mexico sent a larger percentage of soldiers to fight in comparison to our population. We strongly believe that RBTI could be located on existing Federal Military Bases and air space in the Southern Desert of New Mexico. We feel the Foreign Low Level Training Flights are especially intrusive on native New Mexicans.

000634

I, Mary C. Gonzales, strongly oppose the placement of the RBTI in northern New Mexico. I would like a copy of the Environmental Impact Statement of the RBTI. I am sending a copy of this letter to my New Mexico Congressmen.

Sincerely,

Mary C. Gonzales

Subscribed and sworn to before me
this 17th day of May, 1999.

Cynthia Mobley
NOTARY PUBLIC

My Commission Expire: Oct 2, 200

000634

May 17, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665 - 2769

Dear Major Brent Adams:

In the mid-afternoon of late July or early August of 1987, my daughter, Rebecca Gonzales de Archuleta and her son Miguel P. Archuleta were out in the family garden. Suddenly out of know where a extremely low flying jet buzzed the Ranch Headquarters. Miguel Archuleta who was 18 months old immediately hit the ground and tried to get under a tomato plant. His primal instincts told him to hide because the sound of the jet was so frightening. The jets noise was so loud that my daughter said she was not able to look at the jet. She said she covered her ears and got down to get her son, because she too was frightened that the jet would crash. The infant was so frightened that the next day that another jet passed he cried for a long period of time. For a period of about a year he would cry or be frightened by any airplane that he saw or heard.

My daughter came into the house and called Senator Domenici Office. They told her to contact Cannon Air Force Base in Clovis, New Mexico. My daughter did call Cannon and spoke to a woman who asked her if she could identify if the jet was a twin tail or single tail jet. Because she was so frightened she was not able to get a good look at the jet. After the jet was a short distance away she looked up and that it appeared to be grayish blue, not camouflaged. She also explained to the lady she spoke to about the nearby location of the historic Sacred Heart Church in the Bueyeros. Other low level flights continued.

Another incident our family members experienced while they were opening a gate was a very low level flying jet flew so low that we could see that it was camafloged. We could also actually see the pilots head gear. One never knew when the next low level flight would occur and cause a ringing in our ears. My brother, Amarante Casados who lives with me is bedridden and has very sensitive hearing. The jet noise is especially disturbing to him.

I, Mary C. Gonzales, am giving this statement as an oath of truth and your attention in this matter is sincerely appreciated.

Sincerely,

Mary C. Gonzales

Mary C. Gonzales

Subscribed and sworn to before me this 17 day of May, 1999.

Notary Public

My Commission Expires: Oct 2, 2002

000635

Trans-Pecos Protection Group, Inc.

Alpine, Texas

A Non-Profit Information Organization

June 1, 1999

To:

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Subject:

A Formal Complaint Relative To The Proposed Actions Concerning The United States Air Force Realistic Bomber Training Initiative And The Environmental Impact Statement Process Required By The National Environmental Policy Act.

Please be advised the Trans-Pecos Protection Group, Inc. (The Group) has found the actions of the Department of Defense (DoD), United States Air Force (USAF), Air Combat Command (ACC), have not complied with the requirements of the National Environmental Policy Act of 1969 as Amended (NEPA), relative to accepting and exercising their responsible authority.

The Group finds these insufficient actions to be unjust and unfair to the citizens of the United States of America (U.S.A.), and do not protect and enhance the Human Environment. The Group finds the DoD/USAF/ACC, as the final decision makers, to have failed in their requirement to comply with the NEPA, et al.

The Group finds these insufficient actions of the DoD/USAF/ACC have not complied with the requirements of the NEPA Process relative to "Purpose", Sec. 2 [42 USC§ 4321]; Title I, Sec. 101 [42 USC § 4331]; Sec. 102 [42 USC § 4332; Sec. 103 [42 USC § 4333; Sec. 104 [42 USC § 4334; Sec. 105 [42 USC § 4335; Title II in total, and the Council on Environmental Quality, Executive Office of the President, Regulations For Implementing The Procedural Provisions Of The National Environmental Policy Act.

To date, The Group finds the entire NEPA Process by the DoD/USAF/ACC to be in non-compliance and insufficient. The following are examples of these insufficiencies: (1) The Group finds the notice process of the DoD/USAF/ACC's

GE-22 decision to take action on this Realistic Bomber Training Initiative (RBTI) to be insufficient. (2) The Group finds the scoping process of the DoD/USAF/ACC for this

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GE-22 proposed project (RBTI) to be insufficient. (3) The Group finds a lack of ability and facility on the part of the DoD/USAF/ACC to involve the public in the decision making process, relative to this RBTI Environmental Impact Statement (EIS). (4) The Group finds the notice process of the DoD/USAF/ACC relative to the Draft, EIS, RBTI insufficient. (5) The Group finds the "public meeting" process of the DoD/USAF/ACC relative to the Draft, EIS, RBTI insufficient. (6) Relative to the above examples, and with the additional lack of compliance with the governing Policy and Statutes of the U.S.A., The Group finds the context and content of the Draft EIS RBTI to be totally without merit.

The Group requests DoD/USAF/ACC to authorize their representatives to organize and take action on meeting with The Group in an effort to determine the DoD/USAF/ACC actions required to comply with the Policies and Federal Statutes of the U.S.A. relative to of the Human Environment as defined by the NEPA.

Respectfully,

Harold Bryan Kelley
Spokesman/President

(Distribution to all Officers, Members, Elected Representatives, Law Firms, Public and Private Organizations, Local Governments, Local Agencies, Land Owners and the General Public)

"Ignorance Is The Curse Of God; Knowledge The Wings Wherewith We Fly Unto Heaven"

000636

APRIL 17, 1999
TAOS, NEW MEXICO

THIS REPORT IS RESPECTFULLY PRESENTED AT AN AIR FORCE HEARING AT THE KACHINA LODGE REGARDING PROPOSAL "D" OF R.B.T.I. BASED AT LANGLEY AIR FORCE BASE VIRGINIA, 23665-2769

AIR FORCE PERSONNEL AND FELLOW TAOSENOS:

IN WORLD WAR II MY THREE BROTHERS SERVED IN THE ARMED FORCES. FOUR PEOPLE IN MY IMMEDIATE FAMILY BUILT WWII AIRCRAFT FOR YEARS. TWO OF MY COUSINS DIED IN WWII BOMBER FLIGHTS, SO I DEEPLY RESPECT BEING SO WELL DEFENDED BY THE U.S. AIR FORCE.

I DO SEE SOME CURRENT ISSUES TO ADDRESS. ABOUT 10 YEARS AGO THE FIRST ENVIRONMENTAL IMPACT STATEMENT FOR A TAOS AIRPORT EXPANSION WAS REJECTED BY A SANTA FE COURT, SINCE ONE OF THE PROSPECTIVE BUILDERS CREATED HIS OWN E.I.S. THIS TYPE OF CONFLICT OF INTEREST, IT SEEMS, IS NOW REPEATED VIA AIR FORCE CONTRACTED DRAFTING. THE CURRENT E.I.S., FOR REALISTIC BOMBER TRAINING INITIATIVE ALTERNATIVE D WAS DESIGNED TO FIT AIR FORCE DESIRES, OBVIOUSLY SIDE-STEPPING AND UNDERSTATING THE VAST, WELL-DOCUMENTED POTENTIAL HAZARDS TO HUMANS, ANIMALS AND PLANTS.

000636

OUR TAOS MAYOR, FRED PERALTA, HAS CITED FEAR OF FOREST FIRES BEING GENERATED BY PLAN D FLIGHTS. THESE HAZARDS WOULD UNDOUBTEDLY BE COMPOUNDED BY SIGNIFICANT ECONOMIC DEPRESSION IN AN ALREADY IMPOVERISHED AREA.

IN THE JUNE 1998 AIR FORCE NEWSLETTER I READ THAT PUBLIC HEARINGS IN JANUARY AND FEBRUARY 1998 REGARDING R.B.T.I. CONDUCTED IN FOUR STATES INCLUDING NEW MEXICO DREW ONLY 535 CITIZENS GRAND TOTAL. CAPTAIN KANGAROO TAUGHT ME HOW TO COUNT, SO I NOTICED THAT IN THIS TIME PERIOD TAOS MEETINGS ALONE WERE ATTENDED BY AT LEAST 600 PEOPLE, VIRTUALLY ALL OPPOSING PLAN D. TOO BAD SOME OUTSIDE MONITORING OF R.B.T.I. PROTEST LETTERS CAN'T BE DONE. THE F.D.A. LAST YEAR STOPPED AN EVASIVE ORGANIC FOOD LABELING PLAN AFTER RECEIVING THOUSANDS OF PROTEST LETTERS.

FIVE YEARS AGO, I BEGAN AN INFORMAL STUDY OF SANCTUARY TRAUMA. THIS WAS TO ISOLATE SYMPTOMS OF A PERSON WHO FELT SAFE UNTIL SOME QUICK AND UNEXPECTED INVASION HAPPENED TO HIM – SOMETIMES REPEATEDLY. RAPISTS AND GUN SHOTS WERE SOME TYPICAL INVADERS. SOME DOMINANT POST TRAUMA SYMPTOMS ARE:

1. QUICK RETREAT WHEN SIMILAR SOUNDS OCCUR.
2. DANGEROUS ISOLATION FOR SELF-PROTECTION, SINCE A TRUST

000636

WAS BROKEN.

3. FEAR OF A CLOSE RELATIONSHIP INCLUDING SEX AND PARENTING.
4. IN EXTREME TRAUMAS, VIOLENCE AND DESTRUCTION WHEN VICTIM WAS APPROACHED IN THE SAME OR SIMILAR MANNER TO WHERE THE ORIGINAL INVASION OCCURRED.

AMONG SPECIAL EDUCATION AUTHORITIES, THERE IS WIDESPREAD AGREEMENT THAT HEARING LOSS IS THE MOST SERIOUS SENSORY IMPAIRMENT. MY SON-IN-LAW SUFFERS A SERIOUS HEARING LOSS AFTER TWO-WEEK SUMMER ARTILLERY PRACTICES IN THE WASHINGTON DESERT EAST OF THE CASCADE MOUNTAINS. THE NATIONAL GUARD ISSUED EARPLUGS TO HIM, WHICH HE NEGLECTED TO WEAR. UNDER PLAN D, WHICH CALLS FOR 2,600 FLIGHTS PER YEAR, WOULD ALL OF US HAVE TO WEAR EARPLUGS 24 HOURS A DAY? SINCE 15% OF THESE FLIGHTS WOULD OCCUR BETWEEN 10 PM AND 6 AM, VERY LITTLE SILENCE COULD BE ASSURED.

MY PEDIATRICIAN IN HOUSTON SAID MY CHILDREN WOULDN'T BE PRONE TO EAR INFECTIONS WHEN THEY WERE OLDER, THAT THE

AO-47 EAR DRUM WOULD GROW STRONGER. HOW ARE WE TO PROTECT INFANTS AND YOUNG CHILDREN FROM FLIGHTS AS LOW AS 200 FEET WITH SOUNDS HITTING 120 DECIBELS?

TOWARD THE END OF APRIL 1999, THREE AIR FORCE BOMBERS FLEW AT 300 FEET OVER MY HOUSE ON TWO PEAKS (TAOS COUNTY). THE

000636

SOUND AND VISUAL INVASION WAS DISTURBING.

RATHER THAN INCREASING OVERFLIGHTS IN NORTHERN NEW MEXICO, I THINK CURRENT FLIGHTS SHOULD BE REVIEWED AND REDUCED BY THE AIR FORCE.

CONSIDERING THE SAD PROSPECTS AFOREMENTIONED, I WOULD CALL PLAN D OF R.B.T.I. A POTENTIAL "OUTRAGE TO THE EAR DRUMS" WITH PERMANENT DAMAGE AS SERIOUS AS BULLET WOUNDS.

LOSS OF SLEEP IS ANOTHER LARGE FACTOR IN THIS IMPOSSIBLE, UNWORKABLE, INHUMANE BATTERY OF OFFENSES OFFERED TO US IN ALTERNATIVE D.

"I SAY SCRAP IT."

SINCERELY YOURS,

Jane Tate

JANE TATE, M.E.D. - E.M.R.
SPECIAL EDUCATION

000637

Scoutmaster, Troop 419

Crockett, Texas

May 30, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to express my concern with the Air Force's Realistic Bomber Training Initiative (RBTI) plan for northern New Mexico and the effect it will have on the Boy Scouts of America's Philmont Scout Ranch located near Cimarron.

If you are not familiar with Philmont, it is over 127,000 acres of mostly wilderness in the Sange de Cristo mountains in northeastern New Mexico. At any time during the summer there are between 5,000 and 6,000 people in the camp either backpacking, at the base camp or at the Philmont Training Center. In a typical year, over 30,000 people will enjoy a Philmont experience of some type.

For over 60 years Philmont has been considered the "crown jewel" of scout camps. My family and I had the privilege to visit Philmont in 1997. While I attended an outdoor training course, my wife and two sons attended a program designed specifically for them. The Philmont experience exemplifies the true meaning of scouting. It was an experience we'll never forget.

The Air Force is considering four sites for its RBTI which involve low flying B-52s and B-1s. Alternative D traverses Philmont Scout Ranch.

One of my concerns is for the over 3,000 campers in Philmont's back country every day in the summer. These campers are engaged in rock climbing and repelling, backpacking and camping in the mountainous wilderness, and horse back riding. Philmont is a physically demanding program. A low flying bomber would at the least provide a rude awakening to weary campers.

Another concern is for the preservation of the wilderness experience. There are few places where young people can experience true wilderness, away from the distractions of the modern world. Philmont is one of those few places.

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I do not protest RBTI since it is a valuable program. One might only turn on the news to recognize the importance of military preparedness with increasing world tensions. My only concern is with the proposed route over Philmont.

Thank you for your consideration in this matter.

Very truly yours,

John L. Walker

John. L. Walker
Scoutmaster Troop 419

000638

CASE
ENGINEERING, INC.

Mechanical Electrical
Plumbing Fire Protection

May 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Forces proposed Alternative D would establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a Scouter, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaging in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect of that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and

St. Louis, MO

000638

burros. The disruptive effects of noisy bomber flights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 20,000 foot range. Philmont has a tremendous fuel load of dead trees and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Darrell R. Case

Darrell R. Case,
Eagle Scout,
President, Case Engineering, Inc.

000639

May 31, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.
Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a Scouter, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaging in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a

000639

unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect of that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 20,000 foot range. Philmont has a tremendous fuel load of dead trees and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. Many of the men who now serve in this country's armed forces had their attitudes shaped by the Scouting program in general and Philmont in particular. By damaging the wilderness experience at Philmont, the US Air Force may be inadvertently putting its own future supply of qualified, dedicated young men in jeopardy. Philmont deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Roger K. Pihlaja

Roger K. Pihlaja
Scoutmaster Boy Scout Troop 776

Sanford, MI

000640

Orlando, FL
May 31, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The proposed Air Force Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont camper and staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

000640

As the mother of a future scout, I hope the same pristine beauty and wonderful growth experience that I shared with my father will still be available to share with my son. In this time of uncertainty and unrest with our youth, especially in our schools, we need to do everything we can to promote family values and understanding. We should protect any resource we have that teaches these ideals; not destroy them, or render them useless.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Mrs Stacey Locke

Mrs. Stacey L. Locke

000641

Gregory J. Hobbs, Jr.

Denver, Colorado

Re: Alternative D, RBTI

Major Brent Adams, RBTI EIS Project Manager
Hq ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, Va 23665-2769

Dear Major Adams:

BR-6

The draft environmental impact statement for the Realistic Bomber Training Initiative is surely defective in not reflecting the environmental and human impacts of Alternative D.

Philmont Scout Ranch is unique in its mission to preserve, as high adventure wilderness, a non-government owned magnificent stretch of western geography dedicated to leadership development of America's young people through the Scouting program.

The United States preserves wilderness areas to free vestiges of wild America from the intrusion of human impacts. No doubt the proposed alternative flight paths, rightfully, avoid these areas; for it is difficult to imagine a more invasive intrusion into the wilderness experience than bomber training runs.

How ironic and unconscionable, then, for the United States to propose invasion of the tranquility of the Philmont Country and destruction of its leadership development role!

Since the late 1930s, almost a million young people and their adult leaders have experienced the joy of camping, hiking, horseback riding, and learning first hand about America's great western natural and historical heritage in the Sangre de Christo Range between Cimarron and Taos, New Mexico.

000641

We who have been to Philmont will always treasure every moment we were privileged to breathe its crystal air, to hear its waters sing, to learn of our Native American, Spanish, French, and Anglo ancestors, to experience rock climbing, horseback riding, wilderness survival skills, to be thankful for the opportunity and watchfulness of our country.

Those whom the United States will deprive of this experience are our children and grandchildren who have the greatest need to learn respect for each other, for the land, and for their obligation to make good choices for those who will follow.

Training our pilots is crucial to America, so is the training of those who must pilot our nation's destiny in every other walk of life. Those who would walk Philmont in peace and preparation now need the country's protection for this endeavor of the body and the spirit.

Please look to your science and your wisdom. Alternative D is fatally defective. It should be withdrawn immediately.

Sincerely,

Gregory J. Hobbs, Jr.

000642

June 1, 1999

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews St. Suite #102
Langley AFB, VA 23665-2769

Re: RBTI Proposed Alternative C - Texon

Dear Major Adams,

My husband and I have several reasons opposing the above RBTI - Texon.

We have cattle, sheep and goats grazing on land in the proposed area. In gathering the livestock to spray, shear, mark, or etc., we drive them several miles to the pens. Some jets (green or grey) have been flying very low for several years and the noise does interfere with the gathering and working.

BR-3

Also, we have hunting leases on the land and the noise of from the jets do have a

BR-4

-2-

000642

negative effect to the hunters.

The competition of air space is another concern as to the cloud-seeding planes.

Rain is vital to our economy. During drought, the cloud seeding is very important to us.

BR-2

Please consider our concerns. We know that you will try to do the right thing for us.

Sincerely.

Imogene & Charles Jackson

Big Fake, Tx.

000643

Tahoka, TX.
6/1/99

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews St Suite 102
Langley A.F.B Va. 23665-2769

Dear Major Adams:

In regard To the low flying Bombers The Air Force is determined To force on this eight County Area, My plea to you Please Save Our Economy "Stop The Bombers" The quality of life as we know it would be devastated.

I might add Sandhill Cranes fly To our fields by The hundreds, even thousands. To feed in grain fields, wheat fields etc. Their being here would be a hazzard To those expensive bombers, do Our young pilots Care That Tax payer Monies Are hard To have To pay. ?? I Think not.

AO-19

If you Took Time To listen To The Testimonies. given by ranchers, farmers, Teachers. Concernied parents & grandparents. & you listened with your heart. you will hear Our Cry. The report mentioned was Taped at the Snyder TX. Meeting. April 7, 1999

Thank you for your help.

Lahrue Fippit

Tahoka, TX.

Lynn Co. Texas

MARK YOUR CALENDARS!

000643

YOU NEED TO BE HERE!

What:
Public Hearing -The USAF will be holding a hearing on the proposed establishment of the low-level B-1 and B-52 bomber training site over our property.

When:
Wednesday, April 7th 5:00 – 9:00 p.m.

Note:
This is the only hearing in our area.

Where:
Snyder High School – located at 3801 Austin Avenue in Snyder

Attending the public hearing is the primary way for you to let the USAF know that you are concerned about the proposed Realistic Bomber Training Initiative. The Air Force uses the attendance as an indicator of the level of opposition. The initial hearing last winter was not publicized and attendance was poor. **Don't let them think we don't care!** Come to the meeting with your concerns about how this will impact you and your land. We need to let them know we are opposed to the concept of turning our backyard into a bomber training ground. **DON'T ASSUME SOMEONE ELSE WILL BE THERE. LET YOUR FRIENDS AND NEIGHBORS KNOW HOW IMPORTANT IT IS FOR EVERYONE TO ATTEND!**

The USAF is proposing the establishment of RBTI over the eight county area -- Borden, Dawson, Fisher, Garza, Lynn, Kent, Scurry and Stonewall counties.. Our land will become one of the most active training grounds for the B-1 and B-52 bombers in the country. The USAF could fly as many as 15 to 25 missions in the training site daily. These flights will start out at 3,000 feet. However, we suspect that flights as low as 500 feet are likely in the future. **This is not just another training area. It will turn our land into one of the major bomber training sites in the country!**

The RBTI will significantly impact the local economy and our way of living.

- This activity will essentially eliminate hunting in the area, costing us an estimated tens of millions of dollars in lost sales at stores, motels, restaurants and hunting leases.
- Medical studies have demonstrated the harmful effects of jet noise, including the startle effect on humans. Livestock are also startled by the noise.
- Land values will drop! The economic impact will hit all parts of our economy in the end.
- Lost tax revenues for our schools.

INVEST AN EVENING AND SAVE OUR ECONOMY

H.E.P.A. Inc.

Sonic boom shakes city

By ELIZABETH LANGTON
Avalanche-Journal

A deafening boom about 4:15 p.m. Friday rattled windows from Slaton to Post, South Lubbock County and Abernathy, sending a flood of calls to emergency agencies.

The sound was a sonic boom, according to reports from the Federal Aviation Administration to Lubbock police and the National Weather Service.

The FAA reported a B-1 bomber caused the noise, police said. The plane's origin could not be determined.

A few buildings sustained broken glass and dislodged signs, but the Lubbock Fire Department and the Lubbock County Sheriff's Office received no reports of major damage.

The rumor going around this area, The Pilots in Two B1 Bombers have been racing to make these Sonic booms.

000643

Sonic boom caused by B1 bomber causes stir in Lubbock neighborhoods

Continued from Page One

"The phones lit up," a fire dispatcher said. "We got calls from all over town. It was pretty hairy there for about 10 or 15 minutes."

South Lubbock resident Corinne Lawson said people in her neighborhood came running outside after the noise.

"That hit, and it shook my car," she said. "My friend told me it nearly knocked her phone out of the wall."

As a plane flies, it pushes sound waves out in all directions at speed of sound, about 740 mph.

Like a boat's wake, People on the ground hear a noise like thunder as the shock wave rolls by, according to YES Magazine, Canada's science magazine for kids.

The shock wave follows the plane at a shock wave.

Elizabeth Langton can be contacted at 766-8795 or elangton@avalanchet.net

000644

Lumberton, TX
May 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6

I am writing to request your support in opposing the selection of Alternative D under the Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I am very concerned about the impact of the of the Air Force's proposal on the health and safety of Scouts attending Philmont and the effects on the ranch itself.

On any given day in the summer, as many as 5,000 Boy Scouts and adult leaders will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain tail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders lumberers, and cowboys, are obvious.

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Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel creates the potential for a serious fire that would endanger many lives. The possibility of a crash, however remote, is not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Ron Sims

Ron Sims

000645

Utah National Parks Council
BOY SCOUTS OF AMERICA

Provo, Utah

June 2, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some of them as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood for distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history

000645

programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000–12,000 foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than 60 years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Thomas C. Powell
Scout Executive

000645

Ten Points for Opposition to RBTI Alternative D (over Philmont)

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered,. Philmont provides trail rides or pack trips for 5600 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson / Maxwell Abreu houses at Rayado and the Villa Philmonte.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U S Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

David M. Posey, M.D.
– Redondo Beach, CA

000646

June 3, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: Opposition to Realistic Bomber Training Initiative (RBTI), Alternative D, over Philmont Scout Ranch, Colfax County, New Mexico

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. The increased noise levels will not only ruin the wilderness experience, but will interfere with Philmont's staff trying to provide safety instruction to rock climbers, spar pole climbers, rifle range shooters, and horseback riders. The noise level of a B-52 at 300 feet is 170 decibels, and the high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above the ground will be greater than being near a chain saw or a diesel train.

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont. Each day, several hundred of them will be engaged in activities such as rock climbing, rappelling, spar pole climbing, mountain horseback activities, and rifle shooting. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to spook and bolt. It will only be a matter of time before Philmont experiences a serious injury and/or death due to a fallen climber or rider being thrown from or dragged by a startled horse. In addition, the EIS fails to mention any impact of fly-overs on Philmont's two national historic sites, the Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

000646

Major Brent Adams
June 3, 1999
Page 2

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitats. The military training route described in Alternative D will affect such endangered species as the bald eagle, the peregrine falcon, and the Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys are obvious, but no one has investigated the cumulative effects of planned noise levels and vibrations on the hundreds of abandoned and the two active gold and silver mines on the Philmont Scout Ranch. Here again, the continued long-term effect of low-level vibrations could possibly cause a mine to collapse with large numbers of Scouts suffering serious injury and/or death.

Most of Philmont is mountainous, with many peaks in the 10,000 to 12,000 foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts, and a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch and the surrounding mountainous terrain.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June, and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff, or Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is a national treasure and is the largest and most famous Scout camp in the world. Every year it provides a wilderness camping experience for thousands of Scouts, America's future leaders. This experience must be preserved, especially since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year. Philmont is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Very truly yours,

DAVID M. POSEY, M.D.

DMP:ns/033

000647

May 22, 1999

Colonel Lee C. Bauer or Major Brent Adams

Thank you for your letter on behalf of the Secretary of the Air Force.

I strongly disagree with your statement in paragraph 2 "... RBTI will ultimately save the taxpayers money." Staying in Texas will save the taxpayers money & re-locating the bombers to a less closer to your existing "practice areas." Please remember that the thousands of people living in Northern New Mexico are taxpayers also. RBTI will ruin our fragile tourist economy, not to mention a quality of life held dear for generations.

BR-4

It is clear from our elected officials that this is the least desireable of your 4 choices. Follow that.

Suzanne Bath

000648

Date 6-4-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I have about 300 boats + Canoes at about 10 different Places in about 5 to 7 mile radius. I have a friend with a small Plane that every time he comes over, if the boats are 1/2 mi from the shore, they run all the way home to get in the Barn. These are Reg. or subject to Registration with boats + Boat boats. This is about 16 years of Breeding, some of these boats I Paid $500 each for, I don't think my Cows would go through the fences but I think the boats will.

BR-3

Sincerely yours: J.C. Sibbles
(Signature)

Name: J.C. Sibbles

Address:

City/State/Zip Post Texas 79356

000649

The University of Kansas Medical Center

School of Medicine
Department of Rehabilitation Medicine
June 1, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AF, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to obtain your support in opposing the proposal to allow USAF training flights over Philmont Scout Ranch - Alternative D of the proposed realistic bomber training initiative (RBTI).

Philmont, in NE new Mexico, is a 137,000 acre high adventure facility of the Boy Scouts of America. Each summer over 20,000 scouts and their leaders engage in back-packing and camping in a mountainous area for an experience unmatched anywhere in the US - or even in the world - because we have many international visitors. Philmont has even served as a training experience for many in the Air Force Academy in Colorado Springs.

As a physician who has spent many summers at Philmont, I have great concern over the health, safety and welfare of those enjoying this unique wilderness experience if the planned 2600 flights a year of Alternative D of the RBTI should occur over Philmont.

My concerns can be summarized as follows:

1. Scouts riding horses,, climbing spar poles, rock-climbing or rapelling may suffer serious falls or injuries if distracted by the sudden noise of jets flying overhead - especially if some are at low altitudes.
2. Unburned jet fuel discharged from aircraft in an area where there are camp stoves and many tinder-like dead trees and brush may start fires.
3. Danger of plane crashes in the mountains is ever present and could cause great damage to the wilderness and cause forest fires.
4. Aircraft noise cannot help but have a harmful effect on the wildlife that many hikers expect in the wilderness as well as affecting the behavior of many domestic animals such as horses, cattle and the herds of bison that roam part of the ranch.
5. The noise level of low flying planes will ruin the camping experience for many who come to escape urban noise and confusion and will interfere with educational sessions that will be repeatedly interrupted by obnoxious sounds from aeroplanes.
6.

By advocating a different alternative for the RBTI you can help assure that thousands of American youth will continue to enjoy invaluable wilderness adventures at Philmont - experiences which will be irretrievably lost if aircraft are almost constantly overhead during the camping season. Please express your opposition to Alternative D to the secretary of the Air Force and other defense officials involved in this decision before the end of June when public comment ends. For further information you can contact Chief of Staff, Greg Dodd, of Congressman Ed Pease of Indiana.

Philmont is the most famous scout camp in the world: a national treasure that has affected the lives of hundreds of thousands of youth for more than sixty years. This proposal by the Air Force is truly a crisis for this facility, which deserves and demands our protection. Thanks for seeing that Alternative D is not selected.

Sincerely,

John B. Redford, M.D.
Distinguished Professor
Department of Rehabilitation Medicine

JBR:lb

Kansas City, Kansas

000650

G. C. McCrary — **McCrary, Ltd**
McCrary & Franklin, Inc. — E. A. Franklin Estate
Post, TX

2 June 1999

Major Brent Adams
RBTI EIS Project Mgr
HQ AC/CEVP
129 Andrews St., Ste 102
Langley, AFB, VA 23665-2769

Dear Major Adams:

TY Many people in our immediate West Texas area are concerned about the possibilities of low level bombing test runs. The impact for people and animals will be significant. It is imperative that Garza County, Texas and the immediate area ***not*** be included in your expanded program.

Sincerely,

Giles C. McCrary

GCM:jl

RBTI Letter — Page 1 of 1

000651

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapeling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI wil have a damaging effect upon botn the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, i seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Major, over twenty years ago I was privileged to spend part of my summer at Philmont. I think it is one of the most beautiful places on earth. It must be preserved as a true wilderness area.

Very Truly yours,
John Morris

Date June 4, 1999

000652

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

As an employee of a family that owns and operates a 35,000 acre plus cattle ranch in Lamesa, Texas, I am kept apprised of the many medical and environmental problems that can affect the development of a good calf crop.

BR-4 I feel, therefore, that the low level flying planes will definitely have a negative impact on the cattle industry in the designated area.

My main question is: If the government already owns many acres of

PD-7 uninhabited land not that far away from the proposed area, why does it have to do the testing over privately owned land? Are you proposing to do the testing over privately owned land just because it's convenient for the Air Force and "Just Because You Can"? Where is the regard for any lasting effects?

I think the government needs to rethink the proposal and come up with a more favorable solution.

Sincerely yours: Marguerite E. Hooper
(Signature)

Name: Marguerite E. Hooper

Address:

City/Sate/Zip Fort Worth, Texas

Date JUNE 2, 1999

000653

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer -- Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

ON WEINESDAY, APRIL 7, 1999, I WAS IN ATTENDANCE AT THE SNYDER HIGH SCHOOL IN SNYDER, TEXAS AT THE MEETING AS A MEMBER OF H.E.P.A. AND IN OPPOSITION TO RBTI, LANCER-OPTION B M.O.A. IN THE DEIS. MY GREAT GRANDFATHER, COL. C.C. SLAUGHTER, A PIONEER CATTLEMAN, RANCHER OWNED CONSIDERABLE ACREAGE IN WEST TEXAS INCLUDING LAMESA, TEXAS, WHICH OUR FAMILY HAS HELD FOR NEARLY A 150 YEARS. NOT ONLY DO WE OWN IT, BUT WE OPERATE THE LAND (35,000 ACRES PLUS)WITH A 1000 COW/CALF UNIT HERD. I HAVE TAKEN THE RANCH MANAGEMENT COURSE AT T.C.U. IN FT. WORTH, TEXAS,

BR-3 AND I AM VERY AWARE OF THE DAMAGE WHICH WILL BE DONE TO OUR CATTLE SHOULD LOW FLYING AIRCRAFT FLY OVER OUR LAND-IN THAT MILK IN MOTHER COWS BECOMES SOUR, NOT TO MENTION THE BREEDING PROCESS

BR-4 THAT WOULD BE IMPAIRED. HUNTING WILL SUFFER, AS WELL, WHICH HAS BECOME A BUSINESS DUE TO THE DEPRESSED CATTLE INDUSTRY. PROPERTY VALUE HAS NOT BEEN ADDRESSED IN DEIS, NOR HAS THE NOISE LEVEL, EFFECT ON OUR PROPERTY OR THAT OF OUR NEIGHBORS IN YOUR PROPOSED AREA; IN SHORT, NO ONE HAS VISITED OUR PROPERTY OR AREA FOR ANY KIND OF STUDY. WE HAVE DONE STUDIES, WHICH HAVE BROUGHT TO OUR ATTENTION THE FACT THAT THE GOVERNMENT OWNS UNINHABITED LANDS NOT TOO FAR AWAY THAT WOULD NOT HAVE THE DETRIMENTAL EFFECT NOR OPPOSITION THAT YOUR PROPOSED FLIGHT COUNTY AREA DOES. A FEW OF US HAVE EVEN SPOKEN TO GENERAL JOHN T. CHAIN ABOUT YOUR PROPOSAL AND HE UNDERSTANDS OUR CONCERNS.

Sincerely yours, Patricia Dean Boswell McCall
(Signature)

Name: MRS. CLYDE S. McCALL, JR. (PATRICIA DEAN BOSWELL)

Address:

City/Sate/Zip FORT WORTH, TEXAS

cc: GEN. JOHN T. CHAIN, JR.
MR. BUSTER WELCH
MR. JOHN P. BOSWELL
MR. JOHN F. OUDT

Date JUNE 4, 1999

000654

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

FOR THE LAST 18 YEARS I HAVE BEEN EMPLOYED BY THE FAMILY THAT OWNS AND OPERATES A 35,000 ACRE CATTLE RANCH IN LAMESA, TEXAS.

MY GRANDFATHER, JOE RISCKY, STARTED A LOCAL BARBECUE BUSINESS IN 1927 IN FT. WORTH. THAT BUSINESS HAS EXPANDED INTO 5 AREA STORES TODAY. THE FAMILY HAS ALWAYS PRIDED ITSELF IN QUALITY **BEEF.** IF YOU DO LOW LEVEL

BR-4 FLYING OVER AN AREA WHERE CATTLE ARE RAISED, THIS WILL CERTAINLY EFFECT THE CATTLE ON THIS LAND.

THE GOVERNMENT OWNS UNINHABITED LANDS THAT WOULD NOT EFFECT ANY RANCHER

PD-7 OR CATTLE OPERATIONS. **WHY** DOES THE GOVERNMENT FEEL IT'S NECESSARY TO DO THIS OVER **PRIVATE** LAND, JUST BECAUSE YOU CAN? WHAT EFFECTS THE RANCHER FLOWS DOWN TO LOCAL CONSUMERS - **OR DO YOU CARE?**

Sincerely yours,
(Signature) Jody Riscky Burkhalter

Name: JODY RISCKY BURKHALTER

Address:

City/Sate/Zip FT. WORTH, TEXAS

000655

Snyder, TX
June 3, 1999

United States Air Force
Attn: Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVO
129 Andrews St., Suite 102
Langley AFT VA 23665-2769

As a member of HEPA, an 80 year old widow still working to pay my fair share to support myself, my family, my community and my Nation, I think I have a right to protest the threat to our rights as private property owners

I am again voicing my opposition to the proposal that the Airforce establish the Realistic Bomber Training Initiative over the 8 county area in which my family and I own agricultural land and homes which we have worked a lifetime to accumulate. Such a training program as is being proposed could well destroy our means of livlihood, endanger our lives, destroy the economy and our environment.

As you well know, since 1980, USAF Regulations have been in violation of The National Environmental Act (NEPA), The Clean Air Act and the Freedom of Information Act.

BR-5 When flying at 500 ft. above ground level the DoD Air Forces are flying on Populated Private Property. They are trespassing.

Each time Military Aircraft engines are started, there is a Negative Impact to the National Environment, no matter where they fly. The National Environment Policy requires Populated Private Property to be considered as part of the Human Environment.

This Negative Environmental Impact is composed of excessive noise that can deafen and chemical pollutants that can kill! Harm to livestock, wild-life , plant life, etc., etc.

Probably the most important aspect of all the negatives could be killing the morale of multigenerations of families who have tended the soil through drouths, depressions, tornadoes, hails, floods, pestilences etc. in an effort to produce food to help feed the world.

I understand there are federally owned lands with sparse or no population where the Air Force training can be conducted without impacting so many good, tax paying citizens.

Respectfully,

LSCLFarm Partnership
Lois B. Leech
Lois B. Leech, Senior Partner

CC: Charles Stenholm
CC: Phil Gramm
CC: Kay Bailey Hutchison
CC: David Counts

000656

June 4, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

Re: RBTI - Realistic Bomber Training Initiative

BR-6 I have been following the progress of the RBTI process for several months now. I have family that lives directly in the flight path of Alternative D, and am a frequent visitor to the Philmont Scout Ranch. As such, I am very concerned about the outcome of this initiative.

Over the past several months, I have expressed my concerns about RBTI to Senators Warner, Binghaman, Voinovich and DeWine, as well as to Representatives LaTourette, Pease and Hastert. I have asked each of them to forward on my concerns to you and hopefully they have.

I have also spent considerable time talking to friends and family members about this initiative. Unfortunately, the biggest problem I have encountered is getting people (including members of my own family) to believe that RBTI is not another "urban legend." I do have to admit, the thought that the USAF would even consider conducting low-altitude bomber training runs over a busy Boy Scout camp does sound a bit unbelievable. Once I convince them that this is actually being seriously considered, their reaction is typically "that would be a real bad thing."

I tend to look at things very logically. When I first heard that Alternative D included the vast majority of Philmont, logic told me that this was a very bad idea. I have no quarrel with the USAF's need to conduct this training, however, I have serious concerns regarding the saftey of the thousands of Boy Scouts who work so hard to get to Philmont. Since it appears that there are two alternatives that meet the USAF's training requirements (and don't involve training over a busy Boy Scout camp), I would encourage you to not select Alternative D. I would hope that the outcry you have heard from other Scouters would indicate that there are people all over the country who strongly oppose Alternative D.

I appreciate your time, and will anxiously await the final decision on this issue.

Sincerely,
Kevin M. Caine
Kevin M. Caine

Solon, Ohio

000657

BR-6 Dear Major Brent Adams,

I am an active member of the Boy Scouts of America and I am writing because I oppose the USAF's proposed Realistic Bomber Training Initiative involving low flying B-52s and B-1s.The RBTI will take place over Philmont Scout Ranch in northeastern New Mexico's Colfax County.Philmont is a 137,000 acre backpacking and training Facility of the BSA.Daily several hundred are involved in some sort of mountain climbing or horseback riding.The tremendous sound of the jets could distract the climber or startle the horse, therefore resulting in injury or even death.The jets would take away from Philmonts secludedness.The jets would damage the enviroment greatly and with all the dead trees in parts a plane crash could ignite a forest fire that could not be controlled.For these reasons I ask that you change the site for the RBTI to a less populated one and help keep Philmont the way it has been for over 60 years.

Sincerely,
Eric Purcell
Troop 405

000658

Date 5-31-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY

MY PROPETY IS NORTH OF DUBLE MOUNT. I AM SURE THEY WILL USE THE MOUNTAINS FOR FLIGHT PATTERN. THEY DID WHEN THEY TESTED HERE BEFORE. THEY FLEW REAL LOW UNTILL THEY DROPED ONE BOMB ON A RANCH. THIS WAS ABOUT 10 I AM AT THE AGE I MIGHT HAVE TO SELL MY PROPERTY. THE MAN I AM DEALING WITH DONT KNOW IT IF THEY ARE GOING TO TEST OVER IT. HE WANTS TO MAKE A GAME PLACE OUT OF IT. MANY THANK FOR YOUR HELP

Sincerely yours: L.D. Trammell
(Signature)

Name: L. D TRAMMELL

Address:

City/Sate/Zip ASPERMONT, TEX

000659

Date 6/4/99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4

The 1. The effect of on our property value.
2. The noise level.
3. The effect on hunting & our wildlife.
4. The effect on our ability to operate without any changes

Sincerely yours: Eddie Ecke
(Signature)

Name: Eddie Ecke

Address:

City/Sate/Zip Snyder, Tx

000660

June 1, 1999

Virgie Green

Snyder, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) are as follows:

I am opposed to the Realistic Bomber Training that the Air Force is proposing to do in this eight-county area. My concern is the impact it will have on the community. It will change our lives significantly. The noise is something I and no one else would like to hear everyday. The planes coming over your home not knowing if maybe they will hit your house. I know they fly lower than 3,000 feet at times. All this is going to do is

BR-3

cause unnecessary hardship on everybody that lives in this area. All the animals will be scared to death, and at times right now, when the planes come over they are running all over the place. People don't want their land value going down because of this. Hopefully, you can find another site for the RBTI.

Sincerely yours,
Virgie Green

Virgie Green

Snyder, TX

000661

Date 6/2/99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3

Stress on my cattle especially during calving season.

BR-4

Our wild life are used to peace & quite. This will effect our hunters. Some hunters have said they will go else where if your Jets start flying over us.

I would like your pilots to be riding a young horse when Air Force planes come flying low over the pasture and cause them to get bucked off as I have.

Sincerely yours: Bruce R Hill
(Signature)

Name: Bruce R Hill

Address:

City/Sate/Zip Post Tex

000662

May 31, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews St., Ste. 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Scout leader, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Barbara Gleason (Mrs.)

Detroit, MI

BSA Troop 1627
BSA Venture Crew 1338

000663

25 May 1999

Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternate D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternate D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness and Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont.I have serious concerns about the impact of the Air Force's proposal on the health and safety of the scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself. Also, consider the impact such flights would have on a "wilderness" experience.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling , spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse). Eventually, critical verbal directions from an instructor may not be received by a inexperienced individual with possible devastating results.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from low flying bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont,s famous living history programs, in which Scouts experience the lifestyles of the old West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Unburned Jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route than Alternate D. I ask that you express your opposition to Alternate D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made later this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternate D is not selected.

Sincerely,

Elizabeth A. Pitts

Harpers Ferry WV

000664

June 1, 1999

Dear Major Adams,

BR-6 I would like to request your support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. I backpacked through Philmont as a Boy Scout three different summers, and I loved the natural environment there so much that I applied for and served on the seasonal staff for three summers. I believe RBTI is very important but that it should not cross over Philmont Scout Ranch. As a former staff member I can personally testify that the distractions of low flying planes can and will cause a number of problems.

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries.

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

David Reasoner

000665

June 2, 1999
wednesday

major Brent Adams:

TY I, Bertha Gilbert
270 Ave D.
Snyder, Tx 79549
Scurry County
am very much opposed to the air force's low-level flight training over Scurry County and adjoining counties.

Again let me state that I am not in favor of this training taking place over our Scurry County.

Respectfully,
Bertha Gilbert

Pat J. Porter

000666

Big Spring, Tx

June 1, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer - Option B in the DEIS.

BR-4 I live in Borden County and have a small holding left to me and my daughters by their father when he died. Since the weather conditions have not been conducive to raising cattle for several years , I have been trying to develop our little spread for hunting. If we start to have the noise factor illustrated at the Snyder meeting, I will not be able to make a living by this means either. In addition to not being able to make a living, my quality of life, namely the peace and solitude we now enjoy, will no longer exist.

I am also concerned that my property values will drop leaving my children with even less opportunity to make a living off this land which has been in our family for four generations.

It bothers me considerably that no studies were actually made on any of the land in question concerning the issues in your DEIS. How can you make an educated decision without being aware of the real impact?

Rather than having a negative impact on the people of eight rural counties, can we not maintain the status quo and let the Air Force continue to train in the place and using the methods which have obviously been very successful in the past? As the old saying goes, "if it isn't broken, don't fix it".

Your attention to this matter is appreciated and I hope that you will not set the RBTI in the Lancer area.

Sincerely,

Pat J. Porter

PJP;pp

Cc: Congressman Charlie Stenholm,

000667

James M. Emery

Highland, Michigan

Sunday, May 30, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, VA 23665-2769

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D would establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a Scouter, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level lights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaging in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect of that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 20,000 foot range. Philmont has a tremendous fuel load of dead trees and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

James M. Emery

Date 6-1-99

000668

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

PD-7 I Believe the Air Force Should Fly Over Areas that they Already own.

I don't believe enough research was done on

BR-4 the impact that this training would have on my Ranching Operation, Or how it will affect the Property values of my land. We are already fighting enough negative forces right now (drought, depressed prices, ect) we don't need anything else working against us. Also hunting has become very important as a source of income and the planes will definately have a bad impact on the wildlife. No One will be will to pay me to sit in a Deer Blind with Airplane flying Over.

Sincerely yours: Jim Hecht
(Signature)

Name: Jim Hecht

Address:

City/Sate/Zip Hapermont Tex

Date 6-1-99

000669

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I am Very much against to the low-flying bombers over my ranch.

BR-3 I have seen what it does to cattle & horses. Please reconsider your Routes.

Sincerely yours: Juanita Hart
(Signature)

Name: Juanita Hart

Address:

City/Sate/Zip Burleigh, Texas

000670

6-3-99

TY

Dear Sir:

This correspondence is to let you know that I am very much against planes flying over, in or around Snyder and Scurry County, as I'm sure everyone against your plan. (Just hope they will all let you know by taking the time to write.) The people in this small town and surrounding territory never have anything great — in fact, were completely forgotten until something bad — such as your plan — comes along! I could go on and on — but won't.

Just take your plan to the cities and country-side around them.

Ann Lane

000671

TY

To Whom It May Concern

We don't want the Air Force going over Our house please because one come over our a few days ago I must say it was 3 And it like to have scared me to death. I don't feel well Anyway at this time. So if I am taking a Nap And if You all That Noise if Sure would scare ~~me~~ my So please don't do that

Thanks the Steel Family

000672

Date 6-3 3 JUNE, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4

THE EFFECT ON PROPERTY VALUES HAS NOT BEEN ADEQUATELY ADDRESSED IN THE DEIS. DISTURBANCES AND DESRUPTIONS CAUSED BY THE RBTI COULD NOT BE ANYTHING BUT A NEGATIVE INFLUENCE.

HUNTING LEASES HAVE BECOME A SUBSTANTIAL PART OF MY RANCH INCOME AND DISTURBANCES OF THE TYPE EXPECTED WOULD EFFECTIVELY ELIMINATE THIS INCOME.

I RESENT BEING CALLED UNPATRIOTIC BY ANYONE "KNOW IT ALLS" WHO HAVE NEVER EXPERIENCED RANCH LIFE. I AM A VETERAN AND HAVE THE UTMOST RESPECT FOR ALL THE MILITARY FORCES, I ONLY ASK THAT THEY RETURN IT TO ME —

Sincerely yours: Joe D. Burk – Frances Burk
(Signature)

Name: MR & MRS JOE D. BURK

Address: ROTAN, TEXAS

City/Sate/Zip

000673

Date June 4, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

Dear Major

I am writing you a few lines concerning the planes flying over our farm and ranch. In scurry county it is very hard to live. Fees & payout Taxes. Nothing we have for market to sell is cattle and they are so cheap. It makes me so thankful for our quite country.

We recall back a few years and this we saw with our own eyes. A Plane came over our place. It was a awful noise. our cows started running We just knew they would be in Fields wells which is north of our place. It scared them that took us plenty Please help us to keep what we have it is our living. Sure beats us we are, Ha

BR-3

Sincerely yours: Marguerite Steel
(Signature)

Name: W. T & Marguerite Steel

Address:

City/Sate/Zip Snyder, Texas

Bobby McGough
Aspermont, TX

000674

Major Brent Adams
RBTI Project Manager
Hq ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Va 23665-2769

Dear Mr. Adams,

This letter is to express my disappointment in the Draft EIS concerning proposed airspace use for RBTI.

BR-4 The studies and data of economic damage to our area is deficient. Wildlife and outdoor nature watching is becoming a major supplement to our economic viability. - The impact of aircraft and noise generation was not addressed.

BI-1 Moreover, White tailed deer, one of our game animals was not even listed as a subject/resident of the area. I can assure you the white tails are here.

BR-1 As best I can read the technical discussion of noise generation - our area (rural and void of industrial development) was analyzed in comparison to an urban area. - This simply isn't a fair or equitable analysis.

Please do a complete credible study before proceeding.

Bobby McGough

000675

June 3, 1999

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665 -2769

Dear Major Adams:

My wife has already written to you concerning our feelings about the proposed training of bombers in our area. As she stated, our quality of life will be greatly compromised if this comes about. We left the Houston area to be in a place where when I retire in a few years, we can enjoy our life and live in the peace and quiet of a small town, with small town ideals. Your proposal will not allow any Peace and Quiet, to say the very least, it will totally disrupt everything in this area from basic everyday living, to crops, cattle market, hunting, and water sports, just to mention a few.

BR-4 The bomber training proposal will also greatly effect property values which are already taking a nosedive due to the Oil Business, or lack of.

I think the Air Force should consider using Federal Lands which are uninhabited for their training manuevers and leave small towns of this area to continue in the lifestyle to which they are accustomed. Thank you.

Sincerely yours,

C.R. Tylich

C. R. Tylich

Snyder, Tx.

cc: H.E.P.A., Inc.

Date JUNE 3, 1999

000676

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3 I live on a ranch in the area you are planning to use for war games. I work with livestock (cattle) and do not believe you have properly addressed the noise effect on both these animals and the wildlife that inhabit this area.

I do not think that anyone involved with this study has even the slightest idea of the life style and environment they are planning to disturb.

We only want to be left alone in the peace and quiet that is rural West Texas

Sincerely yours: Antonio Rocha
(Signature)

Name: ANTONIO ROCHA

Address:

City/Sate/Zip ROTAN, TEXAS

Date June 4, 1999

000677

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY I do not want the Air Force using my area for a training area because of experience in the past. I and my family experienced a Air Force training plane crashing within 150 ft of our family home one (1) mile east of Dunn Texas. The pilot was killed and the resulting damage was great. It almost took an act of congress to get the actual damage repaired. There was no extra, just actual Compensation for damage. With the help of our Congressman George Mahon the repair was carried out. Do I want any more of the same? I Think Not.

Sincerely yours: Charles Goodlett
(Signature)

Name: Charles Goodlett

Address:

City/Sate/Zip DUNN TEXAS

000678

Brooklyn, NY

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

David W. Liebmann
Philmont Staff 1987 - 1991

000679

Colorado Springs, CO
2 June 1999

Maj Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Maj Adams,

BR-6 I am writing to request your firm opposition to Alternative D under the Air Force's proposed Realistic Bomber Training Initiative (RBTI). In seeking new low level training routes for B-52s out of Barksdale AFB and B-1s out of Dyess AFB, one of the proposed routes, Alternate D, traverses Philmont Scout Ranch in northeast New Mexico's Colfax County.

Having been both a B-1 instructor pilot and a ranger at Philmont Scout Ranch, I am concerned that Alternative D would establish a military training route directly over most of this 137,000 acre Boy Scouts of America high adventure facility. More than most, I understand the difficulty in surveying routes for bomber low level training and I most certainly understand the need for realistic bomber training. However, I also recognize the unique location of Philmont and its contribution to the BSA's program for youth development. I have serious concerns about this route's impact on health and safety for those attending Philmont and I know first hand the noise hazard and potential effects of daily low level flights on the ranch itself. In my opinion, the convenience of a "backdoor" training route for Dyess and Barksdale does not outweigh the negative impact on Philmont's outdoor training program.

On any given day during the summer, as many as 5000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Their program contributes immensely to the BSA's aims—character development, citizenship building, and personal fitness—by teaching greater appreciation for serene outdoor places and learning to work together in a challenging wilderness environment. Low level flying over large portions of the ranch detracts from that wilderness experience and presents potential dangers to the Scouts. Sudden distractions to rock climbing and rappelling, spar pole climbing, and mountain horseback rides pose the risk of serious injury or worse.

Appreciation for and protection of the wilderness and our natural resources is a key part of the Philmont program. Even environmental groups, who are sometimes critical of the impact caused by untrained groups of Scouts in other places, have praised Philmont in publications like Backpacker magazine for its outstanding training program in minimum impact methods and wilderness appreciation. Noise and emissions from bombers cannot help but damage the wildlife and wilderness experience. The disruptive effects of low flying aircraft on Philmont's living history programs, in which Scouts experience the lifestyles of the west's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Although I am fully aware of the remote chances of an accident, planning low level training directly over large groups of backcountry Scouts presents an unacceptable risk to safety, both in an impact area and in surrounding areas affected by potential forest fires. Hundreds, who can not easily be evacuated, are at risk.

For these reasons, I ask for your help in advocating a different low level training route for RBTI. Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted hundreds of thousands of our nation's youth for over sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

David E. Kugler, Maj, USAF

RBTI Letter

000680

Page 1 of 1

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

I've been to Philmont Scout Ranch 6 times – once as a scout and 5 times with my troop. Low level flights would certainly disturb the beauty of the wilderness — We have enough noise pollution in our cities and countryside as it is — Safety is also in jeopardy — Please consider other routes for these flights —

Thank you —
Dr Todd Petzel
Scoutmaster Troop 669
Arcadia Wisconsin —

000681

May 31, 1999

TO: Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, Va. 23665-2769

FROM: George E. Willis, D.Ed.
Clara L. Willis, Ph.D.

Alpine, Tx.

SUBJECT: Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative

As residents of the Big Bend area of Texas, (Southern Brewster Co.), we feel that the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unjust and unfair.

BR-5 We believe that Low Level Realistic Combat Training Flights (LLRCTF's) below 5000 feet A.G.L. are detrimental to our human environment, and especially to our own personal stress levels. These low level flights should not be over Populated Private Property. It is our understanding that the Federal Government owns a tremendous amount of acreage that is not populated. This should be used.

copy to: Trans-Pecos Protection Group, Inc.

Alpine, Tx.

Houston, TX

000682

June 2, 1999

Major Adams:

I want to add my objections to the proposed target practice in Fisher County Texas.

The report yesterdays of bombings in Albania that are not in the target area that sent the press scurrying out of that area adds to the reasons already being considered to not do the target practice in Fisher Co, TX.

Some of the other reasons: property (land) possible loss of life. Farmers and ranchers live on their land in the county. Surely there are areas much less populated – example is

PD-4 White Sands in New Mexico - the area used in the past by our government for similar testing.

Please give this matter careful consideration and look at the situation as if you lived there.

Sincerely,
Sallie Hughes

Date 6-2-99

000683

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 My family has ranched (cattle) in Borden County for four generations and as a rancher and private pilot myself, I am totally against the RBTI. My families livlihood is dependent upon the cattle we produce as well as income we derive from hunting leases. The fact of the matter is that this is our land we paid for and continue work on and Post is our town which we have paid taxes in and contributed to for four generations. The DEIS did not adequately study the impact noise will have on our community and area as a whole. What about the bomber from Dyess that caused damage in Lubbock 6-8 weeks ago?

Sincerely yours: John Drew Kirkpatrick
(Signature)

Name: John Drew Kirkpatrick

Address:

City/Sate/Zip Post, Tx.

Date May 29, 1999

000684

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 Our property values will definantly drop. I have one ranch in Scurry/Kent Counties approximately 6,085 acres. We had ~~prospective~~ interested buyers ~~for~~ for this property who live in Dallas, Texas. These buyers want peace and quiet – a place to get away from the Big City - "hustle + bussel". The market for our ranches are to these type people for recreation and hunting. If I don't get this ranch sold and Lancer does come in – I think it is fair estimate that my property will be worth $280,000.00 to $320,000.00 less money. ~~Lancer~~

Sincerely yours: Courtney King
(Signature)

Name: COURTNEY KING

Address:

City/Sate/Zip Snyder, Texas

000685

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

James Katsaros
Eagan, MN

000686

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, VA 23665-2769

June 2, 1999

Major Adams,

I am contacting you regarding the Realistic Bomber Training Initiative (RBTI) proposed by the USAF and currently being considered in Washington Alternative D, the one that overflies the Philmont Scout Ranch in northern New Mexico is of personal interest to me. Having been involved in scouting my whole life, including several Philmont High Adventure Treks, I am totally against this proposal. This will truly intrude on the intent of the Philmont experience that was envisioned when Mr. Wade Phillips gave the property to the Boys Scouts of America many years ago. This area is as close to wilderness as one could expect and is a great place for the 18,000-20,000 annual Scouters to enjoy their 12 day trek, work as staff members, visit Villa Philmonte, or just relax in the many camping areas provided. I know for a fact that these young Scouts and their leaders go to Philmont for a unique and sometimes once-in-a-lifetime backpacking adventure. Being in a wilderness setting and having it intruded upon and disturbed by low level high performance aircraft is definitely not desired nor appreciated.

PD-4

I know both sides of this issue since I spent many years in the Strategic Air Command as a B-52 pilot/aircraft commander, but in this instance my interest in scouting and Philmont takes precedence. These low-level overflights are not necessary with today's high-tech aircraft. The avionics, offensive and defensive weapons systems, weapons delivery systems, flight simulators, aircrew training, etc. available to Air Combat Command is the best in the world and is quite sufficient to give combat aircrews the necessary tools and capability to accomplish the mission of today's Air Force. Low level weapons delivery is outdated, is a carryover from our "Cold War" nuclear counterstrike days, and not even needed or desired in a conventional warfare environment due to aircraft and crew vulnerability to high-tech mobile anti-aircraft missile systems. Additionally, these type flights have been proven to disturb various ecosystems and the associated wildlife inhabitants, including humans. One safety consideration that has probably been overlooked is the fact that many Philmont backpacking crews utilize pack mules during their trek. These animals are corralled at several locations throughout Philmont and are in constant use on rocky, mountainside trails. Thus, I would not want to be responsible for what could happen when a low flying B-52, B-1, F-15, or F-16 buzzes over these animals and Scouts on one of these trails. In conclusion, with all these factors thoroughly considered, it should be obvious that there is be no need for Uncle Sam or the Air Force to intrude upon the airspace above Philmont.

Please remove this alternative from consideration and leave Philmont alone. For over 60 years, thousands of Boy Scouts and family members, Scout leaders, Philmont staff personnel, and other volunteers have truly cherished their Philmont experiences and want this to continue to be available for many years to come and to remain undisturbed.

Sincerely,
A Concerned Citizen, Taxpayer, and Scout Leader

Date June 5, 1999

000687

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY

Using the air space of the farm land that has been in my family for 3 generations as a bombing training site is completely unacceptable to me!

In 1953 my husband and I took our family to Arizona where my husband worked in a copper mine to save our farming operation during a drought.

During the lifetime of my late husband our farm survived insects, hail, drought, windstorms, in addition to rising fuel costs and declining cotton prices, while not succumbing to corporation

OVER TO BACK

Sincerely yours: _____
(Signature)

Name: _____

Address: _____

City/Sate/Zip _____

000687

farming.

If the Air Force think they can devalue our livelihood, when we successfully fought the forces of nature and other obstacles for 3 generations, the Air Force completely underestimate their opponents.

Making West Texas farmers the "enemy" is unreasonable. The enemy is across the ocean.

Sincerely yours
Dean Pirtle

Dean Pirtle

Dakota, Tx

000688

Newark, DE
May 23, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23655-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in North Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level. As a former Philmont staff member, I have serious concerns about the impact of the proposal on the health and safety of the Scouts attending the ranch and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in the ranch's backcountry. Each day several hundred will be engaged in activities such as rock climbing and rapelling and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail, resulting in serious injury.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers will have a damaging effect on wildlife as well as Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy flights on the living history programs is most obvious.

Philmont is the largest and most famous Scout camp in the world. The Philmont experience leaves an impression that lasts a lifetime, and deserves your attention. It is a national resource that has positively impacted the lives of hundreds of thousands of youths for more than sixty years.

I urge you to express your opposition to Alternative D to the Secretary of the Air Force and other officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana who can provide additional information.

Thank you for your attention.

Sincerely,

Marc R. Koble

Marc R. Koble

000688

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

000689

6/2/99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: RBTI ALTERNATIVE D, IR-153, Mt. Dora MOA in Northeastern and Northcentral New Mexico

Dear Major Adams,

As a new Taos resident, a Philmont advocate and a concerned citizen, I have great trepidation regarding the bomber training flights over the Taos region.

As an introduction, there is a plaque at Philmont that reads, "John Long built this house". John Long was my grandfather. He built many exceptional places, among them the Nelson Adkins Museum of Fine Arts in Kansas City and the Phillips estate in Tulsa. My father, Marshall Long is the President of International Lift Slab Corporation. The Air Force Academy was built using lift slab by TexStar Construction of San Antonio. My brother, Marshall Long Jr. (an Eagle Scout) is an acoustician and is currently writing the textbook for acoustics. I am Catherine Long, an architect currently in Houston with the firm who has designed and built the Randalls and Tom Thumb stores in Texas. My nephew, Jamie Long (an Eagle Scout) spent his first summer at Philmont last year. It was not only inspiring but also emotional for him. He was able to come home with a rubbing of the plaque of his great grandfather's words.

In speaking with my brother regarding the bomber training I have a better understanding of the devastating effects that this will have on Philmont and the surrounding areas.

Attachment 1 the first paragraph of page **4-81** of the **Draft EIS** states that **"flight operations would not be expected to preclude existing land uses or preempt…. recreational uses, threaten public health and safety, or be inconsistent with applicable regulations".**

In **4-46-G-4 (Appendix)** the noise level of a B-52 at 300 ft. is 117 dB. The maximum allowable dB level for the workplace according to OSHA is 110 dB for 30 minutes with ample recovery time.

115 dB or above is not allowed at any time.

AO-51 This would definitely preclude existing land use and preempt recreational use. Legally the government would have to close Philmont.

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AO-51 If OSHA deems 115dB hazardous, how can this not be threatening to health and safety?

How can this be consistent with applicable regulations? OSHA standards apply to all employees.

BI-3 G-13 states that local residents will get used to the overflights. Would this also include animals? Animals could react violently to the extremely high noise levels. It is unclear that there is acclimation to all noise. For people and animals to acclimate it temporarily effects their hearing acuity. Recovery time is important, but there continues to be short term hearing loss just after a noise, which could preclude someone from hearing "watch out for that rock."

AO-52 How can this not be a threat to public safety?

Marshall explained to me that 117 dB will "rattle your teeth and shake houses". The change in dB level from 300 to 1200 ft. is 12 dB (a drop of 60 dB per double the distance) making a 117 dB at 300 ft., 105 dB at 1200 ft. Buildings may be structurally

CU-1 affected by the continued abuse this will generate. High noise levels such as sonic booms (which might be associated with these flights) are focused more when a plane is turning. The building on the inside of the turn has greater sound energy focused on it which he explained could apply more stress.

How can this not be a threat to public safety?

Snow will be greatly affected. Ski resorts use small caliber cannons to start controlled avalanches at controlled hours. A gun, an errant skier or even the clap of ones hands can

AO-27 set off an avalanche. The onset of aircraft-generated-sound could set off avalanches at any time, anywhere.

This could have serious safety and legal ramifications for the ski resorts in New Mexico leading potentially to their closure.

Would this not preclude the existing land use, preempt recreational uses, or threaten public safety?

AF-23 How much money has the Air Force set aside for defense and compensation of lawsuits, which are going to occur when these training flights start?

One child killed at Philmont being thrown from a horse or panicking when hanging on a shear rock-face could cost the government millions of dollars, in addition to the loss of life.

One skier killed in an avalanche could have the same effect.

The government could be exposed to lawsuits. Employers might sue the government because they are opening up themselves to suits from their employees. Employers would

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be legally obligated to close their businesses or face OSHA citations, penalties or investigations.

These could be in the billions of dollars which could be saved by simulating these missions as Major John Boyle of Dyess Air Force Base previously stated they were doing, but would like to improve; "Right now we are flying to Utah and Nevada to train," Boyle told the Chronicle. " We could save money, improve training and make better use of air time by bringing training closer to Texas and Louisiana. We could practice simulated missions in real time. It would be more realistic."

So, real time and more realistically there will be a crash. It has happened before and it will happen again. The government is the most likely the loser financially, but we the citizens will lose loved ones. What is most important?

Sincerely,

Catherine Long
, Houston, Texas,
El Prado, New Mexico

cc Honorable F. Whitten Peters
Jane F. Garvey, Administrator, FAA
Honorable Phil Gramm
Honorable Kay Bailey Hutchison
Governor George Bush
Honorable Pete Domenici
Honorable Jeff Bingman
Governor Gary Johnson
Mark Griffin, Director of Philmont Training Center
Tom Conrad, former Under Secretary of the Air Force
Marshall Long, Ph.D.
Taos News

000690

June 2, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

L.L.Bert Hofer, Jr., P.C.

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c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Very truly yours,

L.L. Bert Hofer, Jr.

000691

June 2, 1999

Albuquerque, New Mexico

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFT, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Every day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing and mountain horse back rides. The sudden roar of jet engines has a high likelihood of distracting an experienced climber or causing a horse to bolt on a narrow mountain trail with results serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history program, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

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Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

David M. Gard

000692

June 2, 1999

Major Brent Adams
RBTIEIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wildness of the Carson National Forest.

The Air Force's proposed Alterative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a Scout leader and user of Philmont, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and repelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting and inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot

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help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horsed, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumbers and cowboys, are obvious.

Most of Philmont is mountainous with may peaks in the 10,000 to 12,000 range. Philmont has a tremendous fuel load of dead trees in its forest and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comments period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D in not selected.

Sincerely,

Mark C. Van Lauwe

ST. FRANCES de CHANTAL CHURCH

Wantagh, New York

000693

June 4,1999

Major Brent Adams
RBIT Project Manager
129 Andrews St. Suite 102
Langley AFB, Va 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U. S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont is a 137,000 acre mountain backpacking and wilderness high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest. The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself. On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse). Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat (including at least three endangered species: the bald eagle, the peregrine falcon, and the Mexican spotted owl). Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious. Most of Philmont is mountainous with many peaks in the 10,000' to

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Sincerely,

Rev. Msgr. Robert E. Guglielmone
Philmont Chaplain 1983-1996

000694

June 2, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

I am a Senior Citizen and I am also now a resident of Scurry County, just outside of Snyder, Texas. I understand that the Air Force proposes to have a training run for Bombers in our area. I think this is truly a gross error on the part of the Air Force officials in charge. I moved to Snyder 2 years ago to stay with my youngest daughter because she and her husband live in a nice home 2 miles out of town and it is a peaceful, beautiful place. We can see 50 miles in any direction as her house sits on top of a hill. If your pilots use this flight pattern, our peaceful, quiet place will cease to exist. I don't have too many years left on this earth but I hope to spend them in a place where planes don't fly over us four or five times a day and fly so low they will probably knock everything off the wall. The noise will be unbearable and my little dog will likely go crazy as will I. AO-12

I think there must be other places you could consider to fly your planes particularly in areas which are uninhabited and already owned by the government. We, as taxpayers, have to tolerate a lot of what I consider unnecessary stress just because someone in our Government has made a mistake. Kindly leave us to the peace and quiet of small town living as was intended and take your Bombers elsewhere!!!!!! PD-4

Sincerely,

LaVienna Bodry

LaVienna Bodry

Snyder, Tx.

cc: H.E.P.A., Inc.

000694

STOP THE BOMBERS!

HEPA NEWS

June 1999

Your Comment Letters Urgently Needed. Write the Air Force Today!

While the Air Force is continuing in their preparation of the Final Environmental Impact Statement, we need to let them know our concerns. Congressman Stenholm's office has advised us that the Air Force has not been receiving many letters with negative comments on the DEIS. The Air Force is apparently counting these letters and intends to use the low number of comments as evidence that not many people are opposed to the Realistic Bomber Training Initiative (RBTI).

With over 400 people at the public hearing, they couldn't help but notice us. But we need to continue to show our concern by writing letters to the Air Force listing specific concerns that we have with the proposed bomber training site in our eight county area.

Please take a few moments to write a letter to the Air Force expressing your concern. Be specific in your concern.

Some examples include:

1. The effect on your property values and the fact that this has not been adequately addressed in the DEIS.
2. The effect the bomber training will have on your ranching or farming operations and the fact that the DEIS did not provide for any actual study of this impact on your operations or any one else's in the area. No one ever visited the area for the study!
3. The fact that the DEIS did not adequately study the impact that noise will have on our community. Over 2,000 flights at 3,000' or less are currently planned annually,with more on the way. They have said this will not have a noticeable noise impact.
4. Hunting is big business in this area. Yet the DEIS made no attempt to quantify the impact this would have on our economy -- see the recent Texas Wildlife article.

These are just a few examples. You can use these or write your own, but make sure that you include your name and address and sign the letter. Even if you have already sent a letter – send another. Husband and wives should each send one.

ALL LETTERS SHOULD BE MAILED NO LATER THAN JUNE 9th TO ENSURE THAT THEY ARRIVE IN TIME.

Mail letters to:
Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

If you prefer you can use the form letter included with this mailing.

HEPA FACTS

- *H.E.P.A., Inc. is a non-profit corporation and all donations are tax deductible.*
- *Nearly 1,000 people have signed up with HEPA to oppose the Air Force*
- *HEPA depends on contributions of money and time from people throughout the community. Please help!*
- *HEPA is a patriotic organization. We support the military and are grateful for their dedication and effort.*
- *If we do not stop the Air Force now our land will become one of the prime bomber training sites in the country. We suspect that in the future the Air Force will significantly increase the activity over the levels proposed in the DEIS!*

Congressman Larry Combest Opposes RBTI

On April 14, 1999, about one week after the Snyder Hearing, Congressman Combest issued a press release opposing the RBTI. While Combest does not represent any of our eight counties, it is still a very positive development and may influence other politicians in the area to go on record against the RBTI. In his press release, Combest said, "While I understand the Air Force's need for these training missions and requirements, I think they should be realistic in their flying patterns. The Air Force currently enjoys the use a substantial portion of the military airspace in West Texas that can be used for training purposes, and I am concerned that this additional use of airspace will create an unnecessary burden and greater hardship on the already strained landowners in this area." THANK YOU

HEPA NEWS 000694 *STOP THE BOMBERS!*

The EIS Process and the Public Hearings

The Air Force is required under the National Environmental Protection Act (NEPA) to release an Environmental Impact Statements (EIS) on their proposal for the establishment of the Realistic Bomber Training Initiative (RBTI). *Are you beginning to see that the acronyms alone are part of the confusion?*

Prior to issuing the EIS, they must issue a Draft Environmental Impact Statement (DEIS) and conduct public hearings on the DEIS. The public hearings took place in April. For all of our eight county area they held one hearing in Snyder. Through the commitment of the citizens in the area, HEPA notified thousands of people about the hearing, and over 400 attended. To accomplish this hundreds of phone calls were made, 24 newspaper ads were placed, and over 50 radio spots were played. The Air Force, who actually has the responsibility for notifying the public of the hearings ran one newspaper ad in the Snyder paper.

The next step is for the Air Force to gather all of the comments regarding the DEIS and publish the final EIS. We have been informed by the Air Force that this will occur in the fall of 1999. After that they will make their decision on the best alternative and proceed to establish their bombing training ground.

It is interesting to note that the Air Force anticipated only a small group of people to come to the hearing – initially they rented the lunch room at the high school for the meeting. It was only after HEPA protested that the meeting was changed to the larger auditorium.

While there was a good turnout at the Snyder Public Hearing, we need to keep pushing.

TELL YOUR ELECTED OFFICIAL WHAT YOU THINK!

Take a minute and call your congressman, let them know that you are concerned about the RBTI and the process that the Air Force is using.

Stenholm

Combest

Thornberry

GARZA County Lines Up Solidly Against RBTI

HEPA has just received two greatly appreciated resolutions from political bodies in Garza County. The first is a unanimous resolution of the Garza County Commissioners Court, signed by Garza County Judge Giles W. Dalby as well as Commissioners Lee Norman, John Valdez, Mason McClellan and Mike Sanchez. The second is a unanimous resolution of the Post Independent School District, signed by President Alexa Collier, Members Mark W. Kirkpatrick, Jeff S. Lott, Diana Looney, Barbara Hardin, Vice President Rex Cash, Secretary Mark Short and Superintendent Dr. Bobby Bain. Please take every opportunity to thank all of these people for their support.

For information on HEPA

Call

Mail donations to:

Snyder, TX

Buster Welch – President

HEPA Retains Pros – Attorney and Noise Expert

It's hard to know what to do sometimes. In a matter as serious as losing the rights to our land, it is necessary to get the advice of the experts.

To assist in the fight against the Air Force regarding the RBTI over our land, HEPA has retained attorney Frank Bond as counsel. Frank knows about ranching — he is from Santa Fe and comes from a ranching family. He also knows about property rights and fighting the Air Force. Because of this combination of skills and background, he seemed like a natural to help us. Frank has been advising us on legal matters and procedural issues.

Another area we are greatly concerned about is noise. This is something that the Air Force has assumed will have little impact on our lives, however we believe will significantly change our way of life. To help us understand this impact, we have hired noise expert Dr. Bill Weida. Bill is a retired Air Force pilot, former instructor at the Air Force Academy and currently professor at The Colorado College.

000695

JUNE 2, 1999

NO BOMBERS IN TAOS COUNTY, NM, PLEASE !!!

TY

For several winters, I lived in Tucson, Arizona, near the airport and airbase. The bombers flew directly over my house. I wondered if one would ever fall out of the sky into my neighborhood.

The noise from these monsters was intolerable. Conversations had to stop, because you couldn't hear each other. Windows rattled, and occassionally knick knacks fell to the floor + broke. My ears would hurt so bad, I had to cover them.

Sometimes they flew before daybreak. I bolted upright in bed, scared to death. I was told they would never fly before 8 a.m.

The noise pollution created a very low quality of life. When I got pregnant with my first child, I left that part of town, because that is not a very wholesome environment for children to grow up in.

Why did they fly over town, when there was a huge expanse of desert surrounding us? Why ruin our

000695

quality of life when there is an alternative?

I've spent many summers in Taos, and now live here year-round. My two kids breathe clean air and wake up to the sounds of the birds and the irrigation ditch flowing.

We live on a dead end street with breathtaking views of the Sangre de Cristo mountains, specifically the sacred Taos Mountain of Taos Pueblo. The quality of life here is extraordinary and NO ONE can tell me that the bombers won't change that. I try to imagine those noisy, smoky aircraft flying right outside my window and wrecking the views. And the air. And I am sickened.

I can see a ring of black smoke (SMOG) around the mountains never to disappear. Kind of like the perpetual smog cloud hanging over large cities, including Tucson. Taos would never be the same.

Why ruin the quality of life here, when there is an alternative somewhere else? nan fischer

NAN FISCHER

Thankyou.

EL PRADO, NM

000696

May 4-99

Major Brent Adams
KB TE EIS Project Manager
129 Andrews Street
Suite 102
Langley, A.F.B. Va.
23665-2769

Luella Bales

Snyder, TX.

Heritage-Environmental Preservation Society
"H.E.P.A."

Dear Sir,

TY I've written you twice before on this same situation.

The main concerns is the preservation and protection of life style of this area; economics, environmental and health to all our residents.

The air force is still trying to use our 8 counties (I live in Scurry County) — Scurry, Borden, Dawson, Fisher Garza Kent and Stonewall counties.

Please don't let the Deis of the airforce destroy our land and, their crashes, our children.

2. The DEIS should not be allowed to use our peaceful area for training, that includes Low level flight training By B-1 and B-52 bombers.

Our peace, with our cattle & horses, with our children should be worth some thing. Yes, they have to train some where, but please leave us peaceful people alone.

Maybe the AirForce thinks we people don't care what they do.

But we do care, very much, and there is so Little We can do, to let you know that yes - We do care very much. and have tried very hard, to show We do care. I don't know if you Folks even listen - but yes - we do care to try to show, that we don't want to be used.

Sincerely,

000696 Luella N. Bales

Scurry-Co.; Snyder, TX.

JUNE 2, 1999

000697

Low Level Realistic Combat Training Flights -

TY The U.S. Military will use the routes established over us. All air traffic. This means using us for target practice.

The U.S. Marine Air Corps in Italy proved the Nature of Low Level Realistic Combat Training Flights several years ago. Two jets were practicing amongst a ski-lift system. Hot-dogging below the cable, one pilot severed the cable, plunging the ski-lift Gondola with 19 innocent young people to their immediate deaths.

The Military Court judgement was above all ethics of Human decency. They pronounce the U.S. Marine pilot <u>not guilty</u> of causing their deaths.

So we can understand that we are to be subjected to hot-dogging by not only B1 Bombers, but all aircraft using the Low Level Realistic Combat Training Flight Routes. Any disasters, NOT GUILTY.

000697 2

The Noise, pollution and disruption of peace and quiet are secondary in light of the U.S. Military's attitude - NOT GUILTY. which means not responsible.

The Pentagon and the U.S. President have usurped the U.S. Constitution. We live subjected to Laws, which if enacted, render us immediately to a Military Dictatorship. We are so now, without the visual enforcement. All pretense to care about us, is visibly recognized. We have an Attorney General whose national policy is execution for all who are deemed enemies of this Military Policy. It all fits into one Mentality. The New World Order.

I oppose expanding air Traffic over us for any reason. Just as I oppose the Military verdict for no responsibility for the deaths of 19 European young people. Senseless! Our world has become proliferated with insane Government policies, no longer with the safety of it's citizens. The U.S. Military is the Leader of this.

000697 3

We really have no say whatsoever on this issue Low Level Realistic Combat Training Flight Routes. We can voice our opinions and put ourselves at risk to be place on U.S. Military Enemies Lists. Enemies of policies of a system of Men that rule by Force. No different from Communism, Facism or any other system which has placed the elite above the rest of humanity. This is a FACT.

I do not bear Arms against any government system. I bear Truth, and so long as Truth exists, I believe in The U.S. Constitution above every National policy established without The populations consent.

Our Founding Fathers sought to end Imperialism Rulership, and this is why the United States of America came to Be. Our own U.S. Government in every respect is Now engaging in the Modern version of this ancient system of Force. Low Level Realistic Combat Training is one more aspect of preparing to kill us, within this aspect of Military Imperialism.

1) 6-2-99

Hi MAJOR, 000698

TY DON'T THROW THIS LETTER IN THE AGAINST pile, BECAUSE I AM FOR THE TRAINING FLIGHT PROPOSAL THE AIR FORCE WOULD LIKE TO CONDUCT HERE WHERE I LIVE IN SOURRY COUNTY TEXAS.

MY WIFE AND I HAVE BECOME SOMEWHAT IRRITATED AT THE NEGATIVE ~~opinions~~ OPINIONS OF A FEW OF OUR NEIGHBORS PRINTED IN THE LOCAL NEWSPAPER. I HOPE YOU DON'T FEEL THESE FOLKS SPEAK FOR EVERYONE. WHEN WE FIRST READ ABOUT THE AIR FORCE PROPOSAL, MY WIFE AND I WERE VERY EXITED ABOUT THE IDEA. WE WOULD ENJOY SEEING THOSE PLANES FLY OVER HERD AND I KNOW OUR GRANDKIDS WOULD

2) CERTAINLY ENJOY IT. 000698

I WOULD LIKE TO TELL YOU A LITTLE STORY, IF I MAY BEND YOUR EAR A LITTLE LONGER.

IN 1975 MYSELF AND MY WIFE AND TWO KIDS GOT TIRED OF THE BIG CITY LIFE ON THE EAST COAST, PACKED UP AND MOVED OUT WEST TO ARIZONA AND LIVED IN TENTS IN THE MIDDLE OF A 160,000 ACRE CATTLE RANCH IN APACHE COUNTY WE WERE DEFINATELY IN THE TULIPS. LAND AND SKY WAS ALL YOU WOULD SEE FOR MILES, NO TREES, JUST ROLLING SAGE GRASS. WEEKS GO BY WITHOUT SEEING ANOTHER PERSON, 27 MILES FROM THE CLOSEST BLACK TOP ROAD. ONE DAY I WAS WALKING AROUND, GOING NOWHERE, FEELING FREE AS A BIRD, WHEN SUDDENLY OUT OF I DON'T KNOW WHERE

3) 000698

CAME THIS AWESOME GIGANTIC FLYING MACHINE RIGHT OVER MY HEAD. I WAS AWE STRUCK MOUTH DROPPED OPEN, HEART POUNDING IN MY CHEST. WHAT A MAGNIFICENT SIGHT AND I NEVER HEARD IT COMING, THIS HUGE BLACK MASS IN THE SKY SEEMED TO BE 200' OVER MY HEAD AND BLOCKED OUT MOST OF MY VISION OF THE SKY AND FLOATED BY VERY SLOWLY AND QUIETLY. I EVENTUALLY COLLECTED MYSELF AND REALIZED IT WAS A B-52, PAINTED BLACK. TILL THIS DAY, SOME 20 YEARS LATER I REMEMBER THAT EXPERIENCE VERY CLEARLY, WHAT A JOY.

I HAVE EXPERIENCED MANY DIFFERENT CIRCUMSTANCES IN AND AROUND AIRCRAFT BEFORE

4) WHEN I WAS AN AIRMAN STATIONED IN THE WAR ZONE DURING THE VIETNAM WAR IN THE 60'S, BUT THIS ONE IN ARIZONA I DON'T WANT TO FORGET.

GOOD LUCK
SINCERELY YOURS
TONY MURPHY
SNYDER TX.

000698

Date May 29, 1999

000699

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 First, deer and quail hunting is a cash crop. Low-flying planes and a 24-hr. guard on our ranch will ruin these leases. We have been in a 4-yr. drought and barely surviving. Now, the USAF wants to ruin this cash crop training planes for Germany. Who invited Germany?

Second, please let us deal with natural disasters such as drought without any added burdens.

Sincerely yours: Sue Branch
(Signature)

Name: Sue Branch

Address:

City/Sate/Zip Rotan, Tx.

000700

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB VA 23665-2769

May 25, 1999

Dear Major Adams:

BR-6 I am writing to protest against the proposed low level bomber fly over in Colfax County New Mexico, specifically over Philmont Scout Ranch. As a past staff member I had the opportunity to work in Scouting Paradise, for three seasons. I prefer the area without low-level flights of military planes. I had the sad experience to be caught in a canyon once when a fighter plane flew over at about tree top level. It was extremely loud uncomfortable and annoying. I saw the plan first, then felt the wind blast before I heard the roar of the jet engine. I must say it was totally obnoxious and ruined and otherwise fine day. Scouts come from around the world to take part in a unique wilderness setting searching for High Adventure. I currently work near an airport and if I want to be regularly annoyed I will stay home. Instead I choose to go to Philmont. I urge you to please re-consider the low level flights over Philmont. This is totally unnecessary and unwanted.

I have several specific concerns related to this project which I would like to point out. 60% of Philmont is mountainous terrain not grassland and at anyone time up to 5000 people can be using the Ranch. The noise levels created from 300 feet are enough to damage human hearing. The low-level flights create a hazard to the horse riding programs for inexperienced riders. The impact will also be severe on wildlife that live in the wilderness setting. If a plane were to crash it could have sever forest fire impacts to the ranch due the dryness of the area. And crashes are likely due to sudden thunderstorms, low altitude flights with short reaction times. There is a danger from noise vibration on historic buildings and the mineshafts that are used in the program.

The need for well-trained aircrews cannot be denied, however several years ago the airforce discontinued it's low-level operations of F-11's and F-16's because the area is inappropriate. Philmont is a truly unique wilderness setting worth preserving, please therefore oppose the RBTI Alternative D as being inappropriate over Philmont due to major program, safety and land management problems.

Sincerely

Joseph P. Gallagher

Traverse City MI

Date _____

000701

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I worked for the Federal Government in Washington and lived in the Villa Nay section of Fairfax County. I returned in 1973 and in 1976, moved back to Texas – settling in Abilene. In 1978, I moved to Stoneware County because of my land holdings and my like of living in a rural area. The military flights in this area have caused some trouble for my farm and ranch operations. On March 30 1999, five low flying helicopters, roaring like a train, flew over. One just low over my barn scaring a pregnancy heifer which I had in the lot. The increase in military flights and type of aircraft

BR-4 will greatly increase the noise level and disruption in our ability to continue our farm and ranch operations. Because of this I am opposed to Lancer. If you think that it won't make much noise, put it over Abilene.

Sincerely yours: Charles V. Peach
(Signature)

Name: Charles V. Peach

Address: _____

City/Sate/Zip Aspermont, Texas

000702

John Brainerd

Broomfield, CO

June 2, 1999

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposes routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumbermen and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected..

Sincerely,

John C. Brainerd

Date 6-1-99

000703

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I Have been buzzed when I was on a tractor. The plane had to raise up to clear 28' power poles. My dad got buzzed when he was working on top of a windmill. They scared the hell out of us. Lubbock Tex. has experienced A plane breaking the sound barr & breaking windows, just (4) helicopters flew in too low & shook some houses. They will make the cows run, and the planes may hit the dead-hill

BI-2 Crash & cause a crash, some Kin folks of mine has had their House buzzed at night scaring his wife & little kids. I do not want those planes here. not now not ever

Sincerely yours: Charles H Wood
(Signature)

Name: Charles H Wood

Address: _____

City/Sate/Zip Tahoka, Texas

Date June 5-99

000704

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I am against bomber training over our area. The noise will disturb people and Animals.

PD-4 and there are areas where the bombers could train.

I have farmed all of my life and we have plenty problems with out this one. Your planes caused a boom by breaking soundbarrier over Lubbock Texas.

Please consider our problem and do not allow it to happen.

Sincerely yours: Maurice Huffaker
(Signature)

Name: Maurice Huffaker

Address: _____

City/Sate/Zip Tahoka, Tx

Date June 4, 1999

000705

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY If I wanted to live where jets fly over my home constantly, I would not be here. I firmly believe our military is wasting millions of dollars. There are bases already set up to do what you are proposing to do in our backyard. Why are you not being good stewards of our money?
I am concerned for my children who live on Copper Mountain Ranch. They make their living from this land. Your planes will fly directly over their home. Please do not use our area for your training.

Sincerely yours: Betty Thompson
(Signature)

Name: Betty Thompson

Address:

City/Sate/Zip Snyder, Tx

Date June 3, 1999

000706

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 The negative effects of low level bomber training are numerous and Real including but not limited To 1) low property values
2) negative effect on our environment including livestock and human
3) Inadequate studies (actually none at all) for this specific area of Texas.
4) NOISE pollution AIR POLLUTION Pollution of our LAND
5) negative effect on our Quality of Life – that's why we live here!

Sincerely yours: Luann Burleson
(Signature)

Name: Jim & Luann Burleson

Address:

City/Sate/Zip Snyder, Tx

Date June 2, 1999

000707

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-5 Our community will definitely be disturbed. We certainly do not relish the idea of planes in our area bringing with them the extreme noise of bombers. It is a proven fact that young flyers find fun in buzzing farmers and ranchers going about their daily chores. This happened to members of our family.

Sincerely yours: Gerald-Deane Hood
(Signature)

Name: Gerald-Deane Hood

Address:

City/Sate/Zip Zaboka, Texas

000708

May 20, 1999

Major Brent Adams,
RBTI EIS Project Manager,
HQ ACC/CEVP,
129 Andrews St. Suite 102
Langley AFB VA 23665-2769

Dear Major Adams:

TY I strongly oppose the Realistic Bomber Training Initiative Proposal-D (Northern New Mexico Route).

Sincerely,
Teresa L Burt
Teresa L Burt
Postmaster
Eagle Nest NM

Dear Major Brent Adams, 000709

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

R. Brent Brent Life Scout 1967

KATHLEEN GREGORY 000710

Graham, Texas

June 2, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am President of J. S. Criswell Land & Cattle Co. which owns 17,500 acres in Fisher and Scurry Counties, Texas.

I am opposed to the Air Force's proposed RBTI known as Lancer-Option B in the DEIS. My concerns about the proposal and the DEIS are as follows:

BR-3 1. I believe the noise will have a negative effect on the people, livestock, and wildlife in that area. It is my understanding a study of the impact in this regard was never done by DEIS.

BR-4 2. I also believe it will lower the value of the land as well as affect the economy in that area.

Sincerely yours,

Kathleen C. Gregory

Kathleen C. Gregory

KCG:gg

000711

May 28, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer - Option B in the DEIS.

I am engaged in raising cattle in Western Stonewall County, and I live in Aspermont. I have been visiting with my neighbors and the people from my church, and we are most concerned about the noise and disruption of our lives that would be caused by the flyovers. My family has raised cattle for several generations, and it is difficult enough to make a living in today's farm economy without additional problems caused by reduction in calf production and lower weaning weights due to stress on our cattle.

BR-3

One reason we live in this rural area is because we like to live in an area where we have peace and quiet. We appreciate the rural lifestyle, and enjoy looking at coyotes, and deer, and even at the wild hogs. We are concerned about the effect on the bird population - the quail, dove, turkey, and roadrunners. This country is is a delicate balance and if you disrupt one part of Mother Nature it affects the other parts. We already have lost most of our bees because of some imbalance, and the economic effect on the cotton industry is expected to be significant.

BI-4

I strongly object to extending the flight area. Please contact me if you have any questions.

Sincerely,

Dorothy Dickerson

Dorothy Dickerson

000712

MAJOR BRENT ADAMS
RBTI EIS PROJECT MANAGER
HQ ACC/CEVP
129 ANDREWS STREET, ST. 102
LANGLEY AFB
VA, 23665-2769

from David English

Questa, NM

I am 100% against the RBTI that would use air space over Northern New Mexico.

First, it is not logical or scientific to pursue conservation and restoration and preservation of wilderness or wildlife and then fly the most destructive and dangerous devices that man has created over these areas of life, training to do missions of the highest possible difficulty.

Second, all the forms of life in these areas exist out of the ability to endure the most extreme conditions and carve out a small niche. Threatened and endangered species are all over the place compared to the rest of our nation. Fragile stream and river environs, that are the only source of water for life from Colorado on down into Mexico, could be wiped out for ever as we know it to be, with just one careless, accidental, or stupid stunt. We have already witnessed these occurrences here in Taos County, as well in other parts of the world.

Third, the RBTI would hurt every aspect of why and how I live here. Areas that appeal to me and my clients are directly under these flight patterns. No one is going to build their home under a training route for low flying plans. Low impact and stress levels would be reversed, changing a healing beautiful space into a toxic and deadly playground or kill zone, as the military might call it. The traffic of military aircraft has already increased in the last twenty years to an unacceptable level here and it should not be increased further. The noise from all flights lasts much longer than the few moments when the craft is directly overhead. There is currently very little time that is silent from these intrusions. As the noise fades the toxic exhaust settles down on the area or mixes with other pollutants in the atmosphere to create another problem. The area is used currently for these same missions and should not continue.

AO-53

Three strikes, you're out, NO RBTI

000713

Mesquite Grove Ranch

Snyder, Texas

May 31, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

It is appropriate that these comments be made on this day, Memorial Day, 1999. In our family cemetery here on the ranch, American flags fly today over three graves; graves of men of our family who have served in the armed forces; one from World War I, and two from World War II. I support a strong military for the protection of the United States. It is important that the men and women of our armed forces be well trained and prepared both physically and mentally to defend the United States against a variety of opponents.

Our ranch, located in Kent County, Texas has been in our family for 100 years, this year. Our son represents the fifth generation to live on the ranch. As he clearly stated at the hearings in Snyder, Texas, he hopes that after college he will be able to return to the and make his home here.

With that as a background let me clearly state that I am opposed to the use of private lands for the Realistic Bomber Training Initiative. Most especially I am opposed to the Lancer MOA because of the effect it will have on my home and my community.

Why am I and other landowners so opposed to this RBTI over our lands? Do you want B-1's and B-52's and their escorts flying practice bombing runs over your home at low altitudes? I don't.

Now that we have had time to review the Draft Environmental Impact Statement (DEIS) we find numerous discrepancies and omissions. In fact I am more concerned about what was not addressed in the DEIS than what was covered in it.

GE-24 To my knowledge, no one from the Air Force or the group drafting the DEIS ever visited our land or any of the land in our area. No research was done to determine the potential effects of the RBTI in the area.

000713

BR-1 The first area of concern is that of noise. The DEIS did not study the impact that noise from multiple bombing runs will have in our communities. The studies used in the DEIS were done in very large cities where the noise level is already high. The DEIS states that the flights will not have a noticeable impact. This is incorrect. From inside our home, with the air conditioner running, we can hear the B-1's from Dyess AFB at very high altitudes. What are they going to sound like at the proposed low altitudes? You are well aware that it will be extremely noisy, especially in contrast to the low noise levels in the country.

BR-3 Ok, so the flights will be noisy, so what? Noise and the stress that it will cause will have multiple negative impacts on people, livestock, and wildlife. Animals, both domestic and wildlife, will be subjected to the startling effect of sharp increase in noise levels as the bombers and their escorts fly overhead. Weight gains, reproduction, antler growth, and many other areas of production will be negatively affected. Can you imagine what a startled, scared herd of cattle can do to a fence?

The stress of the continual noise will also affect humans. Most major airports located in populus areas have instituted noise abatement procedures for arriving and departing aircraft. The reason is to reduce the stress on people caused by the high noise levels produced by jet aircraft. This is done even in areas where the noise level in the city is already escalated. The contrast of noise levels in the rural areas will be unbearable.

BR-4 Currently, the only profitable enterprise in agriculture in our area is recreation. Recreation has kept land prices stable and in some cases even caused a slight increase. We have hunters that visit our ranch each winter from New York, New Jersey, North Carolina, Mississippi, Connecticut, Louisiana, Minnesota, California, New Mexico and even Texas. Why do they come all the way to West Texas? Their stated reason is to hunt, but there are lots of deer in their home states. They come to relax, get away from the hustle and bustle and noise of city life. They come for peace and quiet, for the experience. Will they keep coming if they have to deal with Air Force bombers flying directly overhead? Absolutely not! Many of our hunters have read about the proposed RBTI and are concerned. They do not want to contend with the bombers and will go somewhere else. Landowners will and local communities will loose much-needed revenue if the hunters do not return. Hunters spend lots of money for food, housing, supplies, fuel, etc.

How will this loss of recreation revenue affect land values? They will surely decrease. Both landowners and local governments that rely on property values for their tax base will be badly hurt.

This year in Kent County, our local schools and county government suffered a major loss in property values. We took a double hit this year. The past three years have been years of drought. Rainfall in 1998 was about 20% of normal expected amounts. Additionally, the oil and gas industry hit bottom with oil prices dipping to the $8 per barrel range. All things considered our tax base dropped a whopping 58% this year. This was on the heals of a 30% drop in 1997. We cannot fiscally stand the additional reductions in property value that will be caused by the RBTI.

I serve on the local school board, the county tax appraisal district board, and on the soil and water

000713

conservation board. We have contacted officials from other counties and school districts in the area covered by the proposed Lancer MOA. Not one of these community leaders has been able to provide us with an advantage to our area that will be a result of the RBTI. All the jobs and the benefits will go to Abilene and Taylor County, Texas while we out in the country will have to deal with all the disadvantages. According to the Air Force spokesmen, Abilene will get the gold mine and the rural areas will get the shaft.

Again I request that the RBTI not be conducted over private lands. The United States government already owns sufficient land over which the RBTI could be flown without disturbing the people, livestock and wildlife on privately owned lands. Thank you for your consideration.

Sinicerely,

Buddy B Baldridge
President

BBB:bb

000714

JUNE 03, 1999

MAJOR BRENT ADAMS
RBTI EIS PROJECT MGR.
HQ ACC/CEVP
129 ANDREWS ST. STE. 102
LANGLEY AFB, VA. 23665-2769

DENNIS KIKER

ROBY, TEXAS

DEAR SIR,

TY OUR LOCAL NEWSPAPER IS ENCOURAGING CITIZENS IN OUR AREA TO CONTACT YOUR AGENCY REGARDING THE REALISTIC BOMBER TRAINING INITIATIVE AND IT'S PROPOSED IMPACT ON OUR AREA. PLEASE WEIGH MY COMMENTS AMONG ALL THE OTHERS.

I KEEP ASKING MYSELF WHAT MAY BE SIMPLE QUESTIONS TO MANY, BUT I WOULD LIKE SOMEONE FROM YOUR AGENCY TO ANSWER IF AT ALL POSSIBLE.

1) WHICH CREATES MORE OF A NUISANCE, A JET BOMBER AT 3,0000 FT. OR AGRICULTURE AIRCRAFT SPRAYING NOXIOUS CHEMICALS AT 4 FT. AND LESS THAN FIFTY YARDS FROM MY BACK DOOR?

2) IF THE RANCHERS ARE SO OPPOSED TO LOW FLYING AIRCRAFT, WHY DIDN'T THEY WAVE THE FORESTRY PLANES OFF THAT WERE PUTTING FIRE RETARDANTS ON THEIR FLAMING ACRES? OR DROPPING FEED TO LIVESTOCK THAT ARE STRANDED IN BAD WEATHER?

3) IF BOMBERS FLYING AT 3,000 FT. BOTHER LIVESTOCK WITH ALL OF THE NOISE, HOW ABOUT THE NOISE OF SMALLER PLANES LESS THAN 72 INCHES FROM THE GROUND NEAR RESIDENCES?

4) WOULD ANY AMERICAN CITIZEN FEEL MORE COMFORTABLE HAVING TRAINED PILOTS FROM HOSTILE COUNTRIES FLYING AT ANY ALTITUDE OVER THEIR PROPERTY?

000714

5) IF AN AMERICAN PLANE DID HAPPEN TO CRASH ON THEIR PROPERTY, HOW MUCH MORE WOULD THEY STAND TO GAIN IN DAMAGE PAYMENTS THAN MONEY GAMBLED ON LIVESTOCK MARKETS?

6) HOW MUCH WOULD THE REGION LOSE IN CASH FLOW IF THE AREA BASES CLOSED DOWN AND MOVED TO AREAS WHERE TRAINING COULD BE DONE CLOSER TO THE NEW BASES?

MAJOR ADAMS, I HAVE TO ADMIT, I DON'T LIKE NOISE ANY MORE THAN THE NEXT PERSON. I JUST FEEL THAT I WOULD RATHER HAVE AMERICAN PILOTS, WELL TRAINED FROM FLYING OVERHEAD, THAN ENEMY PILOTS INTENTIONALLY DROPPING ORDINANCE ON MY HEAD. I SEE A SIGNIFICANT DIFFERENCE BETWEEN OCCASIONAL SONIC BOOMS AND LETHAL WEAPONS EXPLODING IN MY NEIGHBORHOOD.

THANK YOU FOR YOU TIME.

DENNIS KIKER

000715

June 2, 1999

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

My husband and I are opposed to the Air Force's proposed RBTI known as Lancer-Option B in the DEIS. My concerns about the proposal and the DEIS are as follows:

1. The noise level the bombers are definately going to cause will significantly change our way of life. We moved to Snyder (Scurry County) from Houston to escape the noise and hassel of living in the big city. We were in Houston for 30 years and it finally got to be too much. Our home there was in one of the direct paths of Hobby Airport when the passenger jets flew over. Even though they were at a considerablely higher altitude than the proposed bomber runs, the noise was a real nuisance. We chose this area because of the "lack of" an airport of any size, and the peace and quite of country living.

2. I brought my invalid, elderly Mother out here to live with us, telling her that she could spend her last days in the "peace and quiet" of the country as we live 2 miles out of town and our neighbors are not right on top of us. I do not think she will be very happy to find that the Air Force intends to eliminate any thought of PEACE AND QUIET!

BR-4 3. Further, I have no doubt that property values, which by the way are already suffering because of loss of much of the oil business, will hit bottom. No one will ever want to purchase a home or ranch that has bombers flying over it four or five times a day scaring people to death. This really will put the city of Snyder under stress because as people move out, tax money is lost, etc. etc. etc.

000715

4. Of course, there is always the consideration of animals in an area where they are used to quiet being scared out of their wits when these bombers fly over them. The farms and ranches of this area depend on hunting to supplement their incomes and of course, they can kiss that extra income good-bye. Many of our Ranchers are fourth and fifth generation people, as are the Farmers, and I don't think they should have to worry about bombers flying over their property scaring their animals to death, and possibly causing injuries to Ranch hands, family, or children that might be riding horses when these planes go over. I do not think your people have given enough consideration to the noise study of the area because out here noise carries a VERY LONG WAY.....

BR-4

BR-3

PD-7 5. I'm sure if the Air Force would just look around on some of the Government Land that is unoccupied it could find a suitable alternative to train bombers than disrupting the lives of the small towns listed in your training run. Our lives are precious short as it is, and we hope you will reconsider and go ELSEWHERE with your bomber training.

6. I really think if you listened to the people who were at your last meeting you would realize that even though everyone in Snyder was not there, Snyder was represented by MANY PEOPLE who feel as I do and do not want their present type of lifestyle interrupted by PLANES AND NOISE!

Those are MY CONCERNS and I certainly hope the Air Force will take all aspects of this area's problems into making the decision concerning whether or not these bombers will make training runs over OUR PROPERTY AND CITIES.....CHANGING OUR WAY OF LIFE FOREVER.....

Sincerely yours,

Nita Tylich

Nita Tylich

Snyder, Tx.

cc: H.E.P.A., Inc.

000716

June 2, 1999

Pearland, Texas

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Sir:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, as the son of a woman who proudly served as a 1stLt in the USAF in New Mexico during the 1960s, and as an Eagle Scout, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

000716

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely yours,

James W. Mann

06/04/99

BRENT ADAMS,

000717

TY AS PHILMONT SCOUT RANCH CONTINUES TO GROW IN POPULARITY AS A MAJOR WILDERNESS EXPERIENCE FOR THE YOUTH OF TODAY, THE PARTICIPANTS EXPECT JUST THAT. IF THE ALTERNATIVE D FLIGHT PLAN GOES THROUGH, 20,000 SCOUTS AND [redacted] 350 STAFF MEMBERS WILL BE BUZZED BY LOW LEVEL BOMBERS APPROXIMATELY 10 TIMES A DAY.

IN MY MIND, THE CLOUDS AT PHILMONT ARE THE MOST ESTHETICALLY PLEASING PART. THEY VARY IN SHAPE AND SIZE ALMOST HOURLY. WHEN APPRECIATING THESE CLOUDS, I DO NOT WANT TO SEE A LARGE METAL MONSTROSITY SOARING INTO THE WILD BLUE YONDER, AND INTO MY PHILMONT EXPERIENCE, FOREVER.

ERIC WHITE

MOSCOW, ID

000717

NO BOMBERS OVER PHILMONT!

Dear Major Brent Adams, 000718

TY It has come to my attention that the U.S. Air Force is considering using the airspace over Philmont Scout Ranch for bomber training missions. Each summer thousands of Boy Scout come to Philmont for a unique wilderness experience. In the Air Force's opinion, the training missions would have no impact on the campers experience. This is incorrect. Campers out hiking or horseback riding will have their solitude ruined by low level bombing runs. Please, consider the other sites in Texas for your training missions. I urge you to not ruin the beauty and grandure of this ranch.

Sincerely,

Todd Burton

Philmont Conservationist

Date 6/5/99 000719

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3 our cattle
BI-3 ours wildlife –
BR-2 our crop dusters airplanes
our noise level
– We dont want this as a training ground
Please!

Sincerely yours: Harold Sanders
(Signature)
Name: Harold Sanders
Address:
City/Sate/Zip O'Donnell, Texas

Date 6/1/99 000720

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY I am a farmer in West Texas and have small children. I am opposed to our area being used for bomber territory. I don't want these planes flying over and scaring me to death when I'm outside. Please dont send them some where else!

Sincerely yours: Kitty Williams
(Signature)
Name: Kitty Williams
Address:
City/Sate/Zip O'Donnell Tx

Date 6/1/99 000721

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

PD-4 I feel like if you need to test your bombers -- go to Nevada to the desert. Instead, you want to shake our houses and destroy wild life. My small children would be horrified if they saw a huge aircraft flying that low! Please lets send them some where else!

AF-15 Will you be paying for all the broken windows, doors and chandeliers?

Sincerely yours: Kim Williams
(Signature)
Name: Kim Williams
Address:
City/Sate/Zip O'Donnell Tx

June 1, 1999

000722

To whom it may Concern:

We are most concerned about the proposed RBTI for our area — We are opposed, & believe its known as Lancer-Option B

PD-4 We feel there are other areas to test these planes. Our cattle – wildlife + people are all affected by this type training + we as

BR-4 farm + ranch people dont want it - Hunting in our area has really picked up momentum these past few years + is another means of income for many of our friends.

Dont tell us the noise will not bother - or have little impact on our homes — hog wash! Where have you been when the planes made your windows shake + conversation be quited until they pass over.

I made the meeting in Snyder, Texas where more than 400 or so people met in objection to the proposal. Please hear our voices!

Thanks
Patsy + Harold Sanders
O'Donnell, Tx.

000723

June 1, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

000723

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Steven L. Klima
Scoutmaster, Boy Scout Troop 129

Oak Ridge, TN

000724

Mrs. Debra S. Sickmiller

Ashland OH

June 2, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews St., Ste. 102
Langley AFB VA 23665-2769

Dear Major Adams,

BR-6 I have just become aware of a proposed change in route of the Air Force's Realistic Bomber Training Initiative (RBTI). The change would take the route over the Boy Scouts of America's Philmont Scout Ranch. I must ask you to consider an alternative route.

I have four (4) sons and three have been to the Philmont Scout Ranch several times. My husband has been on the trails once and plans on going again in the year 2000. I can not tell you in words how much that ranch means to my family and others who have hiked it, have had sons hike it or have sons who have worked there. There is very little land left in the United States that has been so untouched/reclaimed by "Western Civilization". The first year one of my sons went was just two (2) months after his father had died. Letting him go to Philmont that summer was one of the hardest things I have ever done. It turned out to be a defining time in his life. He came back sure of who he was and what he wanted to do with his life.

All four of my sons and my husband are Eagle Scouts.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. Why would you even think of trying this again? RBTI's multiple daily flights (up to 16) will create much more severe problems:

1) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing, and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby crating injuries (or worse).

Continued...

000724

2) Environment: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

3) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont.

Thank you for your time.

Sincerely,

Mrs. Debra S. Sickmiller

6/4/99

Major Brent Adams,

000725

Dear Sir,

BR-6 It has come to my attention that the United States Air Force is currently discussing plans to begin Realistic Bomber Training Initiative in Northern New Mexico, including Philmont Scout Ranch.

As I sit on a secluded ridge top here at Philmont I am wondering how much damage to our program, safety, and general wilderness experience will occur if this program is implemented. Many of America's Future leaders will learn their skills here at Philmont. R.B.T.I. will disrupt their experience here an average of 6 hours per participant. The safety of the Novice horse riders will also be compromised. Solitude is a gift Philmont offers everyday, however w/ the R.B.T.I. this solitude is dissolved. I believe in America. My brother currently serves w/ the Navy Special Forces, he also was a participant at Philmont. I thank the good Lord everyday that men like him are serving to protect the freedom that can be clearly felt here at Philmont. However part of that freedom is the wilderness experience that can only be felt in complete isolation. Isolation which I am feeling right now on top of this ridge, isolation which can still be saved if another route is chosen. Thank you for your time.

000725

Sincerely,
Brent Wade
Order of the Arrow
Trail Crew Foreman
Philmont Scout Reservation
Cimarron NM

000726

FULKERSON, TODD & BRYANT, P.A.

ATTORNEYS-AT-LAW

ANDREW FULKERSON
MICHAEL K. TODD
STACEY D. BRYANT

PAGAGOULD, ARKANSAS

TELEPHONE
FAX
EMAIL

June 1, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC / CEVPP
129 Andrews Street, Ste. 102
Langley, AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to express my opposition to the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

000726

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I urge the Air Force to consider the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. Thank you for your consideration.

Sincerely,

Andrew Fulkerson

000727

Taos, NM
June 4. 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: Realistic Bomber Training Initiative------Alternative D

Dear Major Adams:

We attended the April hearings held in Taos on this proposal and appreciate the efforts your staff made to answer questions as well as to provide us with a copy of the Draft Environmental Impact Statement.

We do not understand the conclusions reached in this Environmental Impact Statement (EIS) especially those reached in the Socioeconomic/Environmental Justice and Cultural Resources sections. This EIS is deficient since it failed to fully acknowledge and assess the impact of these flights on the economic welfare of Northern New Mexico.

The impact on socioeconomics, environment and cultural resources are fundamentally interconnected to the overall economy of Northern New Mexico. This is a remote area of extreme beauty and history none of which is clearly addressed in the EIS. These attributes have made tourism the prime economic engine drawing people from all over the world who enjoy the majesty of our mountains and high deserts, dark night skies, an abundance of wildlife and the peacefulness of the area. The peace and silence of Northern New Mexico are part of what makes this area unique and enhances peoples enjoyment of it.

This is an area of ancient dwellings and ways. As members of the Archaeologist Society, we know that the discussions under 4.5.5, page 131-132 do not convey the wealth of pre-historic and historic sites in this area nor their significance to this land. New sites are discovered yearly. Many significant sites are not recorded on the National Register of Listed Cultural Resources so it is not a realistic indicator.

We have personally experienced the shattering impact of these low flying missions while hiking in the area east of Tierra Amarilla and Chama. There is no way that Appendix G: Noise of the EIS accurately portrayed in human, psychological terms what we experienced. All of the scientific jargon may be technically correct but the section fails to state the impact in terms that describe what Northern New Mexico will experience several times each day and night if Alternative D is adopted. Appendix G: Noise, page G-9 refers to the Federal Committee on Urban Noise guidelines used to evaluate noise impact issues. Those appear to address *urban* noise levels but to be relevant in Northern New Mexico, *rural* guidelines are appropriate. After all, people remain and tourists come here for the quiet of a very rural area and to escape the din of urban life.

AO-54

The EIS failed to correlate the impact of Alternative D to this picture. It failed to calculate how many dollars would be lost to the local economy once the tourist dollar no longer comes into Northern New Mexico if Alternative D were to be selected. The EIS erroneously states that there will be "No

BR-4

000727

disproportionate impacts to minority and low-income populations." Northern New Mexico already experiences a unemployment and percentage of population living below the poverty line many times higher than the national level. If our biggest industry were destroyed by Alternative D, these numbers would skyrocket. Finally, the adverse impact of these loss in jobs as well as the destruction of traditional land and sky features will hit a population that is clearly made up of minorities (many with low incomes). After all, this is an area where national minorities are the majority. The fact these issues were ignored but the economic advantages of new tracking sites was documented (Appendix I) is a serious over-sight resulting in misleading, erroneous conclusions.

We also feel that the EIS does not clearly describe the causes of the current situation. Two factors that are ignored have to do with prior budgeting decisions made by Congress and the Air Force. The first is the failure to increase pilot pay so that staff is retained and the concerns about flight times to existing air space for training is mitigated. The second is that base closures over the years did not consider the impact these closures would have on providing adequate training spaces resulting in the loss of a significant amount of air space suitable for training such as this.

PD-21

It is our opinion that making another error to correct the failure to consider the impact of prior base closures does not make sense. It especially does not make sense to select Alternative D when the EIS has failed to consider so many issues. We believe we need a well trained air force but we do not believe the plans for Alternative D have been carefully considered.

We urge you to recommend rejection of Alternative D.

Yours Truly.

William L. Webster — Diane C. Webster

cc: The Honorable Whitten F. Peters, Secretary of the United States Air Force

000728 May 23/1999

Maj. Brent Adams

I am a longtime resident and home owner in Taos County near the Rio Grande Gorge Bridge. The vista is beautiful in all directions. Eagles and Hawks fly here. The sounds and silences of this area are great relaxing forces.

This community of Taoseños is an out door culture. Skiing, rafting, rodeos, hiking are just a few activities that residents and tourists enjoy. The gardens and out door areas of life here are gathering areas for Taos families

2. 000728

Our quality of life here is unique and we all feel so fortunate and thankful to be living in such a beautiful and popular place.

With respect for Taos Pueblo - we must remember the age of the Pueblo and the possible harm to these ancient but in fact walls and structures.

CU-2

The wildlife is rich and varied - our children happy and enjoy the space of our County. We implore you to consider an area of less impact for its citizens in your choosing

2.

000728

of Bomber Flight Plans.

You will find us a reliable and appreciative Citizenry when some other route is found to be preferable.

Thanking you in advance

Mrs Joan Bullington

Arroyo Seco
New Mexico

000729

June 3, 1999

Major Brent Adams
RBTI EIS Proj. Mgr
Hq. ACC/CEVP
129 Andrews St.
Suite 102
Langley AFT, VA 23665-2769

We are opposed to Lancer site (Option B in the DEIS).

BR-4 Reasons: Noise pollution - loss of property Values and disturbance of our way of life.

You have millions of acres of Federal Lands on which to train. Use them!

Charles Henderson

Hemleigh TX.

HAWN HOLT INTERESTS

BLANCO, TEXAS

000730

June 3, 1999

FEDERAL EXPRESS

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Major Brent Adams
RBTI EIS Project Manager
HG ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

We are a strong supporter of the United States military and are extremely grateful for its dedication to our protection. At the same time, we are very much opposed to the Realistic Bomber Training Initiative (RBTI) known as Lancer - Option B in the DEIS. We see this project as an infringement upon our personal freedom.

BR-4
BR-7 Over 2000 annual flights at 3000' or less are currently planned. The impact on private citizens, livestock and wildlife would be devastating. Area economics and quality of life would suffer. Please abandon this project.

Sincerely,

Julianna Hawn Holt

Julianna Hawn Holt

Peter M. Holt

JHH/PMH/vrr

000731

June 3, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to express my concerns regarding the Realistic Bomber Training Initiative flights over Philmont Scout Ranch. My understanding is that there will be 2,660 annual flights of B-1 and B-52 bombers at a base altitude of 400 feet. These would occur 6 days a week, 12 months a year.

From my 3 Philmont treks, 1 as a youth and 2 as an adult advisor, I can say without reservation that this proposal would destroy the experience for the participants at this very important youth program. Aside from the very real safety issues, the quality of the backcountry program would be degraded to the point of being useless.

The 18,000 kids who participate at Philmont each summer are constantly exposed to the sounds of our society. This is for many of them, the only opportunity to see what the world is like without the sounds of traffic, radios, TV and low flying aircraft.

Philmont is a special place. Please don't allow it to be destroyed. The purpose of this, as I understand it, is to save money. I can't believe that the citizens of the United States wouldn't be happy to spend a little extra to save this wonderful place for future generations.

Thank you.

Sincerely,

Bruce D. Remsberg

To whomever it may concern, 000732

TY Right now I am sitting atop Lovers Leap, which is a one hundred and fifty foot cliff at the bottom of a Large Valley. The very Last Thing I want to see is a B 1 Bomber blazing Through at 500 feet.

So Take your bombers and shove em' up your ass!

Sincerely yours,
Jeremy Long.

June 4, 1999

Danny Ozment
Grand Prairie, Tx

000733

Major Brent Adams
RBTI EIS Project Manager
HQ/ACC/ CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665 -2769

Major Brent Adams,

BR-6 I am writing to you on behalf of Philmont Scout Ranch, Philmont is a place that many people including myself Love and hold dear to our hearts. I am currently out here for my third time and first as a staff member. One reason I come here is to get peace, quiet, and other things not associated with my city life, including the noise of airplanes. Why Philmont was chosen for these training missions, I do not know, but I ask you to please be considerate of those like me who love this place so much, and also the wildlife. As I write this I am sitting in the Philmont back country with a beautiful views, trying to imagine a bomber in the picture, and I honestly think that it would ruin part of the experience. I urge you to please reconsider this bomber training proposition over Philmont. As a closing remark, I will leave you with this, how would you like low flying planes flying over your home 2,660 time a year?

Sincerely,
Danny Ozment
Philmont Conservation Staff

6-4-1999

Charles E. Odell
Lawson, SC

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000734

Dear Major Adams,

BR-6 I am writing in Protest to the proposed use of North Eastern New mexico for the RBTI trainings. I am a staff member of the Philmont Scout Ranch in the Conservation Department. Philmont is a beautiful place, over 25,000 scouts and scout leaders come through here each Summer. The risk is to great, if a bomber flying lower than 1000 feet crashed into Philmont the chance that it could injure or even kill young scouters is too great. Philmont allows people to come out here and enjoy the peace and quite, and to soak in nature. I can assure you that many Scouters would not be happy when a B-1 bomber flew over while sitting in a meadow enjoying nature. I hope you will consider using the routes proposed in Texas rather than North Eastern New Mexico. Major Adams I apologize for the letter being handwritten we Joint many type writers out at Philmont. Thank you for your time.

Sincerely,

Major Brent Adams, 6/4/99

000735

BR-6 Alternative D is unacceptable, I hope you realize that over 20,000 participants come to Philmont each Summer. As a Health Leisure and Excercise Science Major focussing on Recreation Management and Outdoor Experiential Education I can tell you that the effects of your proposed flight training are/will be VERY detrimental to the Philmont Experience. To date over 600,000 Scouts & crews (12-15 scouts per crew) have hiked at Philmont. Do you think you have the right to seriously impact the next 600,000 crews? I don't.

I urge you to remove Philmont Scout Ranch from your list of possible training locations. Anyone w/ any common sense knows that Planes flying at 1,000 feet will physically & emotionally harm the experience of our participants and the wildlife on this Ranch. Choose Wisely.

William D. Yeager
OA Trail Crew Foreman

Boone, NC

000736

Dear, Major Brent Adams

BR-6 The flying of B-1 and B-52 bombers over Northern New Mexico will not only distract from those dream scenty of Philmont but will also ruin the almost extinct complete outdoors experience. 30,000 people each summer use Philamont as an escape from the normalities of our already voiceferous fast paced lives. The constornt interruption of these planes will be just one more reminder of why we as scouts use the land to get away from the noises of objects such as these planes. If 10 runs are preformed each day, with each run lasting 3 minutes, then a total of 30 min. a day will be interrupted by these excessively loud planes. During a campers 10 day trek 5 hours of noise interruption will have made. In short people dont come to the mountains to watch a damn plane fly overhead. Another concern is the refueling over Philmont Property. The wasted and dumped fuel causes permenate damage to the Mountains eco-systems Please consider these flyings as a serious issue, the happiness of many individuals depends on these plans not flying over our precious mountains.

Thankyou,

Jonathon Porter

June 4, 1999

Lesley Young
Conservation Department
Philmont Scout Ranch
Cimarron, NM

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

000737

Dear Major Adam,

BR-6 I am writing to you concerning Alternative D of the RBTI training. I feel this proposal should be rejected for many reasons. Each year over 20,000 scouts hike through Philmont on 2 week treks and bombers flying at low levels would destroy the scouts wilderness experience. The loud sounds would destroy the solemn and solitude that is part of what makes Philmont the great place it is. It would also ~~destroy~~ ruin the environment for the wildlife and would most likely scare many away. In conclusion, I urge you to reject Alternative D and preserve the Philmont wilderness experience so that scouts can enjoy it in years to come. Thank you for taking the time to read my letter.

Sincerely,
Lesley Young

000738

Bill J. McKown

Great Bend, KS

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

June 2, 1999

Dear Major Adams:

BR-6 The U.S. Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes for the Realistic Bomber Training Initiative (RBTI), alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. I am strongly in favor of training for the U.S. Military, however, I am opposed to the proposed route over Philmont Scout Ranch.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year over 25,000 Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips and training courses in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are planned for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that RBTI Alternative D is not selected.

Sincerely,
Bill J. McKown

Bill J. McKown
Philmont Scout Ranch-Committee Member

000739

Date 5/31/99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 Property values will go down — no body wants to live with that kind of noise and disturbances. There has not been an impirical study done on the effect of the noise on our community, ranching or farming operations — not to mention the effect to our hunting economy. Hunting has become a substantial boost to our area — it would be devastating to lose it. Please go where there are no resources you could damage — we need ALL our resources out here.

Sincerely yours: Belinda Hecht
(Signature)

Name: Belinda Hecht

Address:

City/Sate/Zip Asperment, Texas

Date 5/23/99

000740

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 #1 We are suffering extremely hard economic times. Anything that might harm our economy (Hunting & tourist who come for a quiet & peaceful time)

BR-4 Can't be tollerated. #2 The Agriculture situation (which we are extremely dependant on) is suffering. Livestock would be disturbed, further hampering agriculture.

BR-4 Property values would be adversely affected. We are struggling! I think that is difficult for those who have not experienced how hard it is to survive in this area at this time to understand our situation. We can't handle any more adversity

Sincerely yours: John Dane Gholson
(Signature)

Name: John D Gholson

Address:

City/Sate/Zip Aspermont Tx

BR-6 To whom it may concern. My name is Raymond Tilley 6-4-99 and I am writing on behalf of the security of Philmont Scout Ranch. The employees of Philmont have recently been informed of the RBTI bomber training program. I am writing, urging you to find an alternative training area. This summer 26,000 young scouts will be visiting and participating in the programs at Philmont. Many of these scouts are coming from urban/industrial areas. For most of the kid's this will be a rare opportunity to learn and experience pristine wilderness. I feel as though this program would disturb and hinder the philmont experience for both the employees, participant, and Wildlife. I passionately urge you to find an alternative area. I strongly encourage you to come to philmont and share it this profound experience. Perhaps you would then better understand our passion regarding this matter. I would enjoy hearing the outcome on this matter, Please feel free to contact or write me at.

Philmont Scout Ranch
Raymond Tilley, conservation workcrew
Cimarron NM

Thank you,
Raymond Tilley

000741

Date May 2, 99

000742

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on property values. It would ruin them.
2. The effect the training will have on the ranching and farming operations.

AO-55 3. The fact you did not adequately study the impact that noise will have.

BR-4 4. The impact this would have on the hunting. This could really hurt the already strained economy.
5. The DEIS did not provide for any actual study of this impact on any operations in the area.
6. The fact you already have substantial portions of air space in West Texas.

Sincerely yours: Cindy Swank
(Signature)

Name: Cindy Swank

Address:

City/Sate/Zip Era, TX

6/4/99

Dear MAjor Adams,

000743

BR-6 I am a 23 year old Scouter that presently is working at Philmont Scout Ranch. I have been involved with Scouting for over 12 years. Scouting has placed many morals and ethic values in my life. Philmont is a big part of the Scouting experience. Over 23,000 Scouts and Scouters pass through the Camp a year. The Philmont experience is one that I will not even try to write about, but I will say it is the "mecca" of All youth Camps. Scouts & Scouters from all over the World come to enjoy prestine Wilderness and learn environmental ethics. The RBTI project over Northern New Mexico (Philmont) would be a great injustice to the Philmont Experience. I beg you not to fly noisey, unsightly bomers over this still landscape. This will effect MANY, scarring the Ultimate Scouting experience

Yours truly,
Philmont Conservation staff

Date 5/2/99 000744

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on property values. It would ruin them.
2. The effect the training will have on the ranching and farming operations.

AO-55 3. The fact you did not adequately study the impact that noise will have.

BR-4 4. The impact this would have on the hunting. This could really hurt the already strained economy.
5. The DEIS did not provide for any actual study of this impact on any operations in the area.
6. The fact you already have substantial portions of air space in West Texas.

Sincerely yours: [signature]
(Signature)
Name: [illegible] Davis
Address:
City/Sate/Zip [illegible], TX

Date 6/4/99 000745

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on property values. It would ruin them.
2. The effect the training will have on the ranching and farming operations.

AO-55 3. The fact you did not adequately study the impact that noise will have.

BR-4 4. The impact this would have on the hunting. This could really hurt the already strained economy.
5. The DEIS did not provide for any actual study of this impact on any operations in the area.
6. The fact you already have substantial portions of air space in West Texas.

Sincerely yours: Carla Bullard
(Signature)
Name: Carla Bullard
Address:
City/Sate/Zip Gainesville, Tx

Date 6/4/99 000746

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on property values. It would ruin them.
2. The effect the training will have on the ranching and farming operations.

AO-55 3. The fact you did not adequately study the impact that noise will have.

BR-4 4. The impact this would have on the hunting. This could really hurt the already strained economy.
5. The DEIS did not provide for any actual study of this impact on any operations in the area.
6. The fact you already have substantial portions of air space in West Texas.

Sincerely yours: Tim Bullard
(Signature)
Name: Tim Bullard
Address:
City/Sate/Zip Gainesville, Tx

Date June 5, 1999 000747

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I am against the bombers flying over this farming & ranching area. This land is my heritage and is my livelyhood. My parents pioneered & settled on farm land here before I was born. We are still farmers and landowners even though retired.

BR-3 Because of the noise, the damages placed upon livestock, individuals, as well as being detrimental to the land. There are other areas available to you & probably as well suited. I urge you do not put our land and our people in jeopardy.

Sincerely yours: Grace Hufstetler
(Signature)
Name: Grace Hufstetler
Address:
City/Sate/Zip Jacksboro, TX

000748

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

June 4, 1999

Anne Pesecan
Claremont, CA

Dear Major Brent Adams,

BR-6 I am writing this letter as a response to the Realistic Bomber Training Initiative that is proposed to take place over the Philmont Scout Ranch. Every summer about 28 thousand scouts set out to hike the wilderness area that Philmont has preserved. For most of these scouts it is their first experience out into the backcountry and the staff is trained to teach them skills in which will give them the skills to preserve the natural resources that still exist. There are very few places left in which people can go to get away from the sounds, pollution, and pace of the city life. If this proposal is passed than scouts will hear 30 min of B1 and B52 Bombers fly over the sky a day. Most scouts are on treks for 10 days so this means they will hear five hours of planes during their whole stay at Philmont. To me and many others this is not what a wilderness experience should entail. I hope you think twice about what this training will mean to the ones who will be effected by the sound pollution that will be created.

Sincerely,
Anne Pesecan

000749

6/4/99

Major Brent Adams
RBTI EIS Project Mgr
HQ ACC/CEVPP
129 Andrews St, Ste 102
Langley AFB, VA 23665

Major Adams,

BR-6 I am writing to urge you not to select the northern New Mexico site for the Air Forces Realistic Bomber Training Initiative. A significant portion of this site extends over Philmont Boy Scout Ranch, a beautiful stretch of wilderness that will this year be visited over by over 25,000 scouts. Scouts come to Philmont marvelled at, and revered by, knowledge of the outdoors, sharpen their survival in areas of 12, eager to expand their skills, and explore a rugged world that differs drastically from the suburbs cities, and highways that so many of them know.

I have spent three summers working at Philmont and have both witnessed and facilitated the deeply moving personal experience that people - including Boy Scouts, Girl Scouts, Venture Scouts, adult leaders, and staff - enjoy at Philmont. A major portion of the experience arises from the solitude and natural beauty found here. The simplicity of the peaceful setting guide all who come here into personal reflection and evaluation of morals, ethics, and career direction, and priorities.

RBTI would seriously disrupt the atmosphere, the very magic of Philmont. Thousands of young teenagers and adults travel here every year along trails that lead them through many twists and turns of personal development as through astonishing woodland and mountains. The disturbance of this amazing resource would incur a loss for all of these scouts as well as the family and friends they return home to influence.

Sincerely,
Nancy Virgin

000750

To Whome it May concern,

BR-6 I am writting this letter regarding the RBTI proposal over northeastern New Mexico. As an employe of the Boy Scouts of America at Philmont scout ranch I urge you to choose one of the alternative sites in texas for the training missions. As you may already know Philmont is a national High adventure base for the BSA, where thousands of participants come each Summer for a Wilderness Experience. Low flying Military aircraft does not fit the definition of wilderness. I hope that this letter and the letters from everyone will be read and considered. Thank you for your time and consideration.

Keith Nunn

6-4-99

000751

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/ CEVPP
129 Andrews St Suite 103
Langley Airforce base VA 2769

Major Adams

BR-6 Thank you for taking the time to read my letter. I'm deeply concerned about upcoming plan to fly bomber training over Northern New Mexico This area contains the 114,000 acres known as Philmont. It is a Boy Scout High Adventure camp where over 22,000 scouts and advisors come to experience a wilderness adventure. This experience would be distroyed if the proposed RBTI training route "Alternate 0" is inacted. These fly overs would endanger the fragile wildlife and ecosystem. Not to mention endangering over 22,000 peoples lives each summer. In closing please do not allow this plan to happen, it would be a huge lose to the Boy Scouts of America.

Your Truley
John L. Hammer
John L. Hammer

Benzonia Mi

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000752

June 4, 1999

Major Adams:

BR-6 I would like to voice my concern over the Air Force's Realistic Bomber Training Initiative, Alternative D. This alternative would have B-1's and B-52's flying over Philmont Scout Ranch in northeastern New Mexico ten times a day. Philmont is here to provide outdoor and leadership training in a wilderness setting. We see over 20,000 scouts every summer and feel that low altitude bombers passing overhead would greatly detract from our program and the scouts' experience. We beg you to keep in mind the impact RBTI will have on this area and to choose another alternative for your training. Thank you for your time and concern.

Minda Pengelly
Minda Pengelly
Philmont Scout Ranch Staff '95 - '99

000753

Larry G. Sherman

Edmond, Oklahoma

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, Virginia 23665-2769

Dear Major Adams:

BR-6 I recently read that the Air Force is considering a proposed route for the Realistic Bomber Training Initiative (RBTI) which passes over the Philmont Scout Ranch. As a concerned Scouter and a leader who has led an expedition at Philmont, I a writing to recommend that you consider other alternative routes.

At any given time during the summer, there are more than 5000 Scouts and Scouters in the mountains of Philmont hiking, camping and participating in horseback expeditions. The very thought of having a B1 or B52 bomber hugging the mountain terrain at 300 feet above the ground while these activities are going on is enough to scare me. I can just picture spooked horses with inexperienced riders aboard tumbling off steep mountain trails. Or, for an alternative picture, imagine a 14 year-old rappelling down the face of a cliff when a B1 comes roaring through the valley.

Not only would RBTI missions threaten the safety of campers and Philmont staff members, it would also impact negatively on the environment. Such flights would terrify wildlife as well as pose obvious threats of pollution.

I realize that the Philmont area is attractive for these missions because of its remote location and because of its mountainous terrain, however, I believe that the safety of Scouts and Scouters coupled with the negative environmental impact more than counterbalance these considerations. I strongly urge you to consider other alternative routes above Alternative D, the route over Philmont.

Sincerely yours,

Larry G. Sherman
Larry G. Sherman
District Advancement Chair
Eagle District
Last Frontier Council, BSA

000754

Major Brent Adams
RBTI EIS Project Manager
HQ ACC / CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scoters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely

Greg Oehrtman

Greg Oehrtman, Ph.D.

000755

June 2, 1999

Dear Major Adams:

As a citizen of Scurry County for 42 years, I want to voice my opposition to the bomber training flights that the Air Force has proposed.

BR-4 It is my opinion that the noise level caused by such low level flights will decrease the property values of our nearby ranches.

I respectfully request that the situation be thoroughly studied before you force a decision on our area.

Cordially,

Marida R. Watlington
Marida R. Watlington

Snyder, TX

June 4, 1999

000756

Dear Major Brent Adams,

BR-6 Flying airplanes over the Philmont area would not only be frustrating for camp activities and dangerous for wranglers and livestock, but also completely disrespectful to the Boy Scouts of America. The Boy Scouts give so much to the community through service and Eagle Scout projects.

At Philmont, scouts learn to respect and maintain a healthy environment which I believe is infinitesimally more important than the Realistic Bomber Training Initiative.

RBTI must not take place over the Philmont area. This action would be a disheartening injustice to the Boy Scouts of America, our nations future social and governmental leaders.

Sincerely,
Ryan King

000757 6/4/1999

Greg Russell
Philmont
Staff - Conservation
Cimarron, NM

Maj. Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Ste. 102
Langley AFB, VA
23665-2769

Major Adams,

BR-6 This letter is in regards to the proposal to run RBTI exercises over Philmont Scout Ranch in North East New Mexico. I urge you to reconsider this option. Each summer, more than 26,000 scouts and advisors pass through this ranch. For many, this is the only chance they will get to have a real wilderness experience. They come from urban areas and may never again get this sort of experience. It would be tragic for them to lose the mystique of these mountains to bombers flying directly over their heads. As a staff member and a former participant, I urge you to reconsider alternative D. Thank you.

Sincerely,
Greg Russell
Greg Russell

6-4-99

000758

Major Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing in concern over the proposed Airforce fly-by's at Philmont Scout Ranch in Cimarron, NM. As I sit here in the backcountry of Philmont, I cannot imagine how this wilderness would be like if B-2 bombers flew over sixteen times a day. Besides the noise of the planes, there are many other activities that go on at Philmont that would be effected by the flying exercises. Activities such as rock climbing, pole climbing could cause some injuries to scouts if they fell because of the noise from the planes. When we come to the outdoors, we expected to get away from the noise of the city, It would be ashamed If that noise was brought to Philmont.

This kind of destruction to a wilderness area should not happen. This is one of the few places Scouts can come from all over the world to learn, and experience a true outdoor adventure. Why should one of the great organizations of America Suffer so that the Airforce can train to kill people. I believe there are other places where they can practice, places that would not destroy the silence of a pristine wilderness. Your help in this will be much appreciated.

With concern,

000759

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

W. Andrew Grubbs

W. ANDREW GRUBBS

CHAPEL HILL NC

000760

Marcia and Richard Kuska
• Taos, NM

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: Low Altitude Bomber Flights
Northern New Mexico

Dear Major Adams,

There are many good and compelling reasons not to employ low-altitude bomber training flights over Taos County in Northern New Mexico.

Here are two that you probably have not heard, but should be convincing:

1. A movement has been started to have the Federal Government designate Taos Valley a National Historic Park. Please see the attached correspondence.

AO-16 2. Sooner or later there will be a fatal and costly accident at such low altitudes and high speeds – involving trainees!

PD-8 The enclosed video tape of an Air Force hearing in Taos last year asks the well-received question: "Why not use virtual reality training much like astronauts use?" Have the bombers fly out over the Gulf of Mexico with projected mountain images and fixed monitoring sensors mounted on buoys or platforms. Then when a pilot does err and "hits" a "mountain" no lives or equipment are lost. And the Land of the Free is fully protected and not desecrated by noise and fumes; and, the precious wildlife and the beautiful Northern New Mexico environment are not disturbed.

Sincerely,

Richard and Marcia Kuska

cc. without video or maps to:
U.S. Senator Pete Domenici
U.S. Senator Jeff Bingamon
U.S. Rep. Tom Udall
F. Whitten Peters, Acting Secretary of the Air Force
Don Day, Federal Aviation Administration
Gary Johnson, Governor of New Mexico

000760

Richard Kuska
• Taos, NM

March 10, 1999

The Honorable Jeff Bingaman
United States Senate – Washington, D. C.
119 East Marcy, Suite 101
Santa Fe, NM 87501

Sir,

We need your help and leadership. Our purpose is to save the unique adobe look and mystical spirit of Taos while at the same time significantly boosting tourism to this traditionally hard-scrabble economic area.

We are a local citizens Task Force that is dedicated to achieving "National Historic Park" designation for that remaining part of the visually magnificent Taos Valley that is not already under Federal or Pueblo protection.

Before, any bomber flights and before any more developers and opportunists destroy this peaceful valley, we urgently request that your office ask the National Park Service to begin a feasibility study to determine how National Historic Park status can be accomplished before it is too late.

Taos Valley is unique in America in its successful coming-together of three very different and colorful Southwest cultures. Each was drawn here by the spectacular yet tranquil mountain setting. First came the ancient Pueblo Indians. Then 400 years ago the Hispanic community began. Finally came the Anglo traders and the famous Taos Art Colony founders. All stayed, enchanted by the indigenous adobe architecture and the magical spirit of North Central New Mexico. They continue in an unusual tri-cultural harmony today.

The enclosed map outlines the area that desperately requires protective Park Service oversight now. It requires protection from any unplanned, thoughtless, ill-advised or selfish development and construction. To achieve this end -- considering private property and local governance involved -- may well require new thinking in the Park System to properly manage the remaining precious few living historic areas in America. These are specifically significant communities that deserve preservation for the education and enjoyment of all the American people. Let Taos be the first in this new "Living Historical Park" category.

000760

Our Task Force is ready now to work with representatives from the National Park Service providing any necessary information, pictures, history, even escorted tours of the Taos Valley National Historic Park (In Waiting)!

Sincerely,

Richard Kuska
505-751-4855
mkuska@laplaza.org

cc: The Honorable Pete Domenici US Senate
The Honorable Tom Udall US Representative

Enclosures: ~~Map Sketch~~
List of attractions
~~39 Existing NHPs (thru 1996)~~

000760

TAOS VALLEY NATIONAL HISTORIC PARK

PARK ATTRACTIONS
Taos Plaza (Historic Town Promenade)
Taos Historic District (Adobe buildings)
Martinez Hacienda (Early Spanish Colonial estate)
Art Colony Area (Artists Houses)
Kit Carson House/Museum/Grave (Most Famous Early Western Mountain Man)
Millicent Rogers Museum (Indian and Hispanic Art)
Governor Bent Museum (Early Taos History)
Harwood Museum (Taos Art Colony founders/Agnes Martin Room)
Van Vechten Lineberry Museum (Early Taos Artists)
Fechin House Museum (Russian master painter)
Horseshoe Views of Valley & Gorge
Rio Grande Gorge Bridge
John Dunn Bridge Rafting Point of Origin
Turley Mills Ruins (Home of Taos Trade Fair White Lightning Whiskey)
D. H. Lawrence House & Grave/Georgia O'Keeffe Lawrence Tree)
Ranchos de Taos Church (Most painted church in America)
Pueblo Peak (12,— feet)
Wheeler Peak (13,161 feet)
Rio Grande Rafting/Kayaking (Wild and Scenic River Run)
Sangre de Cristo Mountain Trails

ADJACENT ATTRACTIONS
Taos Pueblo
Picuris Pueblo
Taos Ski Valley
Mountain Campgrounds
Enchanted Circle Drive
Moreno Valley/Vietnam Memorial
Hunting & Fishing
Horseback Riding
Hiking Trails
Santa Fe/Abiquiu (Georgia O'Keeffe home)
Earthship Community
Chili Line (Taos Junction, Embudo Junction)
Cumbres & Toltec Narrow Gauge Railroad

SCOUTING... A BRIDGE TO THE FUTURE
BOY SCOUTS OF AMERICA

000761

Thomas H. Mareci, Troop Committee Chairman
Troop 515
Alachua District
North Florida Council

Gainesville, FL

8 June, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and repelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

000761 8 June, 1999 p. 2

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely yours,

Tom Mareci

Thomas H. Mareci, Ph.D.
Troop Committee Chairman
Troop 515, Alachua District
North Florida Council
Boy Scouts of America

ARROYO SECO N.M. – RIO GRANDE GORGE Between Espanola and Taos, New Mexico

Some of the most scenic beauty in the state is found along the Rio Grande Gorge. The gorge was created by the flow of the mighty Rio Grande River.

Photo: J.J. Anchulera

DEAR MAJOR ADAMS AS A HOME OWNER AND PARENT LIVING IN TAOS I WOULD NOT LIKE TO See Low FLYING- MILITARY WARSHIPS WORRYING MY NEIGHBORS, MY GRAND-CHILDREN, OR OUR RICH AND ABUNDANT WILDLIFE. I WOULD RESPECTFULLY ASK THE MAJOR HOW HE WOULD FEEL ABOUT THESE SAME MANUVERS OVER VIRGINIA? THERE IS ENOUGH WAR-FARE IN THE WORLD LET US PROTECT OUR TRANQUIL ZONES, I.E. Sc Bless

MAJ BRENT ADAMS
RBTI EIS
PROJECT MANAGER
HQ ACC-CEVPP
129 ANDREWS ST.
Suite 102
LANGLEY AFB,

000762

TY

000763

MELTON RANCH

Sylvester, Texas

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer-Option B in the DEIS.

BR-3 **BR-7** I have concerns about noise levels generated by these proposed flights. I feel research and other environmental studies are needed to address the effects of these flights on wildlife, domestic animal operations and day to day life quality of human residents of the area. Lack of disclosure or failure to address these problems will greatly impair quality of life for all in this area.

Sincerely,

Patti Dick Anderson

Patti Dick Anderson

000764

PM

PAUL MELTON, ABILENE, TX

June 5,1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY I am opposed to the Air Force's proposed RBTI known as Lancer-Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I have concerns about the reduced quality of life both for man and nature. I feel inadequate studies have been conducted on your part to guarantee that habitat and life styles will not be adversely affected. Lack of disclosure, or failure to address these concerns, could cause changes and harm to both man and nature as we know them in our area.

I welcome your comments.

Very Truly Yours,

Paul Melton

000765

Date June 6, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 A. The effect on property values. Cattle prices and oil prices are still low. This will run the land values. We have worked our hole lives and payed taxes for nothing!

AO-12 B. You did no studies on the noise. It would break out windows and water lines which could kill our cattle. If we are checking cattle or gathering them on horseback; which we do all the time, it would scare the livestock causing great danger to everyone.

C. You already have substantial air space in West Texas. Why are you wanting to take away from American citizens to train foreign air force men who have never paid taxes or supported the USA? Why are you punishing us?

Why has my family fought in every war; so you can take away our rights and private property? I don't thank so.

Sincerely yours: Charlene Harrington
(Signature)

Name: Charlene Harrington

Address:

City/Sate/Zip Krum, Tx.

000766

8 June 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

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Sincerely,

Stanley W. Carson

STANLEY W. CARSON
EAGLE SCOUT
PHILMONT ALUMNUS 1990

CHAPEL HILL, NC

June. 4, 1999

000767

JEFFREY B. WELL

ROSWELL, GA

MAJOR BRENT ADAMS
RBTI EIS PROJECT MANAGER
HQ ACC/CEVPP
129 ANDREWS ST., SUITE 102
LANGLEY AFB, VA 23665-2769

DEAR MAJOR ADAMS:

BR-6 I AM WRITING TO EXPRESS MY EXTREME CONCERN OVER THE EFFECTS OF THE PROPOSED RBTI ON THE PHILMONT WILDERNESS RANCH OUTSIDE CIMARRON, NM. AS AN EAGLE SCOUT, LIFELONG SCOUTING ENTHUSIAST, AND TWO-TIME PHILMONT VISITOR, I KNOW WELL THE CONNECTION WHICH DRAWS OVER 20,000 YOUNG MEN AND WOMEN A SUMMER TO PHILMONT - A CONNECTION WITH PRISTINE TERRAIN AND OUR ANCESTORS' WAY OF LIFE. LOW ALTITUDE BOMBER PASSES WOULD NOT SIMPLY THREATEN THIS SOLITUDE; THEY WOULD DESTROY IT.

SCOUTING UPHOLDS AND FURTHERS THE BEST IN OUR YOUTH, THAT THEY BE, IN THE WORDS OF THE SCOUT

000767

Oath, "Physically strong, mentally aware, and morally straight." Fillmont offers the holistic opportunity to find physical, intellectual and moral guidance. I urge you to leave this experience intact for future generations, that they may grow as both I and my father have grown over two generations. On his behalf, and that of countless others, I again urge you to reject Alternative D of the RBTI.

Appreciatively Yours,

Jeffrey B. Wall

Jeffrey B. Wall

000768

JUNE 7, 1999

U.S. AIR FORCE
ATTN: MAJ. BRENT ADAMS
RBTI EIS PROJECT MANAGER
HQ ACC/CEVP
129 ANDREWS STREET SUITE 102
LANGLEY AFB, VA. 23665-2769

LANCER SITE (RE: OPTION B IN THE DEIS)

SIR:

TY **THIS IS TO VOICE OUR OPPOSITION TO THE B-1 AND B-52 BOMBER TRAINING PROPOSED OVER GARZA COUNTY, TEXAS.**

WE ARE LANDOWNERS AND THE ENVIRONMENTAL ISSUES OF THIS PROJECT WILL GREATLY EFFECT OUR PROPERTY.

WE HAVE IMMEDIATE CONCERNS ABOUT OUR LIVESTOCK, WILDLIFE AND THE IMPACT THESE TESTS HAVE ON THEM. THIS IS OUR LIVELIHOOD!

THANK YOU,

Mr. & Mrs. Bill D. Howell

MR. & MRS. WILLIAM D. HOWELL

POST, TX.

000769

Date 6-8-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

Dear Sir:

Much of the proposed "Lancer" area is involved in a multi-year boll weevil eradication

BR-2 program. This requires many flights for the crop dusting planes. For west Texas you fly chemicals when the wind velocity allows, so you can't always set specific times or schedules. The Air Force has said that their flights would be above 3000'. This information is incorrect. Just this past wednesday I witnes Air Force aircraft flying under 500' on the Scurry Co – Howard Co. line. Due to the danger for the Spray pilots + the necessity of the weevil eradicate program I say "no!"

Sincerely yours: Ted Cervenka
(Signature)

Name: Ted Cervenka

Address:

City/State/Zip Snyder Tx

000770

Date 6-8-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 I fear our property would be dev-
devalued. I am concerned about the

BR-3 farm & ranch animals that would be disturbed by the noise. The noise will be a terrible nusance to everyone who lives here & under-

PD-7 stand the Government has grant of other places for this Training that wouldn't bother anyone.

I know our service men have to be trained, but please do it over some of our waste lands where no one lives

Sincerely yours: Mrs. Elmer H. Owens
(Signature)

Name:

Address:

City/State/Zip Jakota, Texas

000771

Justiceburg Tx
6-4-99;

b

Maj.Brent Adams
RBTI EIS Project Manager
HQ.ACC/CEVP
129Andrews St Suite 102
Langley AFB,Va.23665-2769

Dear Sir:

This letter isinreference to the flyover program...US Air force proposed realistic Bomberin initiative. RBT.

I am very opossed to this. I was born and raised on this ranch this is home to me.

BR-3 When we are working cattle and one of those low flying Jets come overwe might as well stop. They rattle the windows in the house.

Johnny Robison
Rafter "J" Brand

000772

LIEUTENANT COLONEL CECIL DON VINEYARD
UNITED STATES ARMY - RETIRED
SNYDER, TEXAS

MAJOR BRENT ADAMS
RBTI EIS PROJECT MANAGER
HQ ACC/CEVP
129 ANDREWS STREET, STE 102
LANGLEY, AFT VA 23665-2769

LETTER OF OPPOSITION

Dear Major Adams,

This epistle is in support of the Heritage Environmental Preservation Society's (HEPA) OPPOSITION to the US Air Force's "Realistic Bomber Training Initiative (RBTI).

This is not to down play the importance of training of the Air Force's Pilots, nor is it a "down sizing" of Patriotism. It is in behalf of a way of life that is in jeopardy if the USAF saturates the West Texas skies with low level flights, especially in the air space that is over Scurry, Borden, Dawson, Fisher, Garza, Kent, Lynn, and Stonewall Counties of Texas.

Being a Veteran of thirty (33) years combined military service to this Great Country, I can attest to the "beauty" of seeing the "belly" of those Tactical Air Support AirCraft...but there is few needs of sorties in the area just mentioned, and the same view would become ugly and hated!

I am not being wishy-washy, as I began this epistle by declaring the recognition of bomber pilot training, but the USAF already has bomber training areas and are already training these bomber pilots

PD-4 without the need of destroying a way of life, the peace and tranquility, of the area already named.

As well, consider the fact of the millions of dollars being spent to prevent this very type occurrence, by extending the perimeter of the glide and landing zones at DFW between the Metroplex (Ft Worth-Dallas). Not only are mega bucks being spent to condemn and vacate the area to be subjected to "low level flights," but entire communities are being re-constructed to eliminate such massive condemnation of people's homes and property, that would occur after opening new runways.

The West Texas area of concern consists of conditions that include low rainfall, dry humidity, seasonal dust storms, and is the anchor for "tornado alley," but the main thing this area has going for it is its "Heritage" which is simply defined as "Man against Elements" with the only reward being the "peace and tranquility" for nurturing life, both human and animal (domestic & wild).

The only difference between this area, and continuing to use the present site is the "misguided" claim of $'s to be saved (of course millions is the category-always) of the use of JP4, or what ever the designation of the "Aviation Fuel" is currently titled. But Major, Sir, you and I both know that USAF Regulations require these pilots to acquire a mandatory number of flight hours in each phase of training, so does it really matter if fuel dollars are spent flying on further to the Low Level Site, or should they do a few circles closer in

000772

before heading to the "O-Club?"

And your reaction to this might be that with close in sites there could be more bombing runs made without having to return for refueling

PD-1 of the aircraft, but why not have the KC-97 (and other refueling tanker aircraft) pilots, and crew, being trained by sending the flying "fuel tanks" to refuel them over the current site, already approved and being used, and apparently everyone accepting the situation. And after all, the refueling crews are also required by USAF Regulations to "log" the required hours, so why not missions, instead of circles?

Regardless of which site, the hours of fuel will be burned, so why "burn" the way of life of many many West Texans while doing this?

Plus when factoring in the "Environmental Damage Control" Investigations...the now in use sites are much more economical for the tax payers of the United States of America!

As you know, the data is available for such damages as will occur...Europe, Korea, Viet Nam, Falklands, Panama, Africa, Iraq, and soon to be Yugeslavia.... and West Texas if USAF "Messes with Texas."

That brings to mind...why not be exploring budgetary measures to "Retain" these pilots being trained around the clock as the Commander in Chief saturates the Balkans with USAF Technology and skills! Offer incentives to keep these trained pilots, instead of sending them to fly for United, SW, and other Airlines!

But of course that is getting into politics, but isn't everything politics, even the court system is controlled by politics and greed for the Ol' Greenback Dollars!

Major, remember the Ranchers, Farmers, Business Owners and Residents of the specified eight (8) County area, and all areas of West Texas, as well as the entire State as far as this goes.

Recruit your pilots for tomorrow by illustrating that the USAF is for the people of the United States, not to "bully" the people of the United States of America, and especially West Texas. As West Texas seems a long way out into the "wilderness" when you are sitting in the area near the Potomac!

May the Word of God, and Jesus Christ, guide you in the preparation of your findings from your study, and the powers and principalities, as they make their decisions based on input provided by sources such as yourself.

I thank you, My Family thanks you, and the many that are also in opposition to what the USAF is planning to do to our/their way of life THANKS YOU, though you will not hear from the majority of them!

In His Name,

CECIL DON VINEYARD

SNYDER, TX
"SCURRY COUNTY"

CECIL DON VINEYARD
4 Jun 99

cc: Sen Phil Gramm
Sen Kay Bailey-Hutchison
US Rep Charles Stenholm

000773

Mark Herkert

Edmond, Oklahoma

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, Virginia 23665-2769

Dear Major Adams:

BR-6 We recently read that the Air Force is considering a proposed route for the Realistic Bomber Training Initiative (RBTI) which passes over the Philmont Scout Reservation. As a concerned Scouters and parents, we are writing to recommend that you consider other alternative routes.

At any given time during the summer there are more than 5000 Scouts and Scouters in the mountains of Philmont hiking, camping and participating in horseback expeditions. The very thought of having a B1 or B52 bomber hugging the mountain terrain at 300 feet above the ground while these activities are going on is enough to scare me. I can just picture spooked horses with inexperienced riders aboard tumbling off steep mountain trails. Or, for an alternative picture, imagine a 14 year-old rappelling down the face of a cliff when a B1 comes roaring through the valley.

Not only would RBTI missions threaten the safety of campers and Philmont staff members, it would also impact negatively on the environment. Such flights would terrify wildlife as well as pose obvious threats of pollution.

I realize that the Philmont area is attractive for these missions because of its remote location and because of its mountainous terrain, however, I believe that the safety of Scouts and Scouters coupled with the negative environmental impact more than counterbalance these considerations. I strongly urge you to consider other alternative routes above Alternative D, the route over Philmont.

Sincerely yours,

Concerned Adult Leaders
Troop 78
Eagle District
Last Frontier Council, BSA

000774

ROY A. BAZE

SNYDER, TEXAS

PHONE PHONE

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley, AFT VA 23665-2769

Dear Sir: RE: Lancer Site, Option B in DEIS

With respect to the armed forces, I object strenuously to the proposed reference low-level flight training activity in the area covering Scurry, Borden, Dawson, Fisher, Garza, Kent, Lynn and Stonewall counties, Texas.

I spoke in opposition at the public hearing held in Snyder, Texas, on April 7, 1999. A copy of my remarks is attached.

BR-3 **BR-4** In the counties involved, ranching and stock farming are major means by which people make a living for themselves and also contribute to the local economies. It is clear to us that the noises associated with the flight plans will be damaging to the livestock business and to commercial hunting on leases for wild life.

I have considerable experience first hand in economic development. We live in a fairly sparse populated area. Local oil fields are in advanced stages of depletion. The oil field future is bleak with regard to being a principal contributor to local economies either as sources of income or an activity to provide jobs. It is already tough enough to create economic development. We certainly do not need the Air Force training activity that brings virtually no jobs but does scare off opportunities we might otherwise have.

We wish the Air Force success in its training efforts. However, we urge you to do that training elsewhere. The USG already owns vast acreage; use those areas, even if such does cost more expense money.

As information to you, I sense that area people are so upset over the training proposal, that if the Air Force pushes ahead in Lancer area, you will be met aggressively in court.

Yours truly,

Roy A Baze

000774

ROY A. BAZE

SNYDER, TEXAS

PHONE PHONE

April 7, 1999

To: US Air Force
Re: Statement, Public Hearing, Snyder, Scurry County, Texas, on Realistic Bomber Training Initiative, Lancer Area, Texas.

My name is Roy A. Baze. I appreciate the opportunity to speak and to enter one page of comments in this hearing. I am a long time resident of Snyder, appearing here as an individual citizen interested in economic development of this area and also interested in maintaining strong capabilities of the armed forces. For the record, I love this country and take pride in the American flag. After four years of ROTC, I graduated from Officer Candidate School at Ft. Sill, served in the Field Artillery in Europe during WWII, was discharged as a captain, and remained in the Army Reserves for years. Usually, I am a strong supporter of the military.

However, today, I speak in opposition to the Bomber Training Initiative for Lancer Area. I do not see this as a political matter. Nor do I see this as an operation where the Initiative can take place only in the Lancer Area.

I have had considerable experience in economic development, both as an officer in a very large international corporation and also, after retirement, in development projects here in Scurry County. I am keenly aware of economic development needs of this area.

I am an experienced petroleum engineer. I understand the oil business very well. Starting about 50 years ago, some of the Lancer counties were blessed with discoveries of major oil fields. Local economies then shifted predominantly from agricultural base to oil base. Oil fields, like people, get old, they get tired and they wear out. Without question, that is happening to area oil fields. In Scurry County, the ad valorem tax base has eroded by 80% in the approximate last 15 years due to depletion of mineral resources, dropping from $2.7 billion to about $500 million. Erosion of oil tax basis is not going to get better: dependence on agriculture is increasing.

Unfortunately, the Bomber Initiative will not help property values or economic development here.

I have heard the argument that Lancer Area is a less costly area in which to conduct air training operations. However, in my view, national economic savings come out second best when I size up potential environmental and economic harm to this area, the adverse effects on property values , the adverse effects on people living here and trying to make a living here, and weigh those factors against the fact that flight training reasonably can be conducted elsewhere. The Federal Government controls vast acreage better suited than Lancer private property.

In conclusion, I very much appreciate the Air Force. Respectfully, I enter opposition to the Lancer operation. Apparently the Air Force considers the Lancer Proposal is a Win proposition. Locally, many of us believe it is a Loser for us. Apparently the Air Force considers that Bomber Incentive is a good title for the script it is reading. Locally, many of us think Bomber Disincentive better fits the scenario we see. It is already challenging enough here to cope with Nature's forces of wind, sparse rainfall and declining oil base. This area does not need or want addition of a man-made disincentive.

I do wish the Air Force success in its training mission. But, I urge you -- conduct the training elsewhere.

Again, thank you for this public hearing. I hereby submit for the record a copy of my remarks.

Roy A Baze
Roy A. Baze

000775

Date 6-6-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

1. The east double Mountain is on our ranch and this landmark has been a flying target in years past. These past flights have been an infringement on our peace and tranquility. If operations is carried out these flights will increase to an intolerable number.

CU-1 2. Parts of our ranch house are a hundred years old. The vibration from low flying jets will deteriorate our house.

BR-3 3. We have some high strung horses which will not do well with low flying planes.

4. I am a taxpayer and I don't mind my taxes being used for repair, maintence and new airplanes. Keep the training area where it is now located. Please don't use West Texas.

Sincerely yours: (Signature) David Baugh

Name: DAVID BAUGH

Address:

City/State/Zip SNYDER, TX

000776

Houston, TX
June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 We are writing to inform you of our opposition to the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). Proposed Alternative D traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont.

On any given day in the summer, as many as 5,000 Scouts and adult leaders will be hiking and camping in Philmont's backcounty. Each day, several hundred of them will be engaged in activities such as rock climbing and mountain horseback riding. The sudden roar of jet engines has a startle effect which could easily cause inexperienced rock climbers to be distracted or a horse to spook and bolt on a narrow mountain trail with resulting serious injury (or worse).

B-1 and B-52 bombers flying only a few hundred feet above ground level generate a high noise level greater than being near a a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species: the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,00 feet will significantly impact these species.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests. Unburned jet fuel being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives and devastate Philmont. Also, the possibility of a crash is simply not acceptable for the safety of the Scouts.

000776

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved and the safety of thousands of young people who attend Philmont annually should not be jeopardized. For these reasons, we request that you advocate the selection of a different RBTI route.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves our protection. Thank you for your assistance to ensure that Alternative D is not selected.

Sincerely,

Mark G. Hodgeson
Eagle Scout

Cheryl Moeller Hodgeson

Cheryl Moeller Hodgeson
Scout Pack 453 Committee Member
Golden Arrow District,
Sam Houston Area Council

000777

Thomas A. Stalnaker

West Chester, PA

June 4, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to you to ask that you oppose the selection of Alternative D under the proposed RBTI. This route traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each summer, about 25,000 Scouts and their adult leaders from all over the country come to Philmont for two week wilderness backpacking trips in the mountains of Philmont and the adjacent Valle Vidal Wilderness of the Carson National Forest.

The proposed Alternative D would establish a military training route directly over most of Philmont. As a former Scout camper, staff member, and adult leader of Philmont expeditions, I have serious concerns about the impact of the Air Force's proposal on health and safety of Scouts attending Philmont, and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, hundreds of them will be engaged in activities such as rock climbing, spar pole climbing, and mountain horseback rides. The sudden roar of a jet at low altitude could easily cause a dangerous distraction to an inexperienced climber, or cause a horse to bolt on a narrow mountain trail, resulting in serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using over 1,000 backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of those Scouts.

For these reasons, I ask your help in advocating for the selection of a different RBTI route.

Philmont is the largest and most famous Scout camp in the world. It is a natural resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Thomas A. Stalnaker

Thomas A. Stalnaker

Date 6-8-99

000778

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY Unnecessary additional use of West Texas airspace and a hardship on the already strained landowners of the area, as outlined in the April meeting in Lubbock.

Sincerely yours: Ray Renner
(Signature)

Name: RAY RENNER

Address:

City/Sate/Zip LAMESA, Tx

000779

June 6, 1999

San Antonio, Texas

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposal Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 And B-52 bomber Flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, transverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flight each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As an active Scouter who has attend Philmont several times, I have serious concern about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights over the ranch.

On any given day in the summer as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trial resulting in serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the World have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmonts famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

000779

The Environmental Impact Study(EIS) fails in several areas to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Arbeu houses at Rayado and the Villa Philmonte. The EIS incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may with to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that RBTI Alternative D is not selected.

Sincerely,

Tom Dillington
Troop 346

000780

The Nature Conservancy of Texas

San Antonio, Texas

San Antonio, Texas
TEL
FAX
INTERNET

James King
West Texas Program Manager
The Nature Conservancy of Texas

Fort Davis, Texas

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley Air Force Base, Virginia 23665-2769

RE: Comments to RBTI Draft EIS

Dear Major Adams,

The Nature Conservancy of Texas is in receipt of your Draft Environmental Impact Statement with respect to the Realistic Bomber Training Initiative dated March 1999. This report is indeed well researched and organized; however, we feel it is lacking not only in key ecological data and information, but makes unfair and unjust conclusions as it relates to the impacts on our natural and cultural world in the Trans-Pecos region.

We feel the EIS fails to address the values and well-being of the citizens of West Texas and downplays the negative impacts to our rural communities and landowners. The Nature Conservancy owns more than 17,000 acres in nature preserves in the Davis Mountains and has partnerships with private landowners to preserve another 52,000 acres for their rare and special animals and plants. These special places were not identified on EIS resource maps. These lands and the public lands that you did identify represent a mere fraction of the biodiversity and natural treasures that exist in West Texas on private lands.

LU-4

The single greatest threat to wildlife and biodiversity protection in the Trans-Pecos region is land fragmentation through subdivision and incompatible development. This issue equally threatens the traditions of West Texas' ranching culture and way of life. It is private landowners who make the difference in wildlife conservation, and the RBTI will without a doubt lead to negative impacts to our natural world. Capitalizing on the presence of unique wildlife and natural beauty

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000780

has opened up diverse uses such as nature tourism, hunting and outdoor recreation on private lands that help landowners develop a broader economy, thus stabilizing their ownership and focusing on wise stewardship. These activities are entirely incompatible with the tremendous disruption to the quietude and natural processes of the wilderness that will result from repeated fly-overs.

The Nature Conservancy of Texas has worked for more than 20 years on various conservation initiatives in West Texas, both public and private, and has concluded that keeping family ranches intact and well managed is the best, most efficient, most economically and ecologically advantageous way to preserve our wild lands. The RBTI is not compatible with these uses.

If we are to succeed in protecting our natural resources, we must find ways to maintain the agricultural and ranching uses and the cultural heritage that have preserved these other private lands. To conclude that the Realistic Bomber Training Initiative would not negatively affect the serene, remote beauty and rich natural resources that support the people and wildlife of this region is unreasonable. Such activities will permanently damage and possibly destroy the culture, economy and rare ecological value of this land.

The Nature Conservancy values greatly our partnership with a variety of government entities, including the Department of Defense, in working at specific sites all over the state. The Realistic Bomber Training Initiative is not compatible with our work in West Texas, where the proposed impacts threaten the livelihood of the ranching community. If we are to succeed in our respective missions – both of which revolve around maintaining America's strength and health – we must find ways to better understand our natural heritage and work together to protect the valuable resources preserved on Texas' public *and* private lands. Our quality of life is at stake.

Sincerely,

James King
Director of Land Protection/West Texas Program Manager
The Nature Conservancy of Texas
Fort Davis, Texas

Attachment

000780

The Davis Mountains and the Chihuahuan Desert

Known as the land of "mountain islands and desert seas," the Chihuahuan Desert is the easternmost of the American deserts. Stretching from southern New Mexico down through West Texas and into the Mexican central plateau, the desert gives rise to a series of isolated mountain "islands," where hundreds of rare plants and animals are found.

The mountains form a biological lifeline, especially for migratory birds such as the zone-tailed hawk, painted redstart, and Grace's warbler, which fly hundreds of miles from one mountain range to another during migrations to and from montane nesting areas.

The Nature Conservancy is helping to permanently conserve the heart of one of these mountain islands. About 175 miles east of El Paso, the Davis Mountains rise above 8,000 feet and encompass an area of more than 1,500 square miles. The southernmost tip of the Rocky Mountains, they support cool, moist pine-oak woodlands and stand in dramatic contrast to the desert grasslands below. Ponderosa pines, several oak species and even relict stands of aspen occur along the northern slopes.

Shaded springs in the canyons and seeps in rock crevices provide habitat for plants and animals found nowhere else in Texas, such as the Livermore sandwort and Davis Mountains threeband snail. Mountain lions and black bears wander here, and at the headwaters of nearby Limpia Creek, the only grizzly bear ever recorded in Texas was found in 1901.

"The very existence of the Davis Mountains in West Texas is a thrill to a New Englander or to one who comes from the Pacific West," Supreme Court Justice William O. Douglas once observed. "To have a high mountain mass in a desert environment for exploration is a treat."

Indeed, the Davis Mountains provide a rich setting for both natural and human history. With the discovery of gold in California in 1849, hundreds of immigrants took advantage of a southern route to the West Coast that passed near the Davis Mountains. Many paused here to water their animals at natural springs adjacent to the mountains. Later, U.S. mail carriers, too, took advantage of the abundance of water here on their way to San Francisco. Yet, because the mountains themselves were such an obstacle to travel, they were not settled by pioneers until relatively late in Texas history.

The Nature Conservancy owns more than 17,000 acres in preserve lands here and is working with private landowners to conserve a contiguous and ecologically viable landscape while respecting the ranching way of life. Such conservation efforts will play a vital role for the entire Chihuahuan Desert region: the Davis Mountains serve as an important link to other conservation areas including the Guadalupe Mountains National Park to the north, as well as the Chisos Mountains of Big Bend National Park and the Sierra Madre of Mexico to the south.

The Nature Conservancy is a private, non-profit, international conservation organization with more than a million members worldwide. The mission of The Nature Conservancy is to preserve the plants, animals and natural communities that represent the diversity of life on Earth by protecting the lands and waters they need to survive. The Nature Conservancy of Texas is the state chapter of the organization, with more than 35 nature preserves throughout Texas. The Texas chapter uses cooperative methods and science-based research to protect native animals and plants in partnership with communities, businesses, individuals and public and private organizations.

000781

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind sheers) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Adam Compton
Cedar Grove, NC

ALLEN R. FERGUSON, Jr. 000782
ATTORNEY AT LAW

POST OFFICE
EL PRADO, NEW MEXICO

LICENSED IN
NEW MEXICO
MARYLAND
WASHINGTON, D.C.

June 8, 1999

Major Brent Adams
RBTI EIS Project Manger
HQ ACC/CEVPP
129 Andrews St.
Suite 102
Langley AFB, VA 23665-2769

RE: Comment on RBTI Draft Environmental Impact Statement

Dear Major Adams:

I am writing to provide feedback on the RBTI Draft Environmental Impact Statement dated March 1999. In particular, I write to comment on some of the Draft EIS's methods, findings and conclusions regarding the socioeconomic impact of low level bomber training flights on the communities potentially affected by **Alternative D: IR-153/Mt. Dora MOA.**

The Draft EIS concludes, as summarized in Table 4.4.1 that there will be "no measurable impacts to socioeconimics" if Alternative D is selected. It appears from the discussion of socioeconomic impacts in Section 4.4.5 that the drafters have taken into consideration only such impacts as can be expected from the expenditure of federal funds to construct the Tucumcari scoring site and associated emitter sites, and that these are expected to affect primarily only Quay, Union or Haring County, with possible minor affects on Colfax, Guadalupe, Harding and Mora Counties. These effects, the report concludes, would be "relatively small revenue and job increases."

The Draft's findings and conclusions entirely overlook the major potential adverse impacts on the local economy of Northern New Mexico, including Rio Arriba and Taos Counties, which are not even mentioned in the relevant sections of the draft, despite the fact that IR-153 is partly in, or over, those counties. While the "Methods and Approach" section of the draft regarding socioeconomics and environmental justice (Section 4.4.1) acknowledge that during the public scoping period "Concerns were expressed that aircraft overflights could affect land values or economic pursuits such as ranching and tourism," the draft basically ignores these critically important concerns, dismissing them on the ground that they are "difficult to quantify" and "difficult to predict." Therefore, the report says, "no significant adverse consequences to economic activities are expected."

BR-4

The conclusion that no significant adverse consequences to economic activities are

OFFICE LOCATION: TAOS, NEW MEXICO

000782

Major Brent Adams
June 8, 1999
Page 2

BR-4 expected does not follow from the fact that potential decreases in land values and economic activities may be "difficult" to assess or predict. The difficulty in assessing these potentially enormous impacts should cause the drafters of the final EIS to probe more deeply, rather than to sweep the issues under the rug, pretending they do not exist. The conclusion is inescapable that the writers of the Draft EIS dismissed the "difficult" economic issues because they wanted to justify a foregone conclusion that adverse economic consequences are not expected.

The fact is that a huge proportion of the people who live in and visit the mountains of northern New Mexico rely on the peace and tranquility of the beautiful mountain areas, and that is a large part of why they are here, hence a major factor in the local economy. This is true of tourists who come here to escape the noise of the big cities. It is true of Boy Scouts who go to Philmont Scout Ranch for a wilderness experience. It is true of the many fishermen, hunters, backpackers, and campers who come here to get away. It is true of the artists and writers who need the quiet beauty of the of the high country to do their creative production. All in all, these activities – art, recreation, tourism – account for a large proportion of the economic activity in Northern New Mexico, especially in Taos County, where they are among the chief income-producing activities. There are estimated to be 1000 artists in Taos County alone. Many, I believe, would be unable or unwilling to produce their works in this vicinity if their creative concentration were interrupted by the noise of low level bomber flights.

In order to truly assess the potential economic impacts of Alternative D, the Air Force should do an intensive analysis of the proportion of the dollars in the local economy generated by recreation, tourism, and art, and carefully assess the likely impact of low level bomber flights on each of those economic activities. Potential economic impacts on art, recreation and tourism could be assessed in part by well designed surveys directed to artists, recreationalists and tourists. Also, it might be possible to do comparative studies. As it stands, the Draft EIS simply ignores these important considerations critical to the economy and life style of Northern New Mexico. Because this a "difficult" task, as the Draft EIS acknowledges, does not mean it isn't an essential task. The Air Force is not known for shrinking from important tasks just because they are difficult.

Thank you for your consideration of these comments.

Very truly yours,

Allen R. Ferguson, Jr.

000783

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street Suite #102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 My name Lee Shaver. I am a resident of Overland Park, KS who spent 5 summers working at Philmont Scout Ranch in Cimarron, New Mexico during my college years. I am writing to share my opinion about the Realistic Bomber Training Initiative (RBTI) that is being contemplated by the Air Force. As it has been explained to me, the Air Force is currently discussing flying B-52 bombers and other aircraft as low as 1000 feet above the terrain over Philmont.

As you may know, Philmont is the largest youth camp in the world and the flagship of Scouting's High Adventure program, hosting over 25,000 young people and their adult advisors every summer. Scouts travel from as far away as Japan to experience Philmont. It is my personal belief, as well as the belief of the management and Ranch Committee (oversight board) of Philmont, that this proposed RBTI flyover program would be a serious threat to the health and safety of the campers at Philmont.

Each day, hundreds of campers ride horses as part of Philmont's program. Many of these young people have never been on a horse before, and even though the horses are relatively docile, a B-52 at 1000 feet could have a disastrous effect on a trail ride – to say nothing of the effect it would have on the wilderness aesthetic of the Ranch.

Congressman Ed Pease of Indiana is a member of the Ranch Committee and is completely "up-to-speed" on this issue. I am sure that he would be pleased to share with you the Ranch's perspective on all of the issues involved.

Major Adams, Philmont is a truly special place and holds deep meaning in the hearts of many people around the country. The New Mexico congressional delegation and literally thousands of Scouts and Scouters from around the country think the RBTI overflights of Philmont are a bad idea and will damage a national treasure. I agree with them and want to encourage the Air Force to consider alternative locations where the impact will not effect such a special place.

Thank you for letting me have my say on this issue.

Cordially yours,

Lee S. Shaver

Date 6-2-99

000784

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BI-3 Wildlife Damage
BR-1 High ~~Noise~~ Noise Levels
BR-4 Land Values
AO-16 Possible Accidents

Sincerely yours: Harold Mason
(Signature)

Name: HAROLD H. MASON

Address:

City/State/Zip Hemleigh, TEXAS

000785

6-6-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Richard C. Garigen

Grand Junction, CO

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from around the world participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D would establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 500 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing and mountain horseback rides. The sudden roar of jet engines will be a major distraction to an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury or death.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers will have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberjacks and cowboys are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Yours in Scouting,

Richard C. Garigen

Richard C. Garigen

H.E.P.A., Inc. *Heritage-Environmental Preservation Association*

000786

Snyder, TX

May 20, 1999

Major Brent Adams
HQ ACC/CEVPP
129 Andrew Street, Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

I support RBTI Alternative A – No Action. As Executive Director of HEPA, a not-for-profit organization formed to oppose the use of the area known as Lancer for bomber training, I have the following concerns about the EIS process and the DEIS in particular:

GE-25 1. The Air Force originally arranged to use the Snyder High School lunch room for the public hearing even after they were told that the arrangement would be inadequate. High school officials told the Air Force that seating was limited and that the location was difficult to find.

GE-22 2. HEPA was concerned that the people be informed of the upcoming hearing. Lt. Kerr at Dyess assured us that the public would be notified. In fact, for the whole eight county area, only one newspaper ad was placed. There was no other attempt made to notify the citizens of the public hearing. HEPA placed three ads in six local newspapers and ran over 50 radio spots.

GE-26 3. The official date of release for the DEIS was March 19, 1999. A significant number of people who had requested copies of the DEIS had not received it by the time of the public hearing on April 7th – nearly three weeks later. In fact the purpose of the public hearings is to let people respond to the DEIS. How can they effectively do this if they haven't had a chance to review the DEIS?

GE-26 4. The Air Force was able to find only two libraries as repositories for the DEIS. HEPA protested and requested that additional copies be provided to the six other libraries in the eight county area. HEPA obtained the locations of these libraries from the Texas Almanac.

GE-24 5. No one from the EIS study team ever visited the site other than to review the land for the potential emitter sites. How can an impact study have any merit if the area impacted is never visited? The study was based on global assumptions and historical studies – it had nothing to do with the eight county area.

GE-27 6. The Air Force was very quick in contacting land-owners, such as Cindy Spires, to obtain permission to begin evaluating sites for emitters, without fully explaining what these sites were part of.

000786

GE-22 7. The Air Force made little attempt to communicate with the citizens about the RBTI. By the time the DEIS was released, they had only 1,000 names on their mailing list. Hundreds of thousands of people live in the areas impacted by the alternatives, yet they made no attempt to obtain mailing lists, such as those maintained by elected officials or tax rolls. HEPA readily obtained some of these mailing lists – why couldn't the Air Force have asked officials such as Congressmen Stenholm and Thornberry to mail information to all of his constituents about the proposed RBTI. This seems like the intent of NEPA is not being followed?

8. At the public hearing in Snyder there were over 400 people present. Nearly 50 spoke out against the proposed Lancer RBTI, including over 20 local officials. These men and women included mayors, school board representatives, chambers of commerce members, economic development committees, judges, and other well-informed citizens. Not one person supported the proposal. This is an indication of the strong opposition to the Lancer RBTI.

Before the RBTI EIS goes forward we would ask that the Air Force address these concerns and seek to rectify the injustice that they have brought to the whole NEPA process. The Air Force has not done a good job of doing their work to inform the public and study the impact that the RBTI will have on the area known as Lancer.

Sincerely yours,

Douglas E. Thompson
Executive Director

cc: Congressman Stenholm
Congressman Thornberry
Congressman Bonilla
FAA

000787

June 5, 1999

Snyder, Tx.

Dear Sir:

TY Please note my opposition to the proposed low-level flights over Scurry, Borden and the other neighboring counties.

With the drought and the depressed oil economy we do not need another negative for this area.

Sincerely Yours,
Louise B. Thompson

June 3-1999

000788

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CVP
129 Andrews St. Suite 102
Langley AFT VA 23665-2769

Dear Sir,

I am asking you to prepare not fly the airplanes so low in teaching the planes drivers flight, because live stock does it like that & will run into something.

BR-3

Thank you for your consideration.

Mrs. J. E. Sorrells

MRS. J. E. SORRELLS
Ira, TX

000789

THE INN AT NARROW PASSAGE ...CIRCA 1740
WOODSTOCK, VA

June 4, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
Hq. ACC/CEVPP
129 Andrews St. Ste 102
Langley,AFB Va. 23665-2769

Dear Major Adams:

TY I am writing to request that a training route other than Alternative D be used for the RBTI program.

There are many reasons not to use this route, and I am sure that you are getting covered with details pointing out serious problems that would be encountered while training in this area.

Philmont does a great deal of good for developing thousands of young people for this country, many ofwhich go into the military. Please protect this Scout training area.

Sincerely yours,

Edwin M. Markel, Jr.

Historic lodging on the Shenandoah River...

000790

Terlingua, Tx
June 5, 1999

Major Brent Adams
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY I am opposed to your proposal for low level military flights over the Big Bend of Texas, and Terlingua in particular.

Sincerly,
Betty Moore

000791

Date 6/3/99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

Sir;

I am opposed To The proposed RBTI Training Grounds

BR-4 In These Eight Co. Our farm lands will go down in Value, live stock & Wild life will go out for sure. The quality of life as We Now Know it will Never be The Same.

Been a heart Major & direct The Bombers, To lands Now owned by our Goverment these Non Productive waste lands.

Thank You

Mrs L.T. Tippit

Sincerely yours: Mrs L.T. Tippit Tahoka, Tx.
(Signature)

Name:

Address:

City/Sate/Zip Tahoka TX

000792

Justiceburg Tx.
6-4-99

M&J Brent Adams
BTI ELS Project Manager
HQ ACC/CEVP
129 Andrews st. Suite102
Langley AFB, Va 23665-2769.

Dear Sir;

This letter is in referance to UsAir force about its proposed realistic Bomber initiative fly over I am very opposed to this. I have been here all my life I am in my 80s and its hard enough to work cattle . These low flying Jets are a pain.

PD-17 There srly must be other places where it isnot so thickly popoulated.

Don Robison

000793

Justiceburg, Tx
6-5-99

Maj Brent Adams

RBTI EIS Project manager
HQ ACC/CEVP
129Andrews ST. Suit 102
Langley AFB, Va. 23665-2769

Dear Sir;

This letter is inreferance to US Air force aboutit,s proposed realistic Bomer initiative fly over.

I,m very much opposed to this.My husband and I work cattle.

BR-3 and these Jets scare them I have been here 58 years he has been here all his life.

We know what it like. We would like to finish our life in peace and quite.

your Jo Robison –O Ranch

000794

6/7/99

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Kurt T. Jonnalk
Scoutmaster, Troop 335

Camp Allen, NC

000795

June 7, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the

000795

chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Bob Littler

Gainesville, FL

000796

June 3, 1999

Major Brent Adams
RBTIEIS Prj. Mgr.
HQ ACC / CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Rinehart • Walters • Danner & Associates
Insurance Agency, Inc.

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). the Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes. Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmonter, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 ft to 12,000 ft range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Gregg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Fred Mellick
Council Commissioner

Richard Walters • Robert Danner • Gene Walters • Fred Mellick • Richard Martin
Orville Carroll • Sharon Doughty • Carolyn Schmerling • Ted Wendling • Roc Smith • Lou Nicola

000797

Scott A. Laraway

Gainesville, FL

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

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000797

Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Scott A. Laraway
Troop 454

000798

Mary Dailey
Cimarron, New Mexico

2 June 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help

000798

but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Mary Dailey

000799

Major Adams,

BR-6

I am writing with regards to the proposed realistic bomber training initiative Alternative D (New Mexico). As a member of Philmont Scout Ranch staff I am saddened to learn that the wilderness experience of myself and fellow Scouts may be in jeopardy as that bomber pilots can learn. This ranch and the programming exceeded because has a profound effect on the lives of participants who will be the leaders of tomorrow. To minimize the value of this experience by flying bombers over will cost this country more than you may realize. Philmont is a place where people's lives are changed for the better. Anything that can deter from the experience and safety, equally as important, should be avoided at all cost. As I write to you I hear birds chirping in a cloudless sky. My ranch is a rock called Lovers Leap where myself and fellow staff went to grow & hear them laughing, the wind sings through evergreens making them dance. Please don't take this away from me, I gave up [redacted] four years of drug & alcohol addiction to be here now. Philmont changes lives for the better. The high decibel levels of B-1 & B-52 bombers (117 decibels @ 300ft) will disrupt what we are trying to do there, we want youth to listen to the sounds of the wild, the screaming of one another, and the voice of our maker. Please find an alternative route for our planes to fly over. The high noise levels will compromise safety of human victims (almost all with no experience), rock climbing instruction, and riding. The sites of black bear, elk, and bald eagles will be tampered. My sincere hope is that you will select an alternative site for our planes operation. There will be a tremendous impact now & for years to come if this is not changed. As Scouts we are taught to value our citizenship and our country, I will lose faith in this institute if RBTI Alternative D is selected. I urge you to talk to the Eagle Scouts on your staff (I'm sure there are some) and see what they have to say about Philmont, Please find an alternative route for your training. Thank you for your consideration.

Sincerely,

000800

Date 6-7-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

PD-4 1. Elsie, a area more suitable for this project.
BR-3 2. Livestock will be stressed by the noise.
AO-17 3. People who work out-doors will be stressed by the noise.
AO-18 4. Noise will effect schools, Church, hospitals, Care Centers, Nursing Homes, and other out-side activities.
BR-4 5. Land values will decrease.
6. New businesses will not come into the area.
7. Some people in our area can move to other areas, but some of us can not.
8. Our Nation ceases to be "Land of the Free and Home of the Brave" when such a project is forced upon us.

Sincerely yours: Mary Lee Littlepage
(Signature)

Name: Littlepage Farms – (Mary Lee Littlepage, owner)

Address:

City/Sate/Zip Tahoka, Texas – Lynn, County

000801

June 5, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year for more than sixty years, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. I understand that Alternative D will affect 114,000 acres of Philmont.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for over Philmont. I am a Eagle scout and I was a member of the Philmont staff from 1948 through 1955. My Philmont wilderness experience has been an influence on me for all my life. I have very serious concerns about how this will affect the wilderness experiences of future Scouts going to Philmont. There are also concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail, resulting in serious injury or death.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 foot range. Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise emissions from bombers cannot help but have a damaging effect on the wildlife and Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for many years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Paul Durrett

Tioga, TX

000802

Indiana, PA
June 7, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your assistance in opposing Alternative D under USAF's proposed Realistic Bomber Training Initiative (RBTI).

As a Pennsylvania resident I have spent the last four summers in New Mexico's Colfax County, first as a participant in Philmont Scout Ranch, and then as a staff member. Colfax County, NM is a beautiful part of the country who's hospitable residents have opened their arms to 25,000 young men and women each summer who come from every part of the country to seek challenge, community and a true wilderness experience in the 137,500 beautiful acres that are Philmont.

One of the questions that is so prevalent on all of our minds recently has been what to do with our nation's young people, how to reach them, how to steer them from violence as a course of action. I know you've felt the impact in seeing the incredible number of copycat across the United States since the tragedy in Littelton, Co.

Philmont is one of most amazing programs I have witnessed that works with youth. Through challenging outdoor wilderness experiences, and backpacking treks from 6 days to 21days, from 60 miles to several hundred, and with participation in rock climbing opportunities,

000802

group initiatives, and physical challenges these young people learn to find strength in themselves, respect for one another and also respect for this Earth.

In addition to the importance of offering these 25,000 participants per summer encouragement to grow, and opportunities to find new strength within themselves, there is another very important lesson that is taught. The foundation upon which Philmont rests is a program stressing low impact, and in some areas no trace camping. A ranger spends 3 days with each crew teaching them the principles of how to enjoy the incredible backcountry that is Philmont without scarring the land. We teach them in the Philmont Pledge a respect for the environment that they carry back to their hometowns all across the United States and beyond. Imagine one of our rangers attempting to stress the importance of handling the environment delicately while B-52's and B-1's practice bombing missions at as low as 300 feet overhead. By allowing Alternative D of the RBTI initiative to be passed, we are not only disturbing this learning process but saying that supporting a place for youth to grow is low on our agenda. I do not contest that the mission of the Air Force to train young pilots is an equally valid one. I however, would like to assert that although there may be Alternatives A, B, and C for their training routes, there is no A, B or C place in the world that has an impact of the lives of so many young people as does Philmont.

Please make a choice for our youth and oppose Alternative D under the USAF's proposed Realistic Bomber Training Initiative. Thank you very much for your time and consideration.

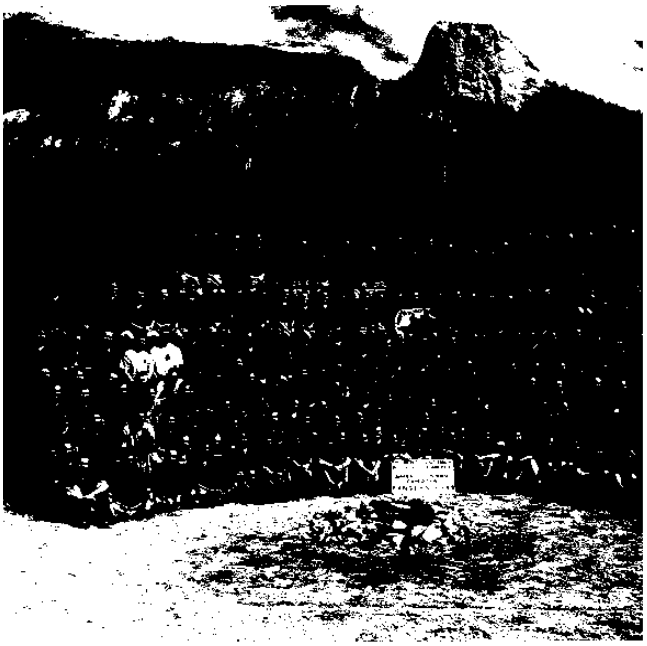
Respectfully,

Karen E. Hall

Karen E. Hall

000802

Philmont Ranger Training Crew on Baldy Mt. Saddle 98
Over 800 staff members are trained to work with the 300 scouts that arrive per day to Philmont in New Mexico's Colfax County. Youth come from all over the world looking for a true wilderness experience.



Alternative "D" is far from uninhabited! This photo just represents the staff of one department that works with the over 300 youth per day who arrive at Philmont Scout Ranch in New Mexico's Colfax County, in search of a wilderness experience.

000802

000803

Date 6-7-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 A. The effect on property values. Cattle prices are still real low. The weather has hit us hard. This will ruin the land values. We have worked our hole lives and payed taxes for nothing!!

AO-12 B. You did no studies on the noise. It could break our water lines which would kill our cattle. If we are checking or gathering cattle on horseback; which we do half the time, it would cause the livestock causing someone to get hurt.

C. You already have substantial air space in West Texas. Why are you wanting to take away from American Citizens to train foreign air force men who have never paid taxes or supported the USA. Why are you punishing us?

This will take away our rights and private property.

Sincerely yours: Anna Neubaum
(Signature)

Name: Anna Neubaum

Address:

City/State/Zip Kress Tx

000804

June 7, 1999

TY To Major Brent Adams:

This letter is expressing our concern of the Lancer Site the U.S.A.F. is proposing. I know every American wants our pilots to have the best training. They deserve the very best of everything.

The U.S. Government has federally owned land fairly close to Dyess Air Force Base. We strongly believe that is where the training should be done.

Although our population is small in number, let me ask you a question. If the Lancer Site was going to be right over your home, how would you feel about it then?

Is it right for Abilene to want the site as long as the training is done in some other county and not disturb their way of life?

Again, I ask you to please think of our homes, livestock, wildlife, our way of life and keep the training on Federal land.

Sincerely,
Sidney and Kerry Johnson

000805

Snyder, Texas

Major Brent Adams
RBTE EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suit 102
Langley, AFT VA 23665-2769

Dear Major Adams,

I would like to voice my opposition to the Realistic Bomber Training Initiative in Scurry County. I am a farm wife and am concerned about the economy of this county. We often use airplanes to spray crop pests and defoliate our cotton. We spray the pastures for mesquites and weeds. We have a state supported program that pays part of the expense of insect control. This requires that the spray planes be in the air from early summer until fall harvest. Many of the ranchers use airplanes to keep track of their cattle. I do not believe that we can share the low level flight space with the airforce.

BR-2

This county has many rural residents and the noise of the low-level flight of the B-1s even outside of the city limits of Snyder is disturbing. My son's family experienced this one night a few months ago when they were all awaken by the thundering roar of heavy aircraft at very low level. They had not been concerned about RBTI until that time.

As a pilot I am also concerned about our local airport that depends on cross country planes that land here to get fuel. The revenue from the fuel is used to help support our airport.

I believe that you can find a more suitable area for your low level MOA.

Sincerely yours,

Doris Fay Blackard

Doris Fay Blackard

Date June 8, 1999

000806

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on my property values and the fact that this has not been adequately addressed in the DEIS.

2. The effect the bomber training will have on my ranching and farming operations and the fact that the DEIS did not provide for any actual study of this impact on my operations or anyone else's in the Area. No **GE-24** one ever visited the area for the study!

AO-28 3. The fact that the DEIS did not adequately study the impact that noise will have on our community. Over 2,000 flights at 3,000 feet or less are currently planned annually, with more on the way. They have said this will not have a noticeable noise impact.

BR-4 4. Hunting is big business in this area. Yet the DEIS made no attempt to quantify the impact this would have on our economy- see the recent Texas Wildlife article.

Sincerely yours: S. J. Westbrook
(Signature)

Name: S. J. Westbrook Asst. Vice President First National Bank

Address:

City/Sate/Zip Old Glory, Texas

Jeff Belden

000807

Columbia, MO

Sunday, June 6, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in **opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI)** involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Jeff Belden

Date 6-8-99

000808

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

My main concerns are the Noise these Planes make at such a low altitude. The **BR-3** effects it will have on us, As well as **BI-3** live stock and the Wild life.

BR-4 Also property Values will have to be affected. Who would want to buy a home, knowing **CU-1** the Noise and probably structual damages will occur.

We hope you will consider the people who live in these areas, and know that we don't want this to happens.

Sincerely yours: R. D. Calloway
(Signature)

Name: R. D. Calloway

Address:

City/Sate/Zip Hermleigh Tx

000809

Robert K McGraw

Buena Park, CA

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

R. I. & Bd. M...

000810

6 June 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Cortland Bolles

Overland Park, KS

Major Adams:

BR-6 I am writing you concerning the proposed idea surrounding Alternative D, the establishment of training routes for B-1 and B-52 bombers of the Air Force. These routes would be conducted over approximately 114,000 acres of Philmont Scout Ranch. I feel that the establishment of this sort of training over this particular part of the country would be a grave mistake.

The Air Force has determined "that selection of Alternative D would have no likely effects to land use, recreation resource, or visual settings." That, to me, seems to be a grievously wrong conclusion. Philmont Scout Ranch is a piece of country that is utilized by approximately 22,000 people each summer and many more year round. Should this proposal go through, those thousands of people would not have the wilderness experience we as a staff at Philmont provide. Individuals come to Philmont to experience the unique land, vast recreation Philmont and the community provides, and the extraordinary views most people who come here do not get to see. To subject this land to low-level bomber training; extremely high, sudden, and disruptive noise levels; and unburned jet fuel soaking into this land would be a travesty. Please understand that this is only a small portion of the proposed training route, yet it is extremely representative of much of the land Alternative D is over. To go ahead and approve this plan would be a grave mistake. It would damage not only our piece of land but also some of the most beautiful parts of the Land of Enchantment, New Mexico.

This is a stretch but I believe that, if you were to come out and personally view this land, you would agree that the conclusions the Air Force has reached in recommending Alternative D would be flawed as far as this New Mexican society is concerned. The natural and human resources of this area would, in my opinion, be too adversely affected to use northeastern New Mexico for B-1 and B-52 training routes.

Sincerely,

Cortland Bolles

Date 6-7-99

000811

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 A. The effect on property values. Cattle prices are still real low. The weather has hit us hard. This will ruin the land values. We have worked our hole lives and payed taxes for nothing!!

AO-12 B. You did no studies on the noise. It could break our water lines which would kill our cattle. If we are checking or gathering cattle on horseback; which we do half the time, it would scare the livestock causing someone to get hurt.

C. You already have substantial air space in West Texas. Why are you wanting to take away from American Citizens to train foreign air force men who have never paid taxes or supported the USA. Why are you punishing us?

This will take away our rights and private property.

Sincerely yours: Clifford L Neubaum
(Signature)

Name: Clifford L. Neubaum

Address:

City/Sate/Zip Krum TX

Date 6-3-99

000812

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3 AS A RANCHER I AM CONCERNED THAT THE BOMBER TRAINING WILL HAVE AN ADVERSE EFFECT ON MY CATTLE AND HORSES.

BR-4 A PORTION OF MY INCOME IS DERIVED FROM HUNTING- AND THE NOISE OF THE BOMBER TRAINING WILL BE DETRIMENTAL TO THIS BUSINESS.

THE NOISE OF THESE TRAINING FLIGHTS WILL HAVE A NEGATIVE IMPACT ON MY BUSINESS AND MYSELF.

I DO NOT WANT BOMBER TRAINING OVER MY PROPERTY AND IN MY AIR SPACE –

Sincerely yours: Margo Lauderdale
(Signature)

Name: MARGO LAUDERDALE

Address:

City/Sate/Zip JAYTON TEXAS

000813

Date June 5, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

PD-4 The peace and quiet of the country will be no more - I do not wish to listen to low level bombers at all hours of the day and night. Please use the area already in use as military airspace and do not place an unnecessary burden and greater hardship on landowners.

Sincerely yours: Rosemary Hernandez
(Signature)

Name: Rosemary Hernandez

Address:

City/Sate/Zip Jayton Texas

000814

Kent Kilpatrick CPA

Fort Worth, Texas

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My Concern(s) about the proposal and the DEIS are as follows:

As a CPA I have had the opportunity of meeting many clients in the farming and ranching business, some of whom have ranches in the area of your proposed project. These hardworking people suffer many hardships. Drought, disease, severe weather, and unstable market prices to name a few. Your proposal only adds to their burden and should be carefully reconsidered. It is my understanding that there are government

PD-7 lands nearby that could be used for your project. Farming and ranching in west Texas is a heritage that we are proud of and a way of lively hood for so many. Your project will only diminish this important industry.

Sincerely,

Kent Kilpatrick

Kent Kilpatrick CPA

Fort Worth, TX

HenryTurley COMPANY

000815

June 8, 1999

Major Brent Adams
RBTI EIS Project manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-4 I am opposed to the Air Force's Lancer project. The threat of the over flights has already negatively impacted the value of our Fisher County properties. If the flights are implemented it is generally assumed that there will be a further negative impact on the land because it will be less productive for grazing and hunting – our two principal sources of income.

Sincerely,

Henry M. Turley
President

:ba

Community Development
Memphis, TN

RICHARD H. RAU

000816

Houston, Texas

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC / CEVPP
129 Andrews St., Ste. 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

I am a Distinguished Military Graduate of Texas A&M University and through its ROTC program I received my commission upon graduation. I was discharged after eight years as a captain. Almost always I side with the military on just about any issue. However, this is an important exception for me.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet, are proposed for the segment over Philmont. As a former Philmont staff member (1965-67), I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters are hiking and camping Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or ;causing a horse to bolt on a narrow mountain trail with resulting serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience

000816

wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Richard H. Rau

000817

June 8, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative. This would traverse Philmont National Boy Scout Ranch in northeastern New Mexico.

Philmont is a 137,000 acre mountain backpacking and high adventure facility for Boy Scouts. During the summer, up to 5,000 boys and adults hike and camp in this backcountry daily. The noise of jets as low as 300 feet overhead would greatly disrupt the program and possibly be a hazard to scouts. Activities such as rockclimbing, rappelling and horseback riding could become extremely dangerous.

Please let anyone involved in the decision making for this project know how important this facility is to the development of our nation's youth and has been for more than sixty years. A Philmont expedition is the ultimate experience for anyone involved in Scouting. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Sally Hamilton
Troop 360
chartered to: St. Andrew United Methodist Church

Plano, Texas

000818

Donald Vandamme
Saint Clair Shores MI

June 7, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing

000818

bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Respectfully

Donald J Vandamme
District Camping Chairman
Lakeshore District
Detroit Area Council
Boy Scouts of America

000819

ROBERT G. ELLIOTT
Attorney at Law

Board Certified - Oil, Gas and Mineral Law
Texas Board of Legal Specialization

Also Admitted in Kansas

Midland, Texas

June 4 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Re: Public Comment RBTI Alternative D
Conflict with Philmont Scout Reservation
Cimarron, New Mexico
Colfax County, New Mexico

Dear Major Adams:

BR-6 I understand that one of the routes, alternative D, for the Air Force's Realistic Bomber Training Initiative (RBTI) will traverse Philmont Scout Reservation. It has come to my attention that the Environmental Impact Study (EIS) concludes that very few population centers will be affected and that the Air Force has received very little response from the villages around Philmont which likely has lead you to conclude that the residents are indifferent about the proposed flights.

It is true that the area around Philmont Scout Reservation is not heavily populated. However, every summer the population of Philmont swells to a total of 25,000 Boy Scouts and their leaders. On any given day about 5,000 Scouts are in the back country enjoying The Peak Scouting Experience in a wilderness environment. None of these summer residents have had a chance to comment regarding your proposed alternative D.

Philmont is so popular that it takes a competitive telephone calls in to get a reservation. Last year, using continuous speed dialing with my computer it took 3 hours of to get through and we did not get a reservation for 2000. Our troop is 453rd on the waiting list for a trek in 2000. This year the Boy Scouts doubled the number of operators to 48. Four of us manned different telephones using continuous speed dialing. It took us a little over an hour to get through and all of the dates before July 19 had already been taken. But Troop 84 will be going back to Philmont in 2001. Due to its popularity we are not eligible to call in for the 2002 reservations, but must wait for the 2003 reservations.

Philmont Scout Reservation is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Many of the Air Forces' current and future officers and enlisted men either have had or will have a Philmont experience. Philmont employs a staff of 500 college aged men and women. They are dedicated to the spirit of Philmont and choose to work at Philmont for considerably less money that they could make elsewhere because they believe in the Philmont experience. I know. My daughter worked there one summer. My oldest son is in his 5th on staff and my youngest son is in his 2nd year.

000819

Major Brent Adams
June 4, 1999
Page 2

Last year my wife and I attended the Philmont training Center for a week long seminar about Scouting in the Catholic Church. There were about 50 participants from all over America. All of them brought a spouse and most brought children. Those that were not directly involved in the conference enjoyed the Philmont treasures every day. It was an exciting conference and a wonderful place to have it. It was far from the noise of the city and hum drum of modern work day life. There were magpies in the trees, eagles in the air along with falcons and other wildlife. Bombers screaming overhead would have ruined our experience.

I have taken Scout crews to Philmont in the summers of 1991, 1994 and 1995 and also in the winter of 1995-96. The experience would have been ruined if B-1 and B-52 bombers flew over at 300 feet. Hiking with a 40 pound pack on your back up steep terrain on a 60 to 70 mile backpacking adventure is the thrill of a life time for the Scouts and for their leaders. I can attest to that. The idea of enduring all of the hardship to get to a high peak to to a secluded canyon only to have it spoiled by a B-1 or B-52 bomber screaming in low over my head would make me want to scream or cry. I do not know which until it happens. In either event you will have ruined a national treasure.

I understand that no plane burns all of its fuel. At lower altitudes the unburned fuel will impact the ground level environment, including the air being breathed by hikers. Many of us, myself included, are allergic to diesel and jet fuel. It gives me an asthmatic reaction. I try to avoid exhaust from diesel and jet engines. There is a very real chance that the unburned fuel falling into Philmont's air will trigger a severe asthmatic attack for someone on a trail far from a doctor or hospital. This is a risk that I do not believe is acceptable and doubt that it has been considered at all.

Furthermore, there have been two plane crashes at or near Philmont over the years. I believe one was a B-17 or other WWII era bomber and the other was a private plane. Neither one was attempting low level bombing runs. A crash by a low flying B-1 or B-52 is very real concern. I recall a B-1 that flew right into a cliff near Van Horn, Texas a few years ago and expect that it would be a likely event at Philmont. I understand that the EIS estimates that there is a chance a "Class A mishap" once out of every 15 years for a B-1 bomber on its training route. That route includes Philmont.

I am also concerned about the effect that the noise will have on livestock. About 7500 to 9500 Scouts participate in the horse riding program, called Cavalcade. Most of them are inexperienced. They are riding on steep and narrow mountain trails. The noise from a B-1 or B-52 will likely spook the horse with an inexperienced rider aboard. Very serious accidents, including deaths, are bound to happen due to the low level flights.

Also, most of the 5,000 Scouts in the back country will be be repelling on shear cliffs sometime on their two week trek. I have repelled twice and it is scary enough without bombers screaming over head. I fear that some Scouts will not participate or else some of the rock program will have to canceled.

000819

Major Brent Adams
June 4, 1999
Page 3

I am also concerned that Scouts will not be able to adequately hear the safety precautions given at the the program camps, i.e. rock climbing, black powder riflery, spar pole climbing, skeet shooting, obstacle courses, Indian tomahawk throwing and others.

I understand that the EIS fails to consider the effect on the fragile historical sites. Philmont has two National Historic sites, i.e. The Kit Carson/Maxwell Abreu Houses at Rayado and the Villa Philmonte. It also does not consider what the cumulative effects of vibrations from the high noise levels would be on the hundreds of abandoned mines and the two active mines located on Philmont. Scouts tour the two active mines. It would be a shame to have to close the tours because of the increased risk of cave ins.

Philmont is the largest and most famous Scout camp in the world. It is a national treasure that is shared by thousands of Scouts and Scouters each year. Scouts have been positively impacted by their Philmont experience for the past 60 years. It is a true wilderness experience that must be preserved. There are no alternative sites available for the Boy Scouts, but there are alternatives for the RBTI.

Please do not jeopardize the successful program at Philmont and do not endanger the safety of the thousand of young people who participate at Philmont each year.

Very truly yours,

Robert G. Elliott

Robert G. Elliott

000820

Charles F. Renn

Columbus, OH

June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St.
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus and former employee, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to fly over Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Charles Renn

000821

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposal Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 And B-52 bomber Flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, transverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flight each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As an active Scouter interested in wilderness backpacking, I have serious concern about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights over the ranch.

On any given day in the summer as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trial resulting in serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the World have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmonts famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

000821

The Environmental Impact Study(EIS) fails in several areas to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Arbeu houses at Rayado and the Villa Philmonte. The EIS incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may with to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that RBTI Alternative D is not selected.

Sincerely,

Robert T. Anderson Jr.
Assistant Scoutmaster Troop 346
Alamo Area Council
San Antonio, Texas

BR-5

Alpine says no to flights by Air Force

■ Military officials say they will make the best choice as to where pilots train, despite negative civilian responses.

By Greg Harman
Odessa American

ALPINE — West Texans continued their protest Saturday of an Air Force proposal to train more than 1,000 additional bombing missions as low as 300 feet over the region as part of a "realistic" bomber training initiative.

Even as allied NATO forces began unveiling tens of low-altitude fighters in Serbia and Kosovo, West Texans attending a series of Air Force hearings this week were urging officials to take the B-52 and B-1B bomber training flights to federally owned lands far beyond the Texas state line.

"The Air Force's low-level training is over populated, public property when there is 8 million acres of federally owned land available."

Bryan Kelley a spokesperson for the Trans-Pecos Protection Group, a non-profit, property rights organization, told the crowd of 25 spectators in Alpine.

"There is no reason not to move these planes" to federal properties."

The hearing was the fourth this week, following public meetings in Big Spring, Midland and Fort Stockton where disapproval of the proposal was evident.

Lt. Dan Kerr said that training on federal lands already taken place, but other military branches place great demands on the land.

He said that the contrary public opinions on the Air Force proposal would not deter the Air Force from making the best decision for its needs.

"Because we go to a traveling and busy, the direct result this is not going to deter us from providing the best training available for our pilots," Kerr said.

A severe decline in funding for the Air Force has resulted in fewer training hours for pilots and led the way for an exodus of military pilots

See FLIGHTS on Page 5A

FLIGHTS

From 1A

Major Adams Sir,

I just how do you come about deciding that you can violate Tax-paying citizen rights & property by selecting our property & air space with your smack-buckly jack-booted Nazi decisions? Just who & what in our constitution gives you the right to make such Nazi-communist

000822

may I remind you that there is a government - "of" the people "by" the people & not as people "to" you not your dog-poo smelling jack-booted shit the Tax payers that finance all the planes, give you a job & also Good living generation, while you take it and the master; us & our children & destroy the very life & freedom that you are there to protect us.

May be you should take lessons from the air force that won't

000823

Citizen Concern
Lancer RBTI

To: April 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23665-2769

From:

Name: Buffalo Creek Ranch

Address:

City, State, Zip: Midland, Texas

Dear Sirs:

TY

I have the following concerns about the Draft Environmental Impact Statement prepared for the proposed Realistic Bomber Training Initiative. My concerns are addressed specifically to Alternative B - Lancer.

It is my understanding that my concerns will be addressed in the final Environmental Impact Statement.

I would like to support Alternative A - No Action

By:

Use back if necessary *Signature*

PLEASE PRINT CLEARLY

Date JUNE 7,1999 **000824**

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3 THE EFFECT THAT THIS WILL HAVE ON FARMING AND RANCHING IN LYNN COUNTY,TEXAS

THE NOISE EFFECT

BR-4 THE EFFECT THAT IT WILL HAVE ON OUR WILDLIFE/HUNTING

Sincerely yours: Jimmy & Joy R. Bragg
(Signature)

Name: JIMMY R. & JOY BRAGG

Address:

City/Sate/Zip TAHOKA,TEXAS

000825

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind sheers) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

[illegible]
Hillsborough NC

000826

June 9, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer-Option B in the DEIS. Some of my concerns about the proposal and the DEIS are as follows:

Our area is suffering while the rest of the country beeks in economic upturn. Our oil industry and agricultural markets have plummeted leaving many without jobs. Our only hope is the potential to attract new industry, tourists who are attracted to the natural quiet and beauty of the area, and income from hunting in the rural surroundings. The area is not as sparse as it seems. The land here is populated though out with individuals actively struggling to make a living in an already difficult environment: townspeople, oilfield workers, ranchers and farmers with livestock.

AO-18 **Unexpected noise interruptions in the schools**
I serve as the district elementary art specialist. I see 1,650 children a year. There is an acute problem in our schools with children who have attention deficit disorder and emotional disorders. A quiet and orderly learning atmosphere is essential for these children to succeed and learn.

BR-2 **Interference with existing low-level air traffic:**
*Farm and ranch: pest control and crop defoliation flights, helicopter livestock management
*Oilfield pipeline check flights
*Flight - for -Life helicopter service to the hospital in Lubbock (90 miles away)
*Commercial flights for Lorber industries and possible future industry

BI-2 **Sandhill Crane migrations:**
We are in the pathway of the sandhill crane migrations all through the winter. Hundreds fly overhead every day during the winter months.

Emotional toll of constant unexpected noise interference into a virtually silent living environment outside of the sounds of nature.

Economic damage to an already suffering area due to noise, pollution, discouragement of future settlement in the area by investors of businesses, tourism, and hunting.

000826

I plead with you not to come to our area. It would do irreparable damage to an already suffering community. Our area in dire straits right now.

Sincerely,

Carol C. Bullard

Carol C. Bullard, MAE
District-wide Elementary Art Specialist and Program Coordinator
Snyder ISD

Snyder, Texas

Comment #000827 is a replacement for the original May 6th, 1999 submittal per Mr. Weida's request.

000827

To: Major Brent Adams
RBTI Project Manager
HQ ACC/CEVP, 129 Andrews Street
Suite 102, Langley AFB, VA 23665-2769

From: William J. Weida

McCall, Idaho

Date: June 14, 1999

Please enter the attached document dated May 6, 1999 in place of my April 7, 1999 testimony on noise modeling submitted at the public hearing on the RBTI in Snyder, Texas.

I have also submitted a second document on the potential costs of the RBTI to tourism. That document will be forwarded to you by the Western Environmental Law Center of Taos, NM. The tourism document is not replaced by the May 6 document attached to this note and it should be answered separately by the Air Force.

Thank you,

William J. Weida

000827

Comments on the Analysis of Noise and Route Structures in the Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement

William J. Weida
Professor of Economics,
The Colorado College
Colorado Springs, Colorado

May 6, 1999

000827

My name is William J. Weida. I live in Colorado Springs, Colorado and I am employed as a Professor in the Economics and Business Department of The Colorado College where I specialize in defense economics, statistics, and econometric modeling. I received a BS in engineering from the US Air Force Academy, an MBA from UCLA, and a Doctorate in Econometrics and Operations Research from the University of Colorado. I was a member of the Economics Department at the US Air Force Academy for 11 years, the last two of which I was chair. I was an economist in the Office of the Secretary of Defense for three years, and I retired from the Air Force as a Colonel in 1985.

While serving in the Air Force, I was a combat pilot in Vietnam with 200 combat missions. Later, working as an economist, I developed a method of modeling research and development costs that I successfully applied to a variety of projects ranging from the B-1 bomber to nuclear warheads. This model provided the first forecast of overruns on the B-1 bomber, and it is now used to forecast and monitor development costs for laser projects associated with the SDI. I also served as the director of the in-house Air Force team that reviewed the Environmental Impact Statement for the racetrack deployment of the MX missile in Utah. I have authored four books on defense economic issues and have contributed chapters to numerous other books on the same topic.

000827

Summary Comments

This report finds the Realistic Bomber Training Initiative Draft Environmental Impact Statement (RBTI DEIS) has major shortcomings and fails to consider relevant factors in the following areas:

AO-75 I. Critical Requirements for Theory

Violation of three critical modeling assumptions renders the Air Force noise analysis seriously deficient in terms of internal scientific integrity and external validity.

PD-33 II. The Scope and Foundation of the RBTI DEIS

The DEIS inflates the baseline condition by including operations that are proposed to occur in the future. This, in turn, understates the differences that will occur if Alternative D is chosen.

The DEIS study area is clearly connected to a large number of other areas that have resulted or will result from other EISs and EAs. Consequently, the RBTI is more properly the subject of a programmatic EIS that could adequately consider the regional implications of this proposal.

BR-1 III. Sacrificing Reality for Computational Efficiency in Air Force Noise Models

The Air Force has used a significant number of simplifying assumptions in order the increase the computational efficiency of its models.

Assumptions made by the Air Force

- Concerning the vertical distribution of flights
- Concerning the lateral distribution of flights in MTRs
- Concerning the lateral distribution of flights in MOAs
- Concerning the actual noise generated by aircraft in MTRs and MOAs

do not fit the actual state of nature and invariably act to depress the noise annoyance calculated by the models.

AO-54 IV. The Air Force's failure to consider the difference between urban and rural/wilderness conditions

The Air Force failed to properly account for noise annoyance over rural and wilderness areas in spite of clear evidence that it has known since at least 1990 that its models are deficient in this area.

The noise modeling in this DEIS fails to consider relevant factors, and the Air Force did not take the necessary steps to ensure the scientific integrity, including external validity, of the DEIS analysis predicted on its noise modeling efforts.

BR-1 V. What the Air Force Knew About Its Noise Analysis From Its Own Research Reports

Of the many scholarly documents, reviews, critiques and studies by eminent researchers available to the Air Force over the last 20 years that provide evidence that noise modeling done by the Air Force was not applicable to MTR and MOA applications, not a single one of these documents was seriously reviewed, cited, or considered in this DEIS.

Appendix 1 of this report lists 59 articles and reports, all by respected noise researchers, that could have been used by the Air Force to provide an alternative and more widely accepted approach to noise modeling in both urban and rural settings.

Noise/annoyance models done for other government agencies since 1990 by the same noise researchers used by the USAF were successfully modified to reflect the differences between rural/wilderness aircraft noise and community noise. This modeling directly contradicted the claims about rural/wilderness noise/annoyance made in Air Force EISs.

Claims about the percentage of population highly annoyed by aircraft activity in rural and wilderness areas grossly understate the actual percentage of the population who would be highly annoyed.

000827

Assuming that the Air Force monitors its own research contracts, it must be well aware that this understatement is taking place.

AO-75 VI. What the open literature says about the methodologies, assumptions, and results of Air Force Noise Modeling

The literature of noise/annoyance modeling overwhelmingly states that the Schultz curve significantly underestimates community noise annoyance.

There is no credible research that indicates the Schultz curve, its updated version by Fidell *et al.*, or the Air Force/Finegold model are applicable to the rural and wilderness sites that are the subject of this DEIS.

AO-75 VII. What the Air Force Did In The RBTI DEIS

The Air Force simply copied old, often erroneous information from other EISs and EAs.

The Air Force used these outdated sources to construct this DEIS for almost all principle areas of its noise evaluation.

The Air Force chose to disregard a large body of evidence--of which it was fully aware at the time this DEIS was written--that showed this noise analysis did not apply to the rural and wilderness areas that are the subject of this DEIS.

AO-60 VIII. Problems with the 1978 Schultz Community Noise Annoyance Model

A point-by-point analysis of the central model used by the Air Force demonstrates:

Failure to properly generate the curve used in the 1978 Schultz study.

Failure to use the appropriate data to analyze aircraft noise.

Failure to develop an aircraft-only model.

Failure to properly apply land use and the noise/annoyance models.

Failure to consider the difference between urban and rural/wilderness conditions.

AO-56 IX. The Costs of Noise

Solid noise research on the effect of aircraft noise on urban property values has been available for years and has been made known to the Air Force.

The results of this noise research are unambiguous--noise from aircraft operations lowers property values.

The Air Force performed no cost benefit analysis of its choice of options or of any alternatives. This section of this report also provides an indication of the costs to those affected by the MTRs and MOAs.

000827

Introduction

The primary focus of the RBTI DEIS is on the effects of noise on the environment. The DEIS itself states that "[c]oncerns about the effects of aircraft noise on humans, livestock, wildlife, recreation, and general quality of life were the most numerous comments received through the public scoping process."[1] However, Appendix G, the major noise section in the DEIS appears to have simply been copied from previous EISs and the noise discussions in the remainder of the DEIS are merely explanations of output from various Air Force noise models that are based on urban noise/annoyance relationships.

The acknowledged authors of this DEIS appear to have neither the education, experience nor ability to do noise modeling, and since none of these authors takes credit for Appendix G, the section upon which all noise analysis in the DEIS is based, one must presume that the most important areas of analysis in this DEIS were either copied from other sources or adopted from Air Force models without the critical review necessary to take a 'hard look' at the noise issues involved. This is unfortunate because the Air Force's view of the impact of aircraft noise on rural environments--as presented in this DEIS--is very much a minority opinion. A large amount of readily available research indicates that noise/annoyance relationships for rural and wilderness areas are substantially different than those depicted by the Air Force, and yet this DEIS cites none of those sources. The NEPA is clear about the obligations of those who construct an EIS:

> When facts contrary to the conclusions advanced by agency are known to agency or its sister agencies of government, it is necessary to disclose them in EIS in order to meet disclosure requirements of 42 USCS § 4332, otherwise persons removed from decision-making process will have no way of knowing adverse effects that have been found in similar proposals.[2]

Instead, those works that the authors of this DEIS have chosen to copy or adopt all involve noise modeling that is favorable to the Air Force's point of view. For these reasons, any critique of the core elements of this DEIS must concentrate specifically on the noise/annoyance areas of the RBTI DEIS document. This is the purpose of the sections that follow.

AO-75 **I. Three Critical Requirements for Modeling and Theory**

Requirement 1.

Every valid noise model must satisfy one critical requirement. In a 1990 paper specifically cited by Brooks AFB noise researchers in 1996, Ronald deJong, one of the most respected European noise researchers described this requirement in the following way:

> The population is rarely exposed to one single noise source. Within the last ten years, several researchers have dealt with the problem of noise annoyance arising from multiple sources. Several models have been proposed, however most of these had to be rejected...because of the implication that the annoyance from the combination of two sources may be less than the annoyance from the most annoying type, when heard alone...Intrinsically, a total noise situation can never be less annoying than the most annoying component, no matter what the verbal reports may be.[3]

[1] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. I, Department of the Air Force, March, 1999, p. 2-57.

[2] Burkey v Ellis (1979, ND Ala) 483 F Supp 897, 5 Fed Rules Evid Serv 518, 10 ELR 20305.

[3] deJong, Ronald G., "Community Response to Noise: A Review of Recent Developments," Environmental International, Vol. 16, 1990, p. 520.

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The models on which this DEIS is based--the Schultz model, and the Fidell and Finegold revisions of this model--all commit the fatal error of predicting that the annoyance to a mixture of aircraft and transportation noise is less than the annoyance from the aircraft noise alone.

Requirement 2.

Any model using the Day-Night Average Sound Level (DNL) must satisfy a second requirement concerning the equal energy hypothesis. In 1990, Dr. Sanford Fidell, a leading Air Force noise researcher, described this requirement in the following way:

> Use of ...DNL to predict annoyance hinges upon acceptance of the equal-energy hypothesis: the notion that people are indifferent between the annoyance of exposure to sounds of short duration but high level and sounds of long duration but compensatingly lower level.[4]
>
> [This is an] assumption that the ambient noise environment on which aircraft operations intrude may be ignored; that the world is locally flat; and that aircraft flight profiles and flight tracks can be specified with precision."
>
> The differences between residential and outdoor recreational exposure to aircraft noise, as well as the differences in purposes for characterizing aircraft noise exposure, are sufficiently great to suggest the need for an alternative approach to preparing aircraft noise contours.[5]

As Dr. Fidell notes, the noise models used in this DEIS are applied to situations that do not satisfy the conditions necessary for applying the equal energy hypothesis. Thus, the noise modeling done in this DEIS is also flawed in this fundamental area.

Requirement 3.

Finally, any valid noise/annoyance model must exhibit one additional trait--it must reflect the real world.[6] To do this, the model must take into account all known facts and it must generate predictions that can be tested by any unbiased and independent observer.[7] Further, the adequacy of such a model must be tested by determining how well it fits the world it describes and how well it can predict changes in this world.[8] The Air Force noise/annoyance model has done very poorly in all these areas.

From the very start, the use of A-weighted sound levels as the basis for the Ldn figures in the Air Force Model introduced problems in depicting the real world noise environment. As Goodfriend states,

> "Prior to the development of the A-weighted sound level...it was common to evaluate noise based upon some type of frequency analysis of the signal in question. A very early community noise evaluation technique, the Composite Noise Rating (CNR), was based upon octave band measurements of source and ambient, and proved an effective

[4] Fidell, Sanford, "An Historical Perspective on Predicting the Annoyance of Noise Exposure," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, p. 16.

[5] Fidell, Sanford and Silvati, Laura, "Relating the Annoyance of Aircraft Overflights to Their Audibility by Outdoor Recreationists," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, p. 341-342.

[6] Dinkel, John J., Kochenberger, Gary A. and Plane, Donald R., Management Science, Richard D. Irwin, Inc., Homewood, Ill., 1978, p. 5.

[7] Beckenbach, E.F. (ed.), Modern Mathematics for the Engineer, McGraw-Hill Book Company, New York, 1956, pp. 211-212.

[8] Churchman, C. West, Ackoff, Russell L. and Arnoff, E. Leonard, Introduction to Operations Research, John Wiley and Sons, Inc., New York, 1957, p. 14.

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> gauge of community responses...Pressure by the international market prompted the International Standardization Organization [ISO], to recommend, in the early 1960's, the use of the A-weighted sound level for 'noisiness' measurements. They did so reluctantly, but noted that *its use was only proper for sounds below 60 dB(A), and could provide inadequate and misleading results*. This note was given little attention and the added momentum for A-weighted sound levels made it the clearly preferred method of achieving a measure of noise loudness."[9] [Author's emphasis]
>
> ...A-weighting was an early and simplified attempt at measuring loudness. It does not, however, tell the whole story...By using an A-weighted Leq, we have succeeded in describing a complex signal with spectral, amplitude, and temporal variations, by a single number; but the signal remains complex, only the description is simple, and often too simple. In recent years, these deficiencies have been recognized by many, and the reliance on Ldn has been questioned. This is especially true when the noise being evaluated is not due to free-flowing vehicular traffic or aircraft operations near airports."[10]

In addition, partially because of the equal energy hypotheses discussed above, the use of LDN metrics causes further problems in representing reality. A 1995 paper on noise metric observations related to an aircraft-only noise model by Burn, Stusnick, and Ehrlich stated that :

> ...since DNL accounts for the loudness of individual events and the number of operations, and equivalent DNL value can result from a few very loud overflights or a larger number of quieter ones. DNL is considered useful in predicting the average response of communities but not of individuals.[11]

And in a 1995 study of noise-induced sleep disturbance that was centered around urban airports, Fidell *et al.* found that

> The failure of analyses based on "entire night" noise measurements (that is, total noise exposure from retiring to last awakening) to account for appreciable variance in awakening data indicates that cumulative noise exposure metrics such as DNL are ill suited to prediction of noise-induced sleep disturbance.
>
> The ability of sounds to awaken people is clearly sensitive to the temporal distribution of noise energy: small amounts of noise distributed over longer periods of time are far less likely to awaken people than large amounts of noise energy concentrated within short periods of time (i.e., discrete noise events). The present findings do not support meaningful characterization of sleep interference in terms of DNL values of community noise environments.[12]

For these and other reasons, the Ldn noise/annoyance model used by the Air Force has had a very poor record. The Air Force itself acknowledges that

[9] Goodfriend, Lewis S. and Alexander, Martin, "Re-Evaluating the use of the A-weighted Sound Level for Environment Noise Impact Assessment," NOISE-CON 91, Tarrytown, New York, July 14-16, 1991, p. 518.

[10] Ibid.

[11] Burn, Melissa, Stusnick, Eric, and Ehrlich, Gary, "A Comparison of Different Aircraft Noise Metrics for Large, Medium, and Small Airports," 129th Meeting: Acoustical Society of America, Session 2pNS, May 31, 1995.

[12] Fidell, Sanford, Pearsons, Karl, Tabachnick, Barbara, Howe, Richard, Silvati, Laura, and Barber, David S., "Field Study of Noise-induced Sleep Disturbance," Journal of the Acoustic Society of America, Vol. 98, No. 2, August, 1995, p. 1031.

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> "...despite the fact that the Air Force routinely has about $10 million in claims pending relating to aircraft overflight issues, *these claims have never been found to be related to non-compliance situations*. Nevertheless, the claims typically result in disbursements of about $5.3 million each year."[13] [author's emphasis]

In other words, even in situations where the Air Force model predicts there should be little or no annoyance to noise, claims are routinely made for noise damage. For example:

- A 1988 court case involved an Air Force estimate, based on the Schultz curve, that 700 people around Westover Air Force Base would be highly annoyed by aircraft noise. A local group gathered the signatures of 1535 citizens who were highly annoyed--more than double the amount the Schultz curve forecast.[14]
- In 1987/1988, Mayor Fredrico Pena of Denver claimed that "not a single residence will lie within the Federally designated 65 Ldn and be impacted by noise like we now have at Stapleton." But in the first 12 months of DIA operation over 84,000 complaint calls arrived at the DIA Noise Office from over 3000 individual residences.[15]

The faith the federal government itself places in this noise/annoyance model is evident in the following reference to the validity of the NOISEMAP/ROUTEMAP computer programs used by the Air Force. Title 49 of the US Code states that

> "No part of a noise exposure map or related information described in section 47503 of this title that is submitted to, or prepared by, the Secretary of Transportation and no part of a list of land uses the Secretary identifies as normally compatible with various exposures of individuals to noise may be admitted into evidence or used for any other purpose in a civil action asking for relief for noise resulting from the operation of an airport."[16]

Noise researchers have long known about these problems and several alternative methods of calculating noise annoyance relationships have been suggested. For example, Beranek relates how Kryter was able to solve this problem in 1956:

> ...BBN[BBN Systems and Technologies Corporation, Canoga Park, California--a government consultant on noise issues] was engaged by the Port of New York Authority (PNYA) to assist them in planning for the advent of jet aircraft... [by] determinin[ing] a physical measurement...that would equate the noise annoyance produced by jet aircraft with that produced by the largest propeller-driven aircraft.
>
> Kryter's annoyance judgments showed that, when judged equally disturbing, the C-weighted overall noise level of the 707-120 Boeing jet airliner...had to be about 9 dB less than that of the largest propeller aircraft. Kryter devised a single-number measurement, 'Perceived Noise Level' (in units of PNdB), which would yield the same magnitudes when the noise of the two types of aircraft were made equally annoying. The 707-120, at the same altitude, was 15 PNdB more annoying than the largest propeller aircraft.[17]

[13] Requirements Analysis for Noise, Human Systems Center, Environmental Planning Directorate, Brooks AFB, TX, October 31, 1996, p. 16.
[14] Valley Citizens for a Safe Environment v Aldridge (1988 DC Mass) 695 F Supp 605, 19 ELR 20497.
[15] Letter to Allan F. Zusman, FICON Chairman, from the Western States Anti-Aircraft Noise Posse, Pueblo, Colorado, March 13, 1998.
[16] Title 49 of the US Code, 49 USC, Chapter 475-Noise.
[17] Beranek, Leo L., "50 Years of Noise Control: A Personal History," NOISE-CON 91, Tarrytown, New York, July 14-16, 1991, p. 7.

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Goodfriend and Martin discuss the Community Noise Rating, first proposed in 1952, as another alternative that provides better annoyance measures than the Ldn scale used by the Air Force:

> In light of the limitations of the A-weighted Leq, especially for evaluating non-traffic or aircraft related noise, what better descriptors are available for describing or evaluating environmental noise impact? The Community Noise Rating, first proposed by Rosenblith and Stevens in 1952, is such a descriptor...A correction for the percentage of time the source noise is present was included in the original model...[18]
>
> A scenario was developed based upon measurements made in the western area of New Jersey where the FAA East Coast Air Traffic plan has resulted in widespread complaints. Measurements of several aircraft overflights (takeoff) in the Branchburg area were used to develop a CNR based prediction of community response. Using only ten flights per hour, a Level Rank of g to h was determined. A correction of -1 to -2 was applied to adjust for the background noise levels in the area (also based upon octave band sound level measurements made in the area); and additional correction of -1 was applied to adjust for duration of the signal (assuming that the overflights are present for about 17% of the time, or 10 minutes per hour. The result was a CNR of 'E', corresponding to 'Widespread Complaints', which is exactly what has resulted since the institution of the new flight plan. In contrast the Ldn analysis carried out by FAA predicted little or no impact.[19]

In sum, even in urban environments the current Air Force noise/annoyance model has significant problems that have, in many situations, caused it under predict the number of people annoyed with aircraft noise. Alternatives to this model have been widely known and discussed in the noise research community since the 1950's, and these alternative models generally find that jet aircraft noise is more annoying than the model used by the Air Force. However, the Air Force has made no attempt to incorporate the results of these alternative models, or to acknowledged their existence, in the noise sections of its EISs and EAs. This has created a third fundamental error in the Air Force model.

PD-33 **II. The Scope and Foundation of the RBTI DEIS**

One requirement for analysis in an EIS is the inclusion of a valid baseline against which proposed changes in operations may measured so that one may accurately calculate the impacts of those changes. In this respect, it is clearly the intent of the NEPA that the baseline represent present, observable conditions in the impact (study) area. However, in the RBTI DEIS the baseline contains a large number of sorties that are conditioned on "current and approved inpending actions in the study area"--changes in MTRs and MOAs that may not take place for another year or more.[20] As a result, the sortie numbers in the baseline totals in Table 2.2-1 are significantly inflated and do not represent the noise levels currently experienced by those living under the existing MTRs and MOAs. As a consequence, the noise changes calculated in the DEIS are correspondingly deflated, making the changes proposed in the DEIS look smaller than they actually are.

According to the Air Force, both baseline and alternative uses of the MTRs and MOAs proposed in the RBTI DEIS are directly linked to

[18] Goodfriend and Alexander, Op. Cit., pp. 519, 521.
[19] Ibid., p. 521.
[20] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., pp. 2-12 to 2-17.

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- Stationing 60 F-16's at Cannon AFB in 1995.
- The pending conversion of six ALCM routes to MTRs.
- The pending approval of the Talon MOA.
- Establishment of the Bronco MOA in 1998.
- Relocation and revision of MTR VR-1174/1574 and VR-1175/1176 in 1998.
- Establishing training programs for the Republic of Singapore in 1998.
- Creating expanded German Air Force training activities at Holloman AFB in 1999.
- The establishment of the 13th Bomb Squadron at Dyess AFB in 1997-2000.[21]

Further, according to Figures 2.2-1a, b, and 2.2-2, the study area is connected to exterior areas on all sides by a web of aircraft routes (IR-154, 110,107, 174, 592, 150, 501, 178, 128, 180, 192, 194, 102, 141, etc.) which connect to other MTRs and MOAs in New Mexico, Colorado, Kansas, Missouri, Arkansas, and Oklahoma.[22] As the DEIS states, Alternative D: IR-153/Mt. Dora "interacts with numerous airspace units in that region."[23] These linkages between the RBTI DEIS and areas that have been or are the subject of a number of other EAs, EISs, and reviews imply that the RBTI DEIS does not represent a single, specific proposal. Instead, it is one of a number of piecemeal proposals that, when approved, will all result in a combined training area covering areas of seven western states with additional linkages to even more states and training areas to the north and west.

Under the National Environmental Protection Act, these kinds of actions require a programmatic EIS to account for the synergies and cumulative impacts caused by combining individual actions into joint operations. The courts have held that

> ...several proposals for related action that have cumulative or synergistic environmental impact upon region ...must be considered together; such "programmatic" impact statements are particularly appropriate where agency has ongoing program that continues to have significant effect on environment."[24]

BR-1 **III. Sacrificing Reality for Computational Efficiency in Air Force Noise Models**

All models are simplified representations of reality, and the models the Air Force uses to compute noise levels for the noise/annoyance analysis in its EISs are no different. However, a good researcher must always keep two precepts in mind: First, when the model is constructed the modeler must balance the desire for simplicity with sufficient complexity to adequately represent reality. When a model is constructed to calculate people's annoyance with aircraft noise, sacrificing reality for computational efficiency should be very much a second order consideration. Second, when assumptions are used in modeling, they must be employed so as to add no bias to the output of the model. While any assumption introduces error into a model, this error must always be random, tending to raise estimates made by the model about as many times as estimates are lowered.

The extent to which a modeler may validly employ as assumptions any of a number of possible approximations depends, among other things, on the purpose of the model being

[21] Ibid., p. 5-2.
[22] Ibid. pp. 2-13 to 2-15.
[23] Ibid. p. 4-45.
[24] Natural Resources Defense Council, Inc. v Administrator, Energy Research and Development Administration (1978, DC Dist Col) 451 F Supp 1245, 8 ELR 20415.

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constructed. If the purpose of the model is to predict noise, as is the case in this DEIS, one would expect the modeler to limit, to the maximum extent possible, assumptions about noise levels that would limit or predetermine the noise output forecast by the model. However, Air Force noise models employ a large number of simplifying assumptions, such as the equivalent acoustical altitude, that predetermine the levels of noise calculated by the model and hence, the amounts of annoyance forecast. In the process of doing this, every simplifying assumption (and indeed, every statistical technique) used in the models appears to lower forecast noise levels. That such an outcome could occur by chance is highly unlikely.

Assumptions concerning altitude

As the Air Force has simplified its models, it has resorted to the use of statistical distributions and averages that are, in reality, assumptions about the true state of nature. Among other things, these assumptions are statements about the terrain over which the aircraft will fly and the manner the aircraft will distribute themselves within MTRs and MOAs. For example, when modeling noise in MTRs, Cook and Lucas state that "the flight track dispersion in the vertical plane is modeled by using an equivalent acoustical altitude that is determined from an altitude distribution of time spent at selected altitude ranges."[25]

A research report from Wyle Labs states that this is accomplished in the following manner:

> Calculating the EAA in MRNMAP is done as a two-step process. The first step sums the noise level directly under the aircraft using the altitude distribution appearing under the MISSION keyword. The summing process begins at the floor of the airspace and continues up to the ceiling. The result is a total noise level under the aircraft. In the second step, the program uses this noise level to look up the equivalent altitude from the SEL tables. This becomes the equivalent acoustical altitude and its value replaces the altitude distribution in subsequent calculations.

These noise levels are not calculated from actual data gather at the site of the proposed MTR or MOA. As the AICUZ Program Manager's Guide states ,

> The noise data collection team does not use sound measuring devices to create the noise contours. Instead, they use a computerized noise model called NOISEMAP which has an internal database of noise characteristics for each aircraft type built into the program. Based on information gathered from representatives of the flying community...the information is encoded into the computer program to graphically produce noise contours...[26]

In fact, even without gathering site-specific data, it is apparent that accurately representing the noise impact on the area under study is a secondary consideration to getting the job done quickly. As the Manager's Guide goes on to state:

> The goal of a data collection team is to complete the task within a 10-day visit (excluding weekends). The interview, documentation and verification processes, and noise contour generation will normally be completed during this time. Providing the user an accurate final product at the conclusion of the visit is the goal of the data collection team.[27]

[25] Cook, Brenda W., and Lucas, Michael J., "A Review of Air Force Policy and Noise Models Pertaining to the Noise Environment Under Low-Altitude, High-Speed Training Areas," NOISE-CON 93, Williamsburg, Virginia, May 2-5, 1993, pp. 374-375.
[26] "AICUZ Data Collection for Aircraft Noise," AICUZ Program Manager's Guide, Air Force Handbook 32-7084, 30 April, 1996, p. 2.
[27] Ibid., p. 30.

As a result of these simplifying assumptions and the lack of actual data gathered in the area to be overflown, the more the terrain varies from being flat, the more likely these assumptions will do a poor job of matching reality. Further, the Air Force's use of averages for the altitude flown (the equivalent acoustical altitude) is only valid when the averages that are calculated can sometimes approximate the actual altitude flown. For example, if an aircraft could legally fly anywhere between 100 feet and 1000 feet, a mean altitude of 550 feet may be defensible. However, if an aircraft must be at 100 feet during visual flight conditions, and 200 feet during instrument flight, an average altitude of 168 feet (used in Tornado calculations) is meaningless because even though the aircraft spends a substantial amount of time at an altitude of 100 feet the model never records it as flying at less than the EAA of 168 feet. Thus, any place over which the aircraft flies at 100 feet has its noise impact artificially lowered.

This type of departure from reality is even more pronounced if the aircraft is flying at an altitude that is less than the floor of an airspace. As Wyle labs states,

> when the altitude distribution is below the floor of the airspace, the equivalent acoustical altitude is set equal to the airspace floor. For example, suppose the altitude...has all the operations assigned between 50 and 100 feet AGL, and floor of a track segment is 500 feet AGL. The equivalent acoustical altitude is then calculated to be equal to 500 feet AGL. This rule applies for MOAs, Ranges, Tracks and MTRs.[28]

Thus, aircraft that are actually flying at 100 feet altitude can have their altitude artificially raised to 500 feet and, as a result, the impact of their noise is significantly (and artificially) lowered. For example, in the RBTI DEIS, the Air Force claims that "

> In all the primary MOAs, except the Mt. Dora MOA, bombers conduct sortie-operations above 3,000 feet AGL all the time. The floors (lower altitude limits) of the primary airspace MOAs are higher than 3000 feet AGL. In the Mt. Dora MOA, F-16 aircraft use altitudes from 1,500 to 3,000 AGL an average of 45 percent of the time. The few (11) annual bomber sortie-operations in the Mt. Dora MOA also use the full range of altitudes.[29]

If the Air Force follows the standard modeling procedure outlined by Wyle Labs, those F-16 flights and B-1 flights that occur below the 3000 foot floor of the MOA will have equivalent acoustical altitudes calculated at 3000 feet AGL and the noise levels calculated for these flights will in no way represent the actual noise generated under the MOA.

In the RBTI DEIS, the Air Force has diluted this process even further by combining its MOAs with ATCAA areas. This extends the upper ceiling of the available airspace from 18,000 feet MSL to 40,000 feet MSL and allows the Air Force to average sound over a vertical distance of 37,000 feet instead of 15,000 feet.[30] The result is to further raise the equivalent acoustical altitude (EAA) through mathematical averaging and thus, to further downplay the effects of the low altitude noise that occurs in the MOA.

According to Wyle labs, the advantage of using the EAA to calculate noise is that using "the EAA in place of the altitude profile in the noise calculations significantly increases the

[28] Lucas, Michael J., Calamia, Paul T., Wyle Research Report WR 94-12-R: Military Operating Area and Range Noise Model, MR_NMAP, Wyle Laboratories, Wyle Research, 2001 Jefferson Davis Highway, Arlington, Virginia, May, 1994, revised March 1997, p. 4-13, Bates number 000009.
[29] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 2-22.
[30] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., pp. 1-12, 2-3, 2-7, 4-33.

computational speed by reducing the number of calculations MRNMAP makes."[31] It is fair to point out that the object of noise modeling is to calculate the impact of noise on the receptors (people) over whom the aircraft fly. It is not to increase the computational efficiency of Air Force computer programs.

Assumptions concerning the horizontal distribution of flights: MTRs

Cook and Lucas claim that the Air Force computer modeling program

> "calculates the noise environment under low-altitude high-speed military aircraft training routes...by treating an individual flight track as a point source moving along a line, which becomes a line source when time-averaged. Since flight tracks along an MTR seldom follow the same trajectory, the MTR is treated as a Gaussian distribution of line sources in the horizontal plane."[32]

Air Force statements to the contrary, there is no valid statistical reason to believe flights are spread across a MTR as a normal [Gaussian] distribution nor is there reason to believe, as the Air Force claims, that this distribution has three standard deviations from the centerline of the MTR to the edge. For example, instead of using a normal distribution, a 1995 paper by Flynn found that cluster analysis could be used to determine the set of mean aircraft paths around an airport.[33] This is because pilots are generally navigating from point to point, not proceeding in the random manner that would generate a Gaussian distribution. The MTR itself frequently bends, curves, and changes width, and flight tracks are not even centered in the airspace.[34] In addition, the RBTI DEIS notes that "bomber crews can practice maneuvers (only turns of less than 90 degrees are permitted in MTRs.)"[35]

For conditions where pilots are actively correcting their aircraft, a Gaussian distribution does not apply and a better statistical estimate of the distribution of aircraft would be Cauche in nature--where both the mean and the standard distribution are so ill defined that they can only be assumed to be between plus and minus infinity. As in the previous case with altitude averaging, the Gaussian distribution chosen by the Air Force is much more efficient computationally--it just doesn't appear to represent reality. The Air Force then uses this questionable Gaussian distribution of aircraft to

> "[compute] the onset rate-adjusted monthly day-night average A-weighted sound level, Ldnmr, in dB for ground positions located perpendicular to the route centerline."[36]

In other words, instead of plotting specific flight paths and the noise each of these would generate, ROUTEMAP assumes a normal distribution of aircraft across the MTR. Since it is likely that the actual distribution of aircraft has much fatter tails than the Gaussian distribution (i.e., many more aircraft are located toward the edges of the MTR than the Air Force model predicts), noise levels at points removed from the centerline of the route are underestimated because the Air Force model assumes noise is concentrated toward the centerline and then calculates noise levels based on how far one is removed from this centerline. In fact, the Air Force noise calculation program specifically "identifies receptors closest to the route centerline with the greatest impact."[37]

[31] Lucas and Calamia, Op. Cit., p. 4-13.
[32] Cook and Lucas, Op. Cit., p. 375.
[33] Flynn, David A., "Statistical Methods for Automated INM Path Derivation," 129th Meeting: Acoustical Society of America, Session 2pNS, May 31, 1995.
[34] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., pp. 2-4, 4-132.
[35] Ibid., p. 2-4.
[36] Cook and Lucas, Op. Cit., p. 375.
[37] Ibid., p. 376.

These bad assumptions concerning dispersion are further degraded when the number of people annoyed by aircraft noise in a MTR are calculated. The Air Force takes noise figures that underestimate the amount of noise away from the center of the MTR and "using the relationship for annoyance described in [Schultz, 1978 for community noise annoyance] the annoyance level is integrated across each route appearing in the EIS and plotted verses the route centerline noise level."[38] This calculation technique starts at a 1-to-1 relationship at the route centerline and then decreases the amount of annoyance as one moves further away from the centerline of the route.

The model then assumes people are evenly spread over the entire route instead of looking at impacts where people actually are--i.e. it averages annoyance by randomly scattering the receptors (people) under the route. This assumption of randomly scattered individuals is simply wrong--no study has ever shown that people live in random patterns. In fact, patterns of habitation determined by size of family unit, availability of water, transportation networks, etc. are well known, easily plotted from available maps, and not random.

Assumptions concerning the horizontal distribution of flights: MOAs

Cook and Lucas state that MOACALC is used when looking at aircraft activity inside a military operations area (MOA).

> "MOACALC is a computer program that calculates the noise exposure under a Military Operating Area (MOA). Generally the USAF provides information on the number of sorties per month and the altitude distribution of the aircraft using the MOA.[39]

In other words, the same altitude averaging methods described in the previous section on altitude averaging are used in MOA calculations. The only difference being that the aircraft in a MOA have a better chance of occasionally flying at the average altitude assumed for the sortie. Then, based on this average altitude (equivalent acoustical altitude) and the assumption

> that once the aircraft enter the MOA, they fly randomly within the airspace...[the Air Force assumes] a uniform distribution of the aircraft operations around the MOA. MOACALC is formulated on this principle and calculates an energy-average noise level under the MOA."[40]

In fact, aside from the assumption of random scattering within the MOA, there is no difference between these calculations and those in the previous sections. As the Air Force states:

> The algorithms formulated in MOACALC are the same as those used in ROUTEMAP. The difference between ROUTEMAP and MOACALC is the adaptation of a uniform distribution over the entire area occupied by the MOA.[41]

As a result of these assumptions noise calculations are averaged both vertically and horizontally. This reduces the calculated impact of the noise in two ways. First, all noise impacts from aircraft operations below the equivalent acoustical altitude are understated by the model--even though these are precisely the impacts that are of greatest concern to an individual on the ground. Second, aircraft noise is spread uniformly over the entire MOA, greatly depressing its effect in any one place and adding the additional computational quirk that if the MOA is expanded, the noise will decrease since it is spread over a larger area.

[38] Ibid.
[39] Ibid., p. 375.
[40] Ibid.
[41] Ibid.

ssumption of a uniform distribution of activity across the MOA is invalid since aircraft rning back toward the center of the MOA to avoid violating the boundary of the as, noise is not uniformly distributed, it is concentrated toward the center of the and Calamia (Wyle Labs) state that there is a procedure

tapering operations near a MOA edge. The noise models...assume operations in s and ranges are uniformly distributed. Near a MOA edge, where the operations are ted to drop off, experimental studies have shown that the number of operations ase linearly as the MOA edge is approached...In most situations, the user will choose doff distance of 1 NM (TAPER 1) or 2 NM (TAPER 2).[42]

EIS acknowledges that these taper distances are not sufficient and specifies a distance ts MOAs.[43] If these procedures are used they would partially solve the problems zontal dispersion assumptions. However, there is no indication that there are hard sing any taper distance; there is no reason, from the evidence presented, that tapers NM might not be more appropriate; and finally, there is the obvious incentive for the e model to depress noise predictions simply by choosing a smaller taper and thus rger flight area in the MOA. All of these conditions make the use of the TAPER ikely to yield a result that approximates real operations in a MOA. Further, even if rogram was adjusted by an impartial model operator to yield better results, problems ith the use of equivalent acoustical altitude (EAA) which depresses noise levels th low altitude aircraft operations.

concerning the actual noise generated by aircraft

AOA power levels and noise generation:

M the Air Force wrote that

ws operate aircraft differently under varying training conditions. Along a Military ng Route (MTR), speeds are relatively constant, and there is less maneuvering than in tary Operations Area (MOA). Conversely, in a MOA, aircraft are maneuvering, and and throttle settings vary... Within MTRs, normal throttle settings are approximately cent, producing a speed of approximately 450 knots. The SELs...reflect these flight eters. In MOAs, for brief periods (20 to 30 seconds), higher power settings and s may be experienced. Although these higher performance parameters are used only ef periods, they are shown and assessed to present a worst-case situation. Actual evels experienced within areas of military training airspace may be reasonably ed to fall between these two conditions."[44]

s, since power settings are lower in MTRs than they are in MOAs, noise levels are rther, noise levels are clearly higher in MOAs because power settings are higher. he Draft Environmental Impact Statement for the Pennsylvania Air National Guard ion has a table that shows NOISEMAP NOISEFILE data (OMEGA) of SELs for a F- ltitudes in a MTR and in a MOA. According to these Air Force data, SELs for a dB to 18.5 dB higher than they are for a MTR, with greater differences occurring as r to the ground.[45]

amia, Op. Cit., p. 4-5.
ental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 2-5.
ental Impact Statement, *Pennsylvania Air National Guard MOA Expansion*, US Air Force, , 1994, p.6.

Air Force documents that record how MTR and MOA noise calculations for the Holloman EA were made show that MTR noise levels, not the higher MOA noise levels, were used when noise calculations were made for MOA activities.[46] There is no documentation of how the MOA noise calculations were made in the RBTI DEIS, but a table of noise levels on page 4-8 shows SEL levels for the F-16 that are almost identical to those given by the Air Force in 1994 for MTR activity.[47] As a result, it is probable that the RBTI DEIS uses MTR noise levels for its MOA calculations and thus significantly understates the noise levels expected under the Lancer and Mt. Dora MOAs.

The amount of this understatement can be roughly calculated based on the Air Force's own statement that "[t]he noise generated by a Tornado is about the same level as an F-16. It is less loud than an F-4 or a B-1 at the same altitude, but a Tornado at 100 feet is similar to an F-4 or B-1 at 500 feet."[48] Based on this information, and interpolating from Figure 4.1-3, on page 4-8 of the RBTI DEIS, the MOA SEL for a B-1 at 500 feet would be about 127 dBA, not 113 as shown in Table 4.1-3 of the DEIS. At 3000 feet, the SEL for a B-1 in a MOA would be about 112 dBA, not 98 dBA as shown in Table 4.1-3 of the RBTI DEIS.

It should noted that Table 4.1-3 claims it represents "average sound levels. These levels may vary by 1/2 dB depending on the application of power and speed."[49] Of course, sound levels always vary as power and speed change, but averaging sound levels (based on a formula that, while not disclosed in the RBTI, puts almost all the emphasis on MTR noise levels) makes no more sense than averaging sound levels during taxi operations with sound levels during takeoff. The RBTI DEIS is supposed to calculate the actual noise that will be encountered by a person under a MOA. Instead, it has once again used every possible means to lower the sound levels predicted by its noise models.

2. Use of erroneous noise/annoyance projections and calculations

The noise calculations in the RBTI DEIS for Alternative D: IR-153/Mt. Dora MOA demonstrate how a second level of errors are made in Air Force calculations. First, because Air Force sound models evidently do not calculate DNL levels below 45 dB, the baseline noise levels for 27 of 38 segments of the proposed IR-153 and the Mt. Dora MOA are all listed in Table 4.1-19 as being less than 45 dB. Similarly, thirteen different route segments and the proposed Lancer MOA are all listed in Table 4.1-9 as having noise levels of less than 45 dB. Since IR-153 is a new route, Mt. Dora is currently subjected to much different use than that which is proposed, and the Lancer MOA is newly constructed, many of these segments obviously have noise levels that are significantly less than 45 dB. However, when the change from baseline noise levels is calculated in Tables 4.1-9 and 4.1-18 for the proposed MTRs and the MOAs, 'less than 45 dB' becomes a hard figure of 45 dB and, for example, changes in both the Mt. Dora MOA and Lancer MOA from <45 to 46 are recorded as a change of only 1 dB.[50] This is simply wrong.

Next, the Air Force uses a model for annoyance with general transportation noise in urban, residential areas to forecast annoyance from aircraft noise likely to be encountered in the area under Alternatives B and D where the land overflown is almost 100% rural.[51] This results in a gross understatement of the percentage of people likely to be annoyed by aircraft noise. For example, for

[46] Probability of Exposure to Sound Levels of 75 dBA or Greater Along MTRs and MOAs, New Index, Volume II, Bates number 000073.
[47] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-8.
[48] Impact Information for TAC/CM meetings, Vol. 1, book 1, Bates number 000987.
[49] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-8.
[50] Ibid., pp. 4-50, 4-47 to 4-49.
[51] Ibid., pp. 4-33, 4-76.

a DNL of 63-64 in segment BC of proposed IR-153, the RBTI DEIS claims that 10 to 11 percent of people would be annoyed by aircraft noise. A 1996 model by Fidell *et al.* that was available to the Air Force three years prior to the release of the RBTI DEIS, and that was constructed from data gathered in wilderness (not residential) areas, suggests that about 32 percent of people would be highly annoyed by this level of aircraft noise.[52]

Finally, the Air Force further compounds this series of errors by using the percentage of people annoyed at 45 dB as a baseline for areas where the noise level is recorded by the Air Force as being less than 45 dB. This has the effect of inflating the baseline annoyance numbers. These inflated numbers are then subtracted from the (incorrectly depressed) percentage of people annoyed by Alternative D aircraft noise to arrive at the "percentage change from baseline" in Table 4.1-20.[53] For all the reasons listed above, these figures grossly understate the percentage change from baseline in people who will be annoyed by the noise generated under both Alternative B and Alternative D.

Conclusion

Instead of accurately representing the noise levels generated by its aircraft and accurately recording the terrain and receptors overflown, the Air Force first averages the number of sortie-operations across a year.[54] Then, as this section of this report has demonstrated, Air Force noise models use these averaged noise levels in a further invalid averaging technique to calculate Equivalent Acoustical Altitude. These EAA figures are then arrayed across a MTR using a distribution form that is inapplicable to the process described. The resulting arrayed noise levels are then applied to receptors under the MTR that are incorrectly assumed to be randomly scattered.

During this entire exercise the Air Force uses SEL figures that either represent lower MTR power settings or are averaged across two entirely different mission profiles. And they incorrectly inflate baseline annoyance levels while deflating annoyance levels under the proposed alternative training areas. The result is an invalid and misleading set of noise predictions that always appear to err on the side of underestimating the noise impact on receptors on the ground. Even given all these methods of depressing the noise levels predicted by Air Force models, the effects on those under the areas such as those covered by Alternatives B and, and specifically under IR-178 and IR-153 are still forecast to be very significant. Noise levels in four communities under Alternative D would be two to three times as loud as the baseline which, itself, has been inflated. And noise levels under other portions of IR-153 will increase by up to 17 dB--a noise level that would be about three and one-half times louder to a receptor on the ground.[55]

As the next section shows, the Air Force is fully aware that these models do not adequately predict the effect of aircraft noise and it is particularly aware that this is a problem in rural and wilderness areas.

AO-54 **IV. The Air Force's failure to consider the difference between urban and rural/wilderness conditions**

Aside from one or two passing references, this DEIS is strangely silent on the likely impacts of aircraft noise on wilderness or wildland (hereinafter collectively referred to as

[52] Fidell, Sanford, Silvati, Laura, Howe, Richard, Pearsons, Karl S., Tabachnick, Barbara, Knopf, Richard C., Gramann, James, and Buchanan, Thomas, "Short Term Effects of Aircraft Overflights on Recreationists", Journal of the Acoustic Society of America, Vol. 100, No. 5, November, 1996, p. 2912.
[53] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., pp. 4-33, 4-49.
[54] Lucas and Calamia, Op. Cit., p. 4-9.
[55] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-83.

"wilderness") users and inhabitants. The RBTI DEIS attempts to justify the compatibility of aircraft noise and recreation activities by citing the FAA land-use compatibility guidelines. However, these guidelines are for urban environments only and they often assume individuals are protected from the ambient sound environment by buildings that lower the dB levels to the 20 dB to 35 dB range.[56] Obviously, these figures were never meant to apply to someone in rural or wilderness settings. Similarly, neither the 1978 Schultz paper, the 1991 Fidell, Barber and Schultz paper, nor the 1994 USAF/Finegold study applies to wilderness noise experiences. All the data for these studies were gathered in urban locations. The DEIS itself states on numerous occasions that the data it uses depict "the noise impact in airport communities..." or on communities in general.

In its 1996 Requirements for Noise Analysis, the Air Force stated it had no firm idea what the effect of aircraft noise is on wilderness areas. The Air Force also stated that it had no ability to model this effect and that it

> requires the ability to predict the effects of aircraft noise on the outdoor recreationist...today, no quantitative dosage-response relationship has been developed for predicting annoyance in these circumstances, and information on which such a relationship could be based is in short supply."[57]

This statement is not completely true. As the following sections will show, a model for predicting noise/annoyance for outdoor recreationists has been available since the National Park Study was competed in 1992. The 1992 NPS study showed that not only were outdoor recreationists far more annoyed by noise than people in communities, but of those recreationists, "visitors engaged in water- or stock-related activities tended to be more annoyed by aircraft overflights than visitors who did not engage in these activities."[58] These stock-related activities correlate closely with the kinds of activities engaged in by the residents of most rural areas over which the Air Force's RBTI proposes to fly. However, in the presence of a significant amount of evidence that its noise/annoyance models underestimate annoyance with aircraft noise alone and further underestimate annoyance with aircraft noise in rural and wilderness areas, the Air Force has chosen to make the one claim that makes absolutely no sense--that aircraft noise will have no significant adverse effect on a wilderness experience or outdoor recreation.

The RBTI DEIS does admit that rural/wilderness noise calculations are different than urban ones. In the Noise Appendix, the Air Force states:

> Aircraft operations in military airspaces generate a noise environment somewhat different from other community noise environments. Overflights are sporadic, occurring at random times and varying from day to day and week to week. This situation differs from most community noise environments, in which noise tends to be continuous or patterned. Individual military overflight events also differ from typical community noise events: noise from a low-altitude, high airspeed flyover can have a rather sudden onset.
>
> To represent these differences the conventional Day-Night Average Sound Level metric is adjusted to account for the "surprise effect of the sudden onset of aircraft noise events on humans.[59]

[56] Ibid., p. G-10, See footnotes for Table G-1.
[57] Requirements Analysis for Noise, Op. Cit., p. 6.
[58] Fidell, Sanford, Silvati, Laura, Tabachnick, Barbara G., Howe, Richard R., Pearsons, Karl S., Knopf, Richard C., Gramann, James, and Buchanan, Thomas, Short Term Effects of Aircraft Overflights on Outdoor Recreationists in Three Wildernesses, NPOA Report No. 92-2, BBN Report No. 7502, National Park Service, Denver Service Center, Contract No. CX-2000-9-0026, April, 1992, p. 4.
[59] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 2, Op. Cit., p. G-5.

However, the second paragraph in this statement is both untrue and disingenuous. The onset rate correction only attempts to correct for sudden onset. None of the other reasons mentioned in the first paragraph for the difference in military airspace operations--sporadic, random flights, varying from day to day, in a non-patterned manner, etc.--are accounted for by the onset rate correction.

The RBTI DEIS also states that, based on 1992 and 1994 studies by Stusnick *et al.*, its DNL calculations apply "to rural populations exposed to sporadic aircraft noise."[60] However, the description of the studies and their applicability is also disingenuous. A conversation with Stusnick himself revealed that the studies were done in houses and a laboratory in southern Virginia in an area where many homes existed and where streets and aircraft contributed to background levels of noise.[61] This environment clearly has little relevance to the actual noise onset levels someone in the rural Texas or New Mexico would experience. The DEIS also claims that "[w]hile these FICON recommendations are most often applied to areas around airports, they can be helpful in understanding the potential effects of aircraft noise in MTRs and MOAs."[62] However, the DEIS also states that

> Questions regarding land values near airports have been asked in many US communities over the years and research has been conducted determining and quantifying the economic effect of noise around airports in urban settings. However, RBTI involves aircraft noise in a rural setting. The variability of land value due to the diversity of land uses, locations, and improvements makes it difficult to quantify potential impacts, if any, that might be associated with aircraft overflights.[63]

In other words, when it is convenient or has the potential to show Air Force operations in a good light, the experience around airport areas is "helpful", but when it is not convenient or has the potential to show adverse impacts from Air Force operations "[t]he variability ...due to the diversity of land uses, locations, and improvements makes it difficult to quantify potential impacts..."[64]

Thus, this entire RBTI DEIS is based on noise/annoyance measures for community noise annoyance. And in spite of the fact that 97% of the territory in option B is rural/wilderness, the DEIS never presents a model capable of calculating noise/annoyance effects in rural/wilderness areas, stating only that "studies of *community annoyance* to numerous types of environmental noise show...a consistent relationship between noise levels and annoyance."[65] In a further narrowing this definition, the DEIS claims that this kind of analysis "correlates well with *community response* and is consistent with *controlled laboratory studies*..."[66].[authors italics]

As this section will show, the Air Force has known about alternative methods for calculating noise/annoyance in rural/wilderness areas since 1992--and these same methods have been used by the Air Force's contract researchers to construct a model to predict noise/annoyance for the National Park Service. However, none of the noise models presented by the RBTI DEIS--the 1978 Schultz paper, the 1991 Fidell, Barber and Schultz paper, nor the 1994 Finegold study--applies to wilderness noise experiences and none applies to the rural MTR and MOA environments

[60] Ibid., Vol. 1, Op. Cit., p. 4-9.
[61] Stusnick, Eric, Wyle Laboratories, Conversation with the author, 0945 AM, May 29, 1997.
[62] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-56.
[63] Ibid., p. 4-109.
[64] Ibid.
[65] Ibid., pp. 4-11, 4-62.
[66] Proposed Airspace Modifications to Support Units at Holloman Air Force Base, NM, Final Environmental Assessment, US Army Corps of Engineers, Fort Worth, TX, June 9, 1997, p. 4-10.

described above by the Air Force itself. This is because all the data for the studies used by the Air Force were gathered in urban locations in spite of the fact that the 1997 Holloman EA states that:

> The nature of aircraft operations along low-level Military Training Routes (MTRs) generates a noise environment somewhat different from other community noise environments. Overflights are highly sporadic, ranging from five or ten per day to less than five per week.
>
> This situation differs from most community noise environments, which tend to be continuous or patterned. Individual military noise events also differ from typical community noise events because of the low altitude and high airspeed with which military aircraft operate along the MTRs.[67]

The RBTI DEIS also claims that "a study conducted by the US Forest Service ...indicates that aircraft noise intrusions were not generally noticed by wilderness area visitors."[68] This statement is taken out of context and fundamentally misinterprets the findings of the 1992 NPS and NPS studies which found that persons in wilderness settings are at least ten times more sensitive to aircraft noise than those in urban settings.[69] The study also found that "low-altitude, high-speed aircraft, such as those operating along MTRs, were reported as the most annoying type of aircraft to hear or see [and].....annoyance associated with over flights was more strongly related to noise exposure than to the visibility of aircraft..."[70]

Further, the 1992 NPS study and a follow-on paper by the same authors (Fidell *et al.*) in 1996 found that the DNL value above which people described themselves as being highly annoyed with aircraft noise was 7 dB lower (in the 1996 Fidell *et al.* paper) and 10 dB lower (in the 1992 NPS study) in wilderness areas than it was in residential communities. As the authors stated:

> "This suggests that respondents engaged in outdoor recreation...described themselves as highly annoyed by 7 dB less aircraft noise exposure than would be tolerable in a residential setting."[71]

It is worth noting that under Alternative D: IR-153/Mt. Dora MOA in the RBTI DEIS, Table 4.2-12 shows that noise levels (DNL) in parts of the Carson National Forest, the Rio Grande Wild and Scenic River, the Urraca Wildlife Area, the Elliot Barker Wildlife Area, the Philmont Scout Ranch, the Colin Neblett Wildlife Area/Cimmaron Canyon State Park, the Santa Fe National Forest, the Villanueva State Park, and the Sumner Lake State Park are all projected to be 60 dB or greater.[72] Further, Alternative B shows DNL noise levels of 60 dB or greater under much of IR-178.[73] Based on the 7 dB adjustment recommended by Fidell *et al.*, these rural, wilderness and scenic areas would not even be suitable for residential housing. In spite of this, the RBTI DEIS goes on to state that "[f]light operations would not likely affect land use, recreation resources, or visual settings under the airspace..."[74]

The Air Force is fully aware that its MOA and MTR noise studies do not apply to the areas that are being overflown. A 1990 paper on annoyance from overflights in wilderness areas by

[67] Ibid p. A-8.
[68] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-56.
[69] Potential Impacts of Aircraft Over-flights of National Forest System Wildernesses, United States Department of Agriculture, Forest Service, January, 1992, p. 2-21.
[70] Ibid.
[71] Fidell, Silvati, Howe, Pearsons, Tabachnick, Knopf, Gramann and Buchanan, Op. Cit., p. 2912.
[72] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-79.
[73] Ibid., p. 4-32.
[74] Ibid., p. 4-81.

Harrison, Hartmann, and Makel which was specifically cited by Brooks AFB noise researchers in 1996 states:

> The basis for assessing the probable reaction of populations which are impacted is, in most cases, the 'Schultz curve'. (Schultz, 1978, 1982) The effect of the aircraft noise is measured in terms of percentage of the population highly annoyed. The ambient background in which the affected population is submerged is assumed not to be an important determinant of this effect. For reasons to be discussed, these assumptions and methodologies are not appropriate to the assessment of the impact of aircraft overflights on wilderness visitors.[75]
>
> ...aircraft intrusions presented enough of a perceived problem, at least, that Congress was motivated to instruct land management agencies to investigate this question. So it would seem that previously established criteria are, in the wilderness situation, not applicable.[76]

This finding should be contrasted with the RBTI DEIS's statement that "[f]light operation would not likely affect land use, recreation resources, or visual setting in the areas under the airspace."[77] In addition, it should be contrasted with another 1990 paper by one of the Air Force's top noise researchers, Dr. Sanford Fidell, which states that:

> The well-known dosage-response relationship developed by Schultz (1978) for general transportation noise experienced in high population density areas, cannot be directly applied to the outdoor recreational case for the following reasons, among others:
> (1) since most visits to parks and Wildernesses last considerably less than a week, it makes little sense to quantify noise exposure in terms of an annualized measure such as Day-Night Average Sound Level;
> (2) the original Schultz relationship predicts no impact whatever at DNL = 45 dB, largely for the sake of consistency with the finding of EPA's Levels Document (EPA, 1974) that indoor exposure at this level poses no threat to public health and welfare. Noise produced by aircraft operations in the low ambient noise environments may disturb people at even lower exposure levels;
> (3) there is no community per se in the case of present interest, only individuals or small groups of outdoor recreationists; and
> (4) like all other empirically developed dosage-response relationships, the one developed by Schultz (1978) can be challenged on the grounds that it is not influenced by information collected under circumstances similar to those to which it is to be applied."
>
> ...One impediment to direct application of the Schultz relationship to predict reactions to aircraft noise exposure in Parks and Wildernesses is the sporadic nature of overflights...The sporadic nature of exposure, coupled with the short duration of most visits to Wildernesses, strains the equal-energy hypothesis on which the use of Day-Night Average Sound Level as a predictor of annoyance is predicted.
>
> ...The fact that outdoor recreationists are exposed to aircraft noise without the benefit of the insertion loss of residential structures suggests the likelihood of a leftward shift of the X-intercept of the dosage-response relationship by 10 dB or more. The fact that ambient noise levels are often lower in uninhabited places than in urban neighborhoods increases both the audibility and effective duration of noise intrusions caused by overflights, suggesting a yet further leftward shift of in the X intercept."[78]

[75] Harrison, Robin T., Hartmann, Lawrence A., Makel, William, "Annoyance from Aircraft Overflights in Wilderness," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, pp. 327-328.
[76] Ibid., p. 330.
[77] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Op. Cit., p. 4-66.
[78] Fidell, Sanford, "An Historical Perspective on Predicting the Annoyance of Noise Exposure," Op. Cit., p. 340.

> Noise modeling techniques and assumptions originally developed for military airfield and urban airport planning are not readily adapted to Park and Wilderness settings...The differences between residential and outdoor recreational exposure to aircraft noise, as well as the differences in purposes for characterizing aircraft noise exposure, are sufficiently great to suggest the need for an alternative approach to preparing aircraft noise contours. The alternative approach should provide the basis for answering the question 'How far from here must an airplane fly if it is not to impact the area of interest?' rather than "How much noise does an aircraft flying here produce there?"
>
> In other words, the preferred means of modeling aircraft noise impacts in Park and Wilderness setting is from the perspective of the observer, not the source. Furthermore, since audibility is the issue of primary concern in low ambient noise conditions, explicit consideration must be given to signal to noise ratios rather than absolute sound pressure levels. These considerations suggest that observer-based audibility contours are more useful than source-based emission contours for use in analyses of aircraft noise impacts in Park and Wilderness settings.[79]

Officials in the field have also constantly reminded the Air Force of these problems. In 1995, the National Park Service prepared a report based only on tour aircraft in level flight, virtually all of which are light propeller or helicopter aircraft. This report noted that while its "results may be applied to similar conditions [light aircraft]...their applicability to jet aircraft, very large aircraft, or to areas where aircraft are noticeably climbing or descending has not been tested."[80] This report concluded that, among other things:

- Enjoying the natural quiet is about as important as viewing natural scenery as a reason for visiting national parks.
- About one fifth of all visitors to the National Parks (about 80 million visitors a year) remember seeing or hearing aircraft during their visit to the park.[81]
- Visitors report negative reaction to the sound of aircraft at specific sites, and these negative reports increase as exposure to aircraft sounds increase [sic].[82]

In fact, at an hourly equivalent sound level (Leq 1 hr) of 40 dB, from 8% to 48% of all visitors were annoyed by light aircraft noise according to actual survey data.[83] This should be contrasted with the Air Forces' claim in the RBTI DEIS that "at 65 DNL, approximately 12 percent of the people would be highly annoyed by noise."[84]

Further, in its 1978 Guidelines for Preparing Environmental Impact Statements on Noise, the National Research Council set "specific noise criteria for various...land uses" and went on to state that:

> Even in areas where no people are presently living, a significant increase in noise over the existing conditions will constitute a noise impact. The environment may be degraded either because the increased noise affects wildlife or monuments, or because it destroys the tranquillity of a wilderness area to which urban dwellers wish to go for an escape from city noise, or because it makes the area unsuitable for future residential or

[79] Ibid., pp. 341-342.
[80] Report on Effects of Aircraft Overflights on the National Park System, US Department of the Interior/National Park Service, 1995, p. 152, Bates number 000024.
[81] Ibid., p. 135.
[82] Ibid., p. 146.
[83] Ibid.
[84] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-68.

> other noise sensitive development. In each case, some of the value of our national resources is lost: the quality of the environment is lowered. As a supplement to any numeric quantification, a word description of the environmental impact should be stated in terms of the expected change from the present conditions... even though no significant health or welfare effects are considered to exist below 55 decibels...the small, but finite percent of population highly annoyed is considered a measure of environmental degradation.[85]

As additional examples, letters from the Superintendents of two New Mexico parks to the Air Force stated that "noise levels produced by low altitude aircraft over and adjacent to park lands and designated wilderness would be incompatible with the purposes of these land use areas."[86] One of these letters went on to state that

> ...we raised what we perceived to be significant issues which we will expect to be addressed in the Holloman 2 EIS. To dismiss those issues as of 'little concern' only serves to reinforce the point we tried to make, that being that impacts on White Sands National Monument have been universally trivialized in the US Air Force planning documents affecting Holloman Air Force Base...In general, we expect that the Monument will no longer be dismissed as 'government owned land' or 'undeveloped open rangeland' and instead will be recognized for the purposes for which Congress has established units of the National Park system.[87]

In sum, the Air Force was aware, at least as early as 1990 and probably as early as the 1970's, that the noise modeling they were doing was not applicable to rural or wilderness situations. Because of this, and because of the serious shortcomings in the use of their models, the noise modeling in this DEIS fails to consider relevant factors, and the Air Force did not take the necessary steps to ensure the scientific integrity , including external validity, of the DEIS analysis predicted on its noise modeling efforts.

BR-1 **V. What the Air Force Knew About Its Noise Analysis From Research Done Under Its Own and Other Federal Government Contracts**

The 1978 Schultz study, a 1991 update of the Schultz study by Fidell *et al.*, and a 1994 study by Finegold *et al.* are all cited in the RBTI DEIS as the evidence that Air Force noise modeling is both adequate and accurate.[88] In addition, over the last ten years, whenever it has been criticized for not including valid noise studies in its EISs, the Air Force has claimed it used the "only known and accepted method for predicting noise impact" in its models.[89] These statements are not true and they have not been true since at least 1989. In fact, the Air Force itself published the following statement in 1996:

> Federal and state agencies which control the areas largely utilized by the outdoor recreationist have recently made the attempt to exert greater control over the airspace above

[85] Guidelines for Preparing Environmental Impact Statements on Noise, National Research Council, Assembly of Behavioral and Social Sciences, Committee on Hearing, Bioacoustics and Biomechanics, Washington, DC, 1978, pp. VI-11,12, Bates number 000053.
[86] Letter from Larry Henderson, Superintendent, Guadeloupe Mountains National Park, to Public Affairs Office, 49 FW/PA, 490 first Sureet #2800, Holloman AFB, NM, August 26, 1996, SAIC Bates numbers 000569, 000570.
[87] Letter from Dennis L. Ditmanson, Superintendent, White Sands National Monument, to Rich Wareing, 49 CES/CEV, 55 Taboza Ave, Holloman AFB, NM, February 24, 1997, SAIC Bates number 000756.
[88] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-12.
[89] Valley Citizens for Safe Environment v. Aldridge (1988, DC Mass) 695 F Supp 605, 19 ELR 20497.

the resources for which they are responsible, including that utilized by military aircraft. Today, no quantitative dosage-response relationship has been developed for predicting annoyance in these circumstances, and information on which such a relationship could be based is in short supply.[90]

In 1986 the US Air Force Noise and Sonic Boom Impact Technology (NSBIT) program directed by Major Robert Krull at Wright Patterson Air Force Base awarded contract number F33615-86-C-0530 for the study of noise-annoyance relationships. This contract was monitored for the Air Force by Lawrence Finegold and was awarded to BBN Systems and Technologies Corporation, 21120 Vanowen Street, Canoga Park, California, 91303.[91]

The research from this study resulted in at least two reports, both of which were submitted to the USAF by 1989 and both of which were published in the Journal of the Acoustical Society of America in January, 1991. The first report, written by Fidell, Barber and Schultz (and assisted by Green) was an update of the 1978 Schultz study that underlies the noise/annoyance relationships used by the Air Force. This report has been used by the Air Force since its completion, and it has been cited repeatedly in EIS documents as justification for using the Schultz curve. However, the second report was intended as a companion piece to the first report, and it is alluded to in the first report in the following paragraph:

> Another limitation of both the 1978 polynomial approximation [the curve developed in Schultz's 1978 report] and the current quadratic fitting function [the curve developed in the 1991 Fidell, Barber and Schultz paper] is that they are both simply convenient data fitting functions, devoid of physical meaning...Care is therefore necessary to avoid using these relationships outside their intended ranges...*The next article in this issue develops a theoretically based alternative approach to the purely empirical curve fitting described above.* [Emphasis added][92]

The 'next article'--a second report generated under the same USAF contract (number F33615-86-C-0530) was published immediately following the Fidell, Barber and Schultz article in the same Journal of the Acoustical Society of America. It was also completed in 1989 and was also monitored for the Air Force by Lawrence Finegold and it had virtually the same authors--this report was written by Green and Fidell and this time Barber assisted in performing the calculations and analyses. In addition, this second report was published in 1989 as Air Force Technical Report HSD-TR-89-008.[93]

This report dealt with a persistent problem with the data in the 1978 Schultz model and the 1991 Fidell, Barber and Schultz model: people in different communities exhibited different levels of annoyance to the same decibel levels of sound and people in the same community exhibited different levels of annoyance to sounds from different sources with the same decibel ratings. Thus, one could never be sure that the annoyance forecast by either the 1978 and 1991 models would actually be exhibited by any given population. The authors were aware that this was a significant problem--in 1992, Tabachnick, Howe and Fidell, in a report written for the National Park Service [Contract No. CX-2000-9-0026], noted that field studies of overflight noise "must be able to produce reliable and valid findings" and went on to define the criteria for reliability as "[t]he

[90] Requirements Analysis for Noise, Op. Cit., p. 6.
[91] Fidell, Sanford, Barber, David S., and Schultz, Theodore J., "Updating a dosage-effect relationship for the prevalence of annoyance due to general transportation noise," Journal of the Acoustical Society of America, vol. 89, no. 1, January, 1991.
[92] Ibid., p. 233.
[93] Green, David M., and Fidell, Sanford, "Variability in the criterion for reporting annoyance in community noise surveys," Journal of the Acoustical Society of America, vol. 89, no. 1, January, 1991, p. 243.

dependent variable(s) (that is, measure(s) of visitor reactions) must produce responses which are consistent over repeated overflight exposures of the same level."[96]

The second study by Green and Fidell made three significant findings that related to the issue of community annoyance with aircraft noise:

1. Aircraft noise was found to be more annoying than other kinds of noise at a 98% level of certainty. This additional annoyance could be accounted for by a correction factor of 5.2 dB to the DNL scale. As the authors noted:

> ...the mean value...in surface transportation studies [for a given level of annoyance] is about 75.4 dB, whereas the mean value for aircraft sources [for the same level of annoyance] is 70.2 dB, with a difference of 5.2 dB. Thus people are on average more willing to report annoyance due to aircraft noise exposure than to report annoyance due to street and rail traffic. A t test ($t_{320} = -2.47$, $p<0.02$) indicates that a difference of this size is unlikely to arise by chance alone.
>
> This analysis suggests an alternative interpretation of the observation that aircraft noise exposure is likely to produce greater proportion of self-reported annoyance than the same level of street traffic or railroad noise exposure. It is not necessary to conclude that such differences are produced by intrinsic differences in the annoyance of the noise sources themselves, nor (as Kryter argues) by differences in the pervasiveness of noise exposure produced by different sources. The present model suggests people adopt different annoyance criteria for different noise sources...[and] the DNL scale is equally good at predicting annoyance caused by either kind of noise source.[95]

2. The variability of noise/annoyance ratings for aircraft was about 18% smaller that than for street traffic/noise annoyance and thus, aircraft noise/annoyance data produced a slightly more accurate curve relating annoyance to noise did than traffic/noise.[96]

3. The methodology developed for modeling in this study was better able to predict noise/annoyance relationships than the methodology used in the Schultz curve.

> ...as [previously] noted by Fidell et al., three decades of community noise studies have identified numerous nonacoustic factors that might arguably affect the criterion for reporting annoyance."
>
> [The models developed in this study] demonstrate a substantial improvement in the ability to predict prevalence of annoyance by considering such reaction to be based on two separate components. One [component] is acoustically produced and...the second component of annoyance may be expressed in terms of a criterion value..."[97]

In sum, by 1989 the Air Force knew, based on its own contract's report, that aircraft noise was more annoying to a community than other kinds of noise and, as a result, that a model based on a mix of aircraft and automobile noise would underestimate community annoyance. The Air Force also knew that a modeling technique existed that would allow it to more accurately predict this noise in an urban setting. It also knew that it should be correcting its urban annoyance calculations by at least 5 dB. Instead of incorporating these findings in its EISs, or at least

[96] Tabachnick, Barbara G., Howe, Richard R., and Fidell, Sanford, Estimation of Aircraft Overflight Exposure in National Parks and Forest Service Wildernesses, NPOA Report No. 92-1, BBN Report No. 7259, National Park Service, Denver Service Center, Contract No. CX-2000-9-0026, August, 1992, p. 21.
[95] Ibid., p. 241.
[96] Ibid.
[97] Ibid., p. 243.

reporting them as alternative views, the Air Force disregarded this information and continued to base EISs dealing with aircraft noise in rural and wilderness areas on the Schultz curve.

This was not the approach taken by Fidell and the other researchers at BBN on other noise/annoyance reports for non-DOD federal agencies. In April, 1992 Fidell *et al.* released a report on the "Short Term Effects of Aircraft Overflights on Outdoor Recreationists in Three Wildernesses" that had been prepared for the US Department of Agriculture and the US Department of the Interior under contract number NPS-DSC CX-2000-9-0026 [commonly known as the 1992 National Park Service (NPS) report]. In this report, the BBN researchers stated that

> (1) The 1991 noise/annoyance curve developed by Fidell *et al.* didn't fit the noise/annoyance data developed in the National Park Service study. (This curve, based on community noise, forecast that at 65 Ldn, about 18 percent of all people would be highly annoyed by noise.) As a result, the 1991 curve by Fidell *et al.* was replaced by a curve generated in the later, Green and Fidell (1992) study discussed above.
> (2) The theoretical dosage response curve developed by Green and Fidell (1992) (which forecast a higher level of annoyance with community noise--about 27 percent of all people are highly annoyed at 65 Ldn) could be modified by shifting the curve by 10 dB to represent people's annoyance with aircraft noise in wilderness.
> (3) This new curve accounted for the significant levels of annoyance that were registered at levels as low as 52 Ldn (where 12 percent of those in the Golden Trout area were annoyed) and it showed that at 65 Ldn, about 47 percent of all people would be annoyed by aircraft noise.[98]

Thus, a better method of calculating noise/annoyance in rural/wilderness areas was available by about 1990. And by 1992, an application of this method had been published in response to contracts from two federal agencies that were generated in response to Public Law 100-91, "an act requiring *inter alia* 'the Secretary of the Interior to conduct a study to determine the appropriate minimum altitude for aircraft flying over national park system units.'"[99] Further, the results of these studies and the published application directly contradicted statements in Air Force EIS throughout the 1990s that the Schultz curve and the 1991 curve by Fidell *et al.* adequately represented people's annoyance with aircraft noise in rural and wilderness settings.

The results of these new studies also apparently stood the test of time--the same problems and solutions were published in 1996 in the Journal of the Acoustic Society of America by the same authors as the 1992 NPS study just discussed. Again they rejected the Schultz Curve and the 1991 Fidell *et al.* curve and again they used an adjusted curve from the Green and Fidell (1992) study. However, in this case the adjustment was by 7 dB and not 10 dB.[100]

In 1993, three Air Force researchers, Lawrence Finegold (who had been the contract monitor on the aforementioned Air Force studies) and C. Stanley Harris, both research psychologists with the USAF Armstrong Laboratory, and Henning E. von Gierke, a retired director of the Biodynamics and Bioengineering Division of the USAF Aerospace Medical Research Laboratory reassessed the impact of transportation noise on annoyance and on sleep disturbance. The authors claimed that "this project was initiated as part of a long-term US Air

[98] Fidell *et al.*, Short Term Effects of Aircraft Overflights on Outdoor Recreationists in Three Wildernesses,Op. Cit., 1992, pp. 39-43.
[99] Ibid., p. 5.
[100] Fidell *et al.*, Op. Cit., 1996, p. 2912.

Force research program on the effects of aircraft noise on humans."[101] Their work built upon the studies cited above and it contained a total of 400 data points. These Air Force researchers also found that aircraft noise was more annoying than other kinds of transportation noise. Their report, published in 1994, and cited as one of the central models in the RBTI DEIS, includes a section labeled '4. Aircraft Noise Versus Other Transportation Noise Sources' that contains the following statements:

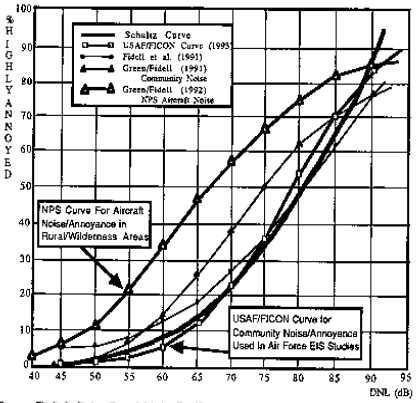
> ...since Schultz published his exposure-response relationship in 1978, controversy has continued over whether all types of transportation noise should be combined under the rubric of "general transportation noise." Many researchers see evidence that aircraft noise is rated as being more annoying than other types of transportation noise, such as railroad and highway noise.
>
> ...One reason why it is difficult to compare published data on human responses to noise exposure levels from various sound sources is that there are, typically, large differences in sound exposure for living and sleeping areas in a home from aircraft overflight noise compared with the sound exposure from road traffic noise. Noise from an aircraft overflight virtually surrounds a home, entering the living and sleeping areas through the roof and two or more sides of the dwelling, while street traffic noise enters predominantly through only one or two sides of the dwelling. This difference in sound exposure within a home is, typically, not accounted for, or discussed, in social surveys when researchers estimate the noise exposure of subjects.
>
> The analysis by Miedema [1993] of data recompiled from selected social surveys shows a higher level of community annoyance in response to aircraft noise than to noise from ground transportation sources. Miedema chose to use separate curves for aircraft, highway, road traffic, and rail noise. The considerably expanded database developed by Fidell *et al.* also provides evidence that there is a slightly stronger annoyance reaction to aircraft noise than to other transportation noise sources [note: the 5.2 decibel correction recommended by Fidell *et al.* means that noise from aircraft is perceived as being 50 percent louder with over 300% more noise energy than traffic/rail noise]. In the analysis reported here of that database, for the 400 final data points from a total of 22 different international community annoyance surveys, 173 data points were for aircraft noise, 170 were for traffic noise, and 57 were for railway noise. Figure 3 shows logistic fits to each of the three data sets. As can be seen from this figure, the percent highly annoyed for traffic and railway noise is not as high as the percent highly annoyed predicted for aircraft noise at the higher values of day-night average sound level. However, these differences must be viewed with caution because of the relatively few data points available at the higher day-night average sound levels for the traffic and railroad conditions. The magnitude of the difference in annoyance in response to the three different transportation noise sources should be addressed in future annoyance studies.[102]

Thus:

- in spite of the fact this research project was part of an Air Force project to investigate annoyance with aircraft noise and
- in spite of the fact that the researchers found, as previous studies of the same data had found, that annoyance with aircraft noise was higher than annoyance with road and rail noise, and
- in spite of the fact that virtually all other respected noise researchers have also found that annoyance with aircraft noise is higher (see the sections that follow),

[101] Finegold, Lawrence S. Harris, C. Stanley, and von Gierke, Henning E., "Community Annoyance and Sleep Disturbance: Updated Criteria for Assessing the Impacts of General Transportation Noise on People," Noise Control Engineering Journal, No. 42, No. 1, January-February, 1994, p. 25.
[102] Ibid., pp. 27, 28.

these three Air Force researchers chose to disregard both this evidence and also the superior techniques for noise/annoyance curve fitting described in Green and Fidell (1992) and, based on the single issue that few data points are available for road and rail traffic at higher DNL sound levels, they developed a curve that again used lower annoyance levels for road and rail noise to depress the annoyance data from aircraft noise. The result, shown in Figure 1, is the *USAF updated community annoyance curve* [called the Finegold curve in the RBTI DEIS and the USAF/FICON curve in most other EISs] which predicts even fewer people will be annoyed by



Sources: Fidell, S., Barber, D., and Schultz, T., "Updating a dosage-effect relationship for the prevalence of annoyance due to general transportation noise," Journal of the Acoustic Society Of America, Vol. 89, No. 1, January 1991, p. 224 and Finegold, L., Harris, C.; von Gierke, H., "Community annoyance with sleep disturbance," Noise Control Engineering Journal, Vol. 42, No. 1, January-February, 1994; and Fidell, Sanford, Silvati, Laura, Tabachnick, Barbara, Howe, Richard, Pearsons, Karl S., Knopf, Richard C., Garmann, James, and Buchanan, Thomas, Socl Term Effects of Aircraft Overflights on Outdoor Recreationists in Three Wildernesses, NPCA Report No. 91-2, BBN Report No. 7502, US Department of Agriculture/US Department of the Interior, April, 1992, pp. 39-43.

Figure 1
Community Noise/Annoyance Curves And 1992 NPS Aircraft Noise Curve

aircraft noise than either the 1978 Schultz or the 1989 Fidell *et al.* curves predicted at 75 DNL and below. The findings about higher aircraft noise annoyance from the 1993 Finegold study have never been mentioned in Air Force EISs or reported as alternative views. In fact, as Figure 1 shows, the Air Force had a sizable collection of noise/annoyance curves for calculating the noise/annoyance in rural areas after 1993. Of all these available curves, only one (Green/Fidell

1992) attempted to adjust community noise/annoyance to reflect the different conditions in rural and wilderness areas. However, the Air Force chose instead a curve based on community noise/annoyance that gave the lowest annoyance readings below 75 dB--precisely the area in which most aircraft would be expected to operate due to the Air Force's method of calculating overflight noise.

The Air Force's choice of the Finegold curve is curious because of the next-to-last sentence quoted from Finegold *et al.*: "...these differences must be viewed with caution because of the relatively few data points available at the higher day-night average sound levels for the traffic and railroad conditions."[103] If this is indeed the case, and if the data points in the road/railroad data set are significantly different from those in the aircraft data set, the appropriate modeling technique would be to separate the two data sets and model each by itself--something Finegold *et al.* initially did. In fact, it was this model that led the authors to conclude that annoyance with aircraft noise was greater than annoyance with road/rail noise.

If, instead, the data sets are not significantly different, one must find compelling the studies cited by Finegold *et al.* themselves and again come to the conclusion that aircraft noise is more annoying than road/railroad noise. The only conclusion one cannot reach from the data as described in the quoted sentence--and this is particularly true when the authors claim to be participating in a study of the effects of aircraft noise, not transportation noise, on humans --is the conclusion the authors reached: that one should use the lower annoyance/noise data associated with roads and railroads to depress the annoyance data curve in the manner that was done with the *USAF updated community annoyance* (USAF/FICON) curve.

Whatever the reason for the actions of these Air Force researchers, selected parts of the study they completed have been widely quoted by the Air Force in EISs since the study was completed, and the *USAF updated community annoyance* (USAF/FICON) curve has frequently been used to justify EIS studies of noise/annoyance--just as it has been in this DEIS. However, the parts of the study that showed that annoyance with aircraft noise was higher than annoyance with road/railroad noise--and higher than that predicted by the *USAF updated community annoyance curve*--are never mentioned or referenced in any EIS either as a potential impact from aircraft noise or as an alternative point of view.

As a result of all these factors, claims in the RBTI DEIS about the percentage of population highly annoyed by aircraft activity--see, for example, Table 4.1-11, and paragraphs on the effects of noise on DEIS page 4-68[104]--grossly understate the actual percentage of the population who would be highly annoyed. Further, assuming that the Air Force monitors its own research contracts, it must be well aware that this understatement is taking place.

AO-75 VI. What the open literature says about the methodologies, assumptions, and results of Air Force Noise Modeling

There are a number of other reasons to believe the Air Force has long been aware its noise studies were not adequate. The 1996 USAF Requirements Analysis for Noise states that the Air Force needs "(1) a better understanding of the environmental impacts of noise on humans, animals, and/or structures and (2) a better ability to model and predict accurately and defensibly, the potential changes in noise impacts from changes in aircraft movement."[105] This statement should be compared with the following statement by the Air Force from Chapter 4 of the DEIS concerning

[103] Ibid.
[104] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., pp. 4-33, 4-68.
[105] Requirements Analysis for Noise, Op. Cit., p. 9.

sound level calculations based on Day-Night Average Sound Levels: "Studies...have validated the reliability of aircraft noise models down to 55 DNL."[106] And this assurance from the Air Force should also be compared with a section of the 1997 Final Environmental Impact Statement for the Colorado Airspace Initiative, which states:

> Many reviewers of the Draft EIS [on the Colorado Airspace Initiative], including some members of the Federal regulatory community, felt that the application to a rural setting of the widely used 'FICON standards,' and its 65 dB Ldnmr threshold for acceptable levels of public annoyance, was inappropriate for such rural area with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with military aircraft operations addressed in the EIS was modified.[107]
>
> The Final EIS now does not use a single criterion of 65 dB. Potential impact is evaluated based on the noise in each affected area. Values of Ldnmr, other than 65 dB, which are of interest are 55 dB, a level identified by the US Environmental Protection Agency as a level 'requisite to protect the public health and welfare with an adequate margin of safety' (usually interpreted as a level below which there is no adverse impact), 45 dB (10 dB below the EPA's guideline), and 75 dB (threshold above which effects other than annoyance may occur).[108]

According to Brooks AFB, the Air Force uses the following 'key organizations' for noise study:

> "...BBN Systems and Technologies and Wyle Laboratories...[and] several NASA facilities, particularly the Langley Research Center, are heavily involved in noise research issues, particularly those related to sonic booms. Addresses and key contacts for each of these organizations are as follows:
>
> 1. Armstrong Labs
> AL/OEBN
> Dr. Robert Lee
>
> 2. NASA, Langley Research Center
> Hampton, VA
> Mr. Kevin Shepherd
>
> 3. BBN Systems and Technologies
> Canoga Park, CA
> Dr. Sanford Fidell
>
> 4. Wyle Laboratories
> Arlington, VA
> Dr. Kenneth Plotkin[109]

Two of the heads of these facilities, Fidell and Plotkin have consistently published in academic journals on noise over the last two decades. The following list of publications contains writings by these individuals as well as most of the other major researchers in the field. All of these publications are available to the Air Force. Many are papers given at Air Force-sponsored noise conferences and, where noted, some have been specifically cited by the Air Force in noise related publications.

The following publications are listed in chronological order with a short quote or summary accompanying each citation. These quotes or summaries are not meant to encapsulate the entire article--just the portion dealing with those topics that are the subject of this report. A number of these publications are papers that were given at various NOISE-CONs, conferences on noise that had heavy Air Force participation. In some instances, such as NOISE-CON 96, the conference organizing committee arranged with the US Department of Defense for parallel sessions relating to

[106] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-9.
[107] Final Environmental Impact Statement for the Colorado Airspace Initiative, Vol. I, Air National Guard, National Guard Bureau, Andrews Air Force Base, Maryland, August, 1997, p. xxi.
[108] Ibid.
[109] Requirements Analysis for Noise, Op. Cit., pp. 12-13.

noise problems of concern to the military. Several of the following publications have also been cited by the Air Force to show that it needs more noise research.

1. von Gierke, 1973:
   A paper done for the EPA showed aircraft noise/annoyance levels that are roughly twice as high as those predicted by the Schultz curve.[110]

2. Fidell and Jones, 1975:
   Developed a curve for aircraft annoyance at Los Angeles International Airport that shows about thirty percent of the respondents were highly annoyed at a DNL of 65--much higher than the Schultz curve would forecast..[111]

3. Grandjean, 1976:
   A Swiss study found it took a DNL of 10 to 15 dB higher for road traffic noise to cause an equal disturbance to aircraft noise.[112]

4. Otterhead, 1978:
   "[T]hat in terms of its capacity to induce dissatisfaction, aircraft noise is effectively some 9.45 dB(A) noisier than road traffic noises at the same physical level."[113]

5. Rylander, Bjorkman and Ahrin et al, 1980:
   "The extend of annoyance within each category of exposure events was related to the noise levels from the noisiest type of aircraft...The equation that developed the Lmax level and the number of aircraft overflights explains almost all the variation in annoyance. By contrast, an index based upon the equal energy principle [Schultz's Curve] explained only 68-9% of the variation...It is obvious that a very low number of overflights at an extremely high dB(A) level would be experienced as very annoying by the population."[114]

6. Hall, Birnie, Taylor and Palmer, 1981:
   This paper, showed that the percentage of those highly annoyed with aircraft noise was higher than that for "grouped road traffic data" at every DNL level. Further, the authors stated that "on the basis of the preceding discussion, only one conclusion appears possible: There is a difference between the community responses to aircraft noise and to road traffic noise when each is measured by L_{dn}. The difference in annoyance is equivalent to roughly 8 dB at an Ldn of 55 dB, increasing to roughly 15 dB at an Ldn of 65 dB. For the same noise level, a greater percentage of people are highly annoyed by aircraft noise. The difference in annoyance at the two sources is not constant, but instead, increases as L_{dn} increases."[115] Although this result contradicts the conclusion of Schultz's synthesis, it is

[110] von Gierke, H., "Impact Characterization of Noise Including Implications of Identifying and Achieving Levels of Community Noise Exposure," US Environmental Protection Agency, NTID 73.4, Washington, DC, 1973, p.31.
[111] Fidell, S. and Jones, G., "Effects of Cessation of Late-Night Flights on an Airport Community, Journal of Sound and Vibration, Vol. 42, No. 4., 1975, p. 422.
[112] Grandjean, A., Graf, P, Lauber, A., Meier, H.P., and Muller, R., "Survey on the Effects of Aircraft Noise in Switzerland," Inter-Noise 76, Washington, DC, April, 1976.
[113] Otterhead, J. B., "Predicting public Reaction to Noise from Mixed Sources," Proceedings, Inter-Noise 78, 1978 International Conference for Noise Control Engineering, San Francisco, 1978, p. 583.
[114] Rylander, R., Bjorkman, M., Ahrlin, U., Sorensen, S. and Berglund, K., "Aircraft Noise Annoyance Contours: Importance of Overflight Frequency and Noise Level," Journal of Sound and Vibration, Vol. 69, No. 4, 1980, p. 589.
[115] Hall, Fred L., Birnie, Susan E., Taylor, S. Martin, and Palmer, John E., "Direct Comparison of Community Response to Road Traffic Noise and to Aircraft Noise," Journal of the Acoustic Society of America, Vol. 70, No. 6, December, 1981, pp. 1693, 1697.

not the first time a difference has been reported in the responses to road traffic and aircraft noise. Ollerhead reports results which imply 'that in terms of its capacity to induce dissatisfaction, aircraft noise is effectively some 9.45 dB(A) noisier than road traffic noises at the same physical level."[116]

7. Kryter, 1982:
Because aircraft noise falls over a structure, like a house, equally, as opposed to passing through interfering structures such as traffic noise would do, the "effective noise exposure" would be greater than that of traffic noise. Thus, aircraft noise should be considered separately from other transportation noise.[117]

8. Fidell, Horonjeff, Mills, Baldwin, Teffeteller and Pearsons, 1985:
Short term annoyance and long term annoyance with aircraft noise were both significantly higher than that forecast by the 1978 Schultz curve. "The prevalence of aircraft noise-induced annoyance was assessed at three mixed-use airports in a total 40 neighborhood/interviewing rounds. Dosage-response relationships for these data do not agree well with that synthesized by Schultz for general transportation noise."[118]

9. deJong, 1990: cited by Brooks AFB in a request for research--31 October 1996
"...many other impulsive sounds produce an equivalent noise level resulting in serious annoyance which is approximately 12 dB(A) lower than the equivalent noise level of road traffic causing and equal amount of annoyance...This would indicate that the 5 dB(A) ISO-correction factor for impulsive sounds (ISO.R 1996 1971) is too low, which would be in agreement with the results of the...analysis...referred to in this paper...This is equivalent to a difference between aircraft and highway noise of about 12 dB."[119]
"The population is rarely exposed to one single noise source. Within the last ten years, several researchers have dealt with the problem of noise annoyance arising from multiple sources. Several models have been proposed, however most of these had to be rejected as they did not meet theoretical requirements. [A model] has to be rejected because of the implication that the annoyance from the combination of two sources may be less than the annoyance from the most annoying type, when heard alone...Intrinsically, a total noise situation can never be less annoying than the most annoying component, no matter what the verbal reports may be."[120]

10. Fidell, Barber, and Schultz, 1990:
As was the case in the 1978 paper, this paper again noted that the Schultz curve represents "a relationship between transportation noise exposure and the prevalence of annoyance in communities." The paper also stated that there was a fear that "agencies which fund such studies [as Schultz's] might erroneously conclude that the synthesis [Schultz's Curve] represented a definitive solution to many of the problems assessing effects of noise exposure on communities."[121]

[116] Hall, Birnie, Taylor, and Palmer, Op. Cit., pp. 1697-1698.
[117] Kryter, Karl D., "Community Annoyance from Aircraft and Ground Vehicle Noise," Journal of the Acoustic Society of America, Vol. 72, No. 4, October, 1982.
[118] Fidell, Sanford, Horonjeff, Richard, Mills, John, Baldwin, Edward, Teffeteller, Sherri, and Pearsons, Karl, "Aircraft Noise Annoyance and Three Joint Air Carrier and General Aviation Airports," Journal of the Acoustic Society of America, Vol. 77, No. 3, March, 1985, pp. 1060, 1066.
[119] deJong, Ronald G., "Community Response to Noise: A Review of Recent Developments," Environmental International, Vol. 16, 1990, p. 518.
[120] deJong, Ronald G., "Community Response to Noise: A Review of Recent Developments," Op. Cit., p. 520.
[121] Fidell, Barber, and Schultz, Op. Cit., p. 221.

11. Fidell, 1990, delivered at NOISE-CON 90:
"Use of [the Day-Night Average Sound Level (DNL) to predict annoyance hinges upon acceptance of the equal-energy hypothesis: the notion that people are indifferent between the annoyance of exposure to sounds of short duration but high level and sounds of long duration but compensatingly lower level. Although this hypothesis proved useful in most of the circumstances of concern in the 1970's, its implication and limits are still being explored today."[122]
Commenting on the use of various metrics such as DNL: "a search for a single, purely physical metric that can serve as a universal predictor of the annoyance of noise exposure is unlikely to succeed."[123]
Commenting on the period when Schultz's study gained prominence: "1980 marked the start of a Mass Extinction in the United States; the scarcity of funding and reduced federal interest led to a substantial diminution in the volume of research on noise effects."[124]

12. Wesler (Wyle Laboratories), 1990, delivered at NOISE-CON 90:
"[The agreement to use DNL] is being called into question, largely as a result of dissatisfaction with its use in areas of low ambient noise level."[125]
"...metrics have been developed to represent overall community reaction, based on the physical parameters, and are not considered reliable in representing the reactions of individual members of that community."[126]
"Cumulative noise metrics were primarily of value in attempting to measure the long-term annoyance of communities (not individuals) to environmental noise..."[127]

13. Fields, 1990, delivered at NOISE-CON 90:
"[W]hile social survey evidence is presently weak, it may be that simple annualized noise measures (Ldn or Leq) may not correctly represent the annoyance potential of infrequent loud noise events which evoke public action (i.e. low altitude flights along military training routes)...The amount of community action is also observed to be increased by changes, even small changes, in intrusive noise levels and by a contrast between an intrusive noise and low ambient noise levels."[128]

14. Zusman (FICON Chairman), 1990, delivered at NOISE-CON 90:
"No guidelines exist for application in rural or sparsely populated areas."[129]
"The problem of land use compatibility is particularly exacerbated in rural or sparsely populated areas where ambient noise levels are low and people are concerned with the intrusion of aircraft noise."[130]
"The arguments raised suggest that the 55 dB Ldn noise contours should be used for planning purposes since the area is rural, previous exposure to aircraft noise is minimal, and the background noise levels are low. More important than the absolute noise level

[122] Fidell, Op. Cit., p. 16.
[123] Ibid., p. 18.
[124] Ibid., p. 19.
[125] Wesler, John E., "Regulating Environmental Noise," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, p. 23.
[126] Ibid., p. 24.
[127] Ibid., p. 25.
[128] Fields, James M., "Explaining Community Response at Low Noise Levels: Evidence and a Theoretical Perspective," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, p. 211.
[129] Zusman, Alan, "What Defines Noise and Land Use Compatibility?," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, p. 215.
[130] Ibid., p. 217.

appears to be the difference between existing noise levels and actual aircraft noise levels."[131]

"In spite of the size of the operating area and sparse population [around Fallon NAS], the Navy was subjected to numerous lawsuits challenging the environmental documentation and alleging potential health effects. Although the Navy offered to purchase the residences in Dixie Valley as part of mitigation efforts, negotiations were difficult. People who had come to live in this area of Nevada and enjoy the peaceful and quiet lifestyle were alarmed at the potential increase in noise levels associated with the Navy's operations."[132]
"For the time being, the Navy's approach has been to acknowledge the potential impacts and to generate Ldn 55 and 60 noise contours."[133]

15. deJong and Groenveld, 1990, delivered at NOISE-CON 90:
"The nationwide survey in which the incidence of and annoyance from 95 noise sources was studied...also included regular civil aviation, general aviation, military aviation and helicopters. Military aviation caused the most annoyance by far."[134]

16. Harris, 1990, delivered at NOISE-CON 90:
On MTR noise: "The highest onset rate within a SEL level was rated as more annoying, in most cases it was rated significantly more annoying than at least one of the lower onset rates levels....A penalty for onset rate is needed and it should be applied throughout the range of onset rates. We are not sure exactly where one would begin applying the penalty but experiment 3 suggests that the value of 15 dB/sec may not be too far off since a significant differences [sic] was found between onset rates of 2.23 and 11 dB/sec."[135]

17. Harrison, Hartmann, and Makel, 1990, delivered at NOISE-CON 90, cited by Brooks AFB--31 October 1996:
On annoyance from overflights in wilderness areas: "The basis for assessing the probable reaction of populations which are impacted is, in most cases, the 'Schultz curve'. (Schultz, 1978, 1982) The effect of the aircraft noise is measured in terms of percentage of the population highly annoyed. The ambient background in which the affected population is submerged is assumed not to be an important determinant of this effect. For reasons to be discussed, these assumptions and methodologies are not appropriate in the assessment of the impact of aircraft overflights on wilderness visitors."[136]
"The US EPA has identified a day/night level of 45 dBA as that which is requisite to protect health and welfare with an adequate margin of safety. (EPA 1974) Work to date has shown that intrusive aircraft sound in wilderness rarely if ever even approaches, much less exceeds, this level. Yet, aircraft intrusions presented enough of a perceived problem, at least, that Congress was motivated to instruct land management agencies to investigate this question. So it would seem that previously established criteria are, in the wilderness situation, not applicable."[137]

[131] Ibid.
[132] Ibid., p. 218.
[133] Ibid., p. 219.
[134] deJong, Ronald G. and Groeneveld, Ymte, "Annoyance at Low Noise Levels," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, p. 223.
[135] Harris, C. Stanly, "Effects of Military Training Route Noise on human Annoyance," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, pp. 300-301.
[136] Harrison, Robin T., Hartmann, Lawrence A., Makel, William, "Annoyance from Aircraft Overflights in Wilderness," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, pp. 327-328.
[137] Harrison, Hartmann, Makel, Op. Cit., p. 330.

"...the background sound is critically important in determining detectability. It has been shown (Fidell, et al, 1988) that annoyance, under several different situations, is correlated with [detectability]."[138]

18. Fidell and Silvati, 1990, delivered at NOISE-CON 90:
A paper relating annoyance with aircraft flights to outdoor recreationists: "The well-known dosage-response relationship developed by Schultz (1978) for general transportation noise experienced in high population density areas, cannot be directly applied to the outdoor recreational case for the following reasons, among others:
(1) since most visits to parks and Wildernesses last considerably less than a week, it makes little sense to quantify noise exposure in terms of an annualized measure such as Day-Night Average Sound Level;
(2) the original Schultz relationship predicts no impact whatever at DNL = 45 dB, largely for the sake of consistency with the finding of EPA's Levels Document (EPA, 1974) that indoor exposure at this level poses no threat to public health and welfare. Noise produced by aircraft operations in the low ambient noise environments may disturb people at even lower exposure levels;
(3) there is no community per se in the case of present interest, only individuals or small groups of outdoor recreationists; and
(4) like all other empirically developed dosage-response relationships, the one developed by Schultz (1978) can be challenged on the grounds that it is not influenced by information collected under circumstances similar to those to which it is to be applied."
...One impediment to direct application of the Schultz relationship to predict reactions to aircraft noise exposure in Parks and Wildernesses is the sporadic nature of overflights...The sporadic nature of exposure, coupled with the short duration of most visits to Wildernesses, strains the equal-energy hypothesis on which the use of Day-Night Average Sound Level as a predictor of annoyance is predicted.
...The fact that outdoor recreationists are exposed to aircraft noise without the benefit of the insertion loss of residential structures suggests the likelihood of a leftward shift of the X-intercept of the dosage-response relationship by 10 dB or more. The fact that ambient noise levels are often lower in uninhabited places than in urban neighborhoods increases both the audibility and effective duration of noise intrusions caused by overflights, suggesting a yet further leftward shift of in the X intercept."[139]
"Construction and interpretation of source-based emission contours relies upon a number of simplifying assumptions adopted to permit tractable calculations and straightforward application. These include most importantly the "equal energy hypothesis: (the notion that effects of aircraft noise on people in residential neighborhoods can be predicted from the product of the duration and intensity of exposure without regard for its temporal distribution; the assumption that the ambient noise environment on which aircraft operations intrude may be ignored; that the world is locally flat; and that aircraft flight profiles and flight tracks can be specified with precision."
"A fundamental purpose for constructing aircraft noise contours in urban areas is to support analyses of means of making airports and communities more compatible. This is not the purpose for modeling aircraft noise exposure in Parks, however; purchase of navigation easements, alteration of land use policies to increase compatibility with aircraft operations, and installation of acoustic insulation are not viable options in areas Congress has set aside for other purposes. The fundamental purpose for characterizing aircraft noise exposure in Park and Wilderness settings is to support analyses of ways to make aircraft operations more compatible with existing land uses.
Noise modeling techniques and assumptions originally developed for military airfield and urban airport planning are not readily adapted to Park and Wilderness

[138] Ibid., p. 331.
[139] Fidell and Silvati, Op. Cit., p. 340.

settings...The differences between residential and outdoor recreational exposure to aircraft noise, as well as the differences in purposes for characterizing aircraft noise exposure, are sufficiently great to suggest the need for an alternative approach to preparing aircraft noise contours. The alternative approach should provide the basis for answering the question 'How far from here must an airplane fly if it is not to impact the area of interest?' rather than "How much noise does an aircraft flying here produce there?'

In other words, the preferred means of modeling aircraft noise impacts in Park and Wilderness setting is from the perspective of the observer, not the source. Furthermore, since audibility is the issue of primary concern in low ambient noise conditions, explicit consideration must be given to signal to noise ratios rather than absolute sound pressure levels. These considerations suggest that observer-based audibility contours are more useful than source-based emission contours for use in analyses of aircraft noise impacts in Park and Wilderness settings."[140]

19. Green and Fidell, 1991, Cited By Brooks AFB--31 October 1996:

D* expresses an annoyance criterion in decibel-like units equivalent to some level of DNL exposure.

"...it is sometimes claimed that aircraft noise exposure is for one reason or another more annoying than noise exposure produced by other sources.

The claim is based for the most part on the observation that the findings of social surveys of annoyance of aircraft noise tend to cluster a greater levels of annoyance for similar levels of noise exposure than other transportation noise...the mean value for D* in surface transportation studies is about 75.4 dB whereas the mean value for aircraft sources is 70.2 dB, a difference of 5.2 dB. Thus people are on average more willing to report annoyance due to aircraft noise exposure than to report annoyance due to street and rail traffic. A *t* test t_{stat} = -2.47, p<0.02 indicates that a difference of this size is unlikely to arise by chance alone."[141]

20. Kryter, 1991, Distinguished Lecture delivered at NOISE-CON 91:

Three types of annoyance related to exposure to noise have been studied:

1. Noisiness (annoyance) as a sensation:...Inherent in this definition is that the sound is immediately perceived by the listener as being annoying and unwanted independently of any meaning or information conveyed by the sound.

2. Annoyance from behavior interference: emotional annoyance experienced...because of [a sounds] interference with auditory or other behavior.

3. Effects of annoyance on health: the effects on health due to emotional reactions of anger and fear related to the annoyance that ensues during and after exposures to noises and noise environments over long periods of time.[142]

...jet aircraft noise with its pure-tone compressor whine and larger amounts of energy in the higher frequencies would naturally be heard as more 'annoying' than the noise from propeller driven aircraft. [Thus] it was suggested [in 1959] that the phrase 'perceived noisiness' should be used to identify the immediate sensation of annoyance or unwantedness elicited by sounds.

It appears that people can perceive a sensation, called annoyance (defined as obnoxiousness, unwantedness, noisiness) that is related to an increase in the frequency of a tone or very narrow bands of sound in a somewhat different way than is loudness [A-weighting]."[143]

[140] Ibid., p. 341-342.
[141] Green and Fidell, Op. Cit., p. 241.
[142] Kryter, Karl D., Distinguished Lecture on "Perception of Noisiness," NOISE-CON 91, Tarrytown, New York, July 14-16, 1991, p. 29.
[143] Ibid., p. 31.

21. Ollerhead, 1993, Distinguished Lecture delivered at NOISE-CON 93:

Although there is a substantial amount of variation in the amount of annoyance at any particular level of aircraft noise exposure, there is a distinct upturn between 55 and 60 dB(A) Leq(16-hour). Below about 57 dB(A) there is little or no correlation between noise exposure and average annoyance; above this level, annoyance increases markedly with average noise exposures.

These observations support the conclusion of the [1980 study of the] World Health Organization that a general outdoor noise level of around 55 dB(A) Leq (24-hour)--equivalent to approximately 57 dB(A) Leq (16-hr)--is a desirable noise limit in residential areas.[144]

22. Stusnick *et al.*, 1993, delivered at NOISE-CON 93:

The Ldnmr metric adds onset rate adjustments to the individual aircraft overflight sound exposure levels (SEL-s) that are used to compute the busiest month, day-night average sound level (Ldnm). Apart from the addition of this adjustment, the Ldnmr is computed in the same manner as is Ldnm. The [currently] recommended onset rate adjustment...varies from 0 decibels (dB) for onset rates below 15 dB per second to 5 dB at onset rates above 30 dB per second.

This paper reports on two programs which have recently been completed to more accurately assess human annoyance to noise from low-altitude military training flight operations...Both studies confirmed the existence of an onset rate effect and...each indicated that the interim onset rate correction could be extended beyond 5 dB to at least 11 dB at the an onset rate of 150 dB per second.[145]

It was found that onset rates faster than 30 dB per second caused increased annoyance beyond that due to level alone.[146]

23. Kugler *et al.*, 1993, Delivered at NOISE-CON 93:

When fielded, [the Assessment System for Aircraft Noise] ASAN will provide USAF route and environmental planners the capability to produce technically and legally defensible aircraft noise-related environmental impact analyses.[147] [Note: As of the March, 1999, ASAN is still not implemented and NOISEMAP/ROUTEMAP are still being used to do Air Force noise/annoyance modeling.]

One of the innovations in noise impact analysis methodology being implemented in ASAN is the concept of a Region of Influence (ROI). The ROI concept allows the user to limit the analysis to only those receivers whose environment is affected by the proposed actions, as required by NEPA.[148]

[144] Ollerhead, J. B., Distinguished Lecture on "Past and Present UK Research on Aircraft Noise Effects," NOISE-CON 93, Williamsburg, Virginia, May 2-5, 1993, p. 11.
[145] Stusnick, Eric, Plotkin, Kenneth J., Bradley, Kevin A., and Molino, John A., "The Effect Of Onset Rate on Annoyance to Military Aircraft Noise," NOISE-CON 93, Williamsburg, Virginia, May 2-5, 1993, pp. 379-381.
[146] Stusnick, Plotkin, Bradley and Molino, Op. Cit., p. 381.
[147] Kugler, B. Andrew, Sharp, Paul A. and Finegold, Lawrence, "Development and Field Test of the Beta Version of the USAF Assessment System for Aircraft Noise," NOISE-CON 93, Williamsburg, Virginia, May 2-5, 1993, p. 393.
[148] Ibid., p. 394.

Hence, it appears this NEPA requirement has not been met in the past and will not be met until ASAN is implemented.

24. Sneddon and Finegold, 1993, Delivered at NOISE-CON 93:

Accurate prediction of the effects of sporadic aircraft noise exposure on sparse populations is hampered by incomplete understanding of the effects of such aircraft noise and by lack of detailed empirical evidence about such effects.[149]

"The methods typically used to collect and interpret data in most community response studies are conditioned on assumptions about the nature of noise exposure and human attitudes and behavioral responses that are appropriate for airport environments. The applicability of some of these assumptions (e.g. the ability of place-oriented measurements to represent individual noise exposure, the insensitivity of human response to time of interviewing, annualization of exposure estimates, and the utility of the equal energy hypothesis') to other environs has not been established. Furthermore, there is reason to believe that the long delayed self-reports of reactions to aircraft noise exposure sought by standard social surveys may not adequately represent the effects of sporadic aircraft overflights.[150]

The equal-energy hypothesis expresses the notion that the number, level and duration of noise events are fully interchangeable determinants of annoyance as long as their product (energy summation) remains constant. In other words, quantification of noise exposure in units of DNL for purposes of predicting annoyance is based on the belief that people are indifferent between the annoyance of small numbers of very high level noise events of short duration and the annoyance of large numbers of compensatingly lower level and/or longer duration noise events.[151]

25. Lee, 1996, delivered at NOISE-CON 96:

The military installations have used short term monitoring in cases of litigation to verify their predicted noise contours...Often times, these predictions of the long term noise exposure don't agree with the measurements acquired from the noise monitors... [This] test showed that site 2 and 3 had almost no agreement with the predicted values and yet site 4, which was less than 1000 ft from these sites, had a very high agreement.

Lee then noted that they changed the standard deviation figures from energy levels to dB to try to correct this inconsistency.[152]

26. Lee, Plotkin, Kare and Svane, 1996, NOISE-CON 96:

Previous airport noise models [prior to 1995-1996] assumed land conditions of flat terrain and acoustically soft surfaces for sound propagation...The results of these measurements confirm that the shielding from hills and propagation across acoustically hard surfaces like water can significantly effect the noise exposure contours...[and that] topography had a significant effect on the propagating acoustical signal. This could make significant differences in the prediction of total noise exposure that is routinely done around all major

[149] Sneddon, Mathew D. and Finegold, Lawrence S., "Environmental Noise Research Using the Human Response Monitor (HRM): Phase I--System Development," NOISE-CON 93, Williamsburg, Virginia, May 2-5, 1993, p. 399.
[150] Ibid.
[151] Ibid.
[152] Lee, Robert A., "NOISECHECK," NOISE-CON 96, Seattle, Washington, September 29-October 2, 1996, pp. 857-860.

airports and airbases. Each of the four participating countries have used this data base to modify their noise models.[153]

AO-75 VII. What the Air Force Did In The RBTI DEIS

Instead of properly considering and addressing the range of respected scientific thought and knowledge addressed in the sources covered in the prior sections, and instead of tailoring a noise analysis to the specific requirements of the regions underlying the MTRs and MOAs in the RBTI DEIS, the Air Force chose to copy large portions of its noise analysis sections out of old EISs and EAs. This indicates that the Air Force chose not to take a hard look at any material that might contradict what was claimed in earlier EISs and EAs.

The courts have held that "NEPA imposes affirmative obligations on agency to seek out information concerning environmental consequences..."[154] and that "Agency charged with preparing environmental impact statement must demonstrate that it has taken 'hard look' at environmental consequences of project..."[155] In addition, the Air Force also chose to disregard specific criticisms it had received as early as 1996 from critics of its EISs--criticisms that specifically listed the citations for the documents it had failed to include.

Citations Used in the RBTI DEIS

The actual sources and references chosen by the Air Force for the DEIS provide additional evidence of an unwillingness to consider new or contradictory information. Appendix G, Noise, in the DEIS has 15 sources related to noise/annoyance--only one is less than five years old and it deals with sleep interference. Only four others are less than ten year old and of those, two are Air Force sponsored studies from 1991 and 1994, one is an operations manual for an Air Force Model, and one is the 1992 Forest Service study that was mischaracterized in the DEIS. The remaining 10 references are over ten years old. No critical studies were cited.

The bibliography for sections 1 through 6 of the DEIS is presented in section 7. This bibliography contains 33 citations related to noise. 23 of these were written after 1988, demonstrating that the Air Force has been following noise research developments since that time. However, of the 33 citations, 10 concern archeological impacts or wildlife/animal responses and another 11 are FAA or USAF reports or research projects. Of the 12 remaining documents which actually deal with human responses to noise, 7 were written since 1990. Of those, four have to do with sleep disturbance or health effects and only the remaining 3 reports deal with the Air Force noise/annoyance model. No critical studies were cited and no attempt to provide a hard look at the core issue in this DEIS--the relationship between noise/annoyance in rural areas--was made.

In sum, the Air Force chose to disregard a large body of evidence--of which it was fully aware at the time this DEIS was written--that showed its noise analysis was faulty. Instead, it simply copied an earlier noise analysis appendix into the RBTI DEIS that is based on the 1978 Schultz curve.

[153] Lee, Robert A. (AL/OEBN), Buettkofer, Rudolph, Plotkin, Kenneth J., Kare, LiaJo, and Svane, Christian, "Noise Measurements--Modeling for Topography," NOISE-CON 96, Seattle, Washington, September 29-October 2, 1996, pp. 853-856.
[154] Lake Erie Alliance for Protection of Coastal Corridor v US Army Corps of Engineers (1981, WD Pa) 526 F Supp 1063, 12 ELR 20639.
[155] Britt v US Army Corps of Engineers (1985, CA2 NY) 769 F2d 84, 16 ELR 20075.

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Appendix 1 of this report lists 59 articles and reports, all by respected noise researchers, that could have been used by the Air Force to provide an alternative and more widely accepted approach to noise modeling in both urban and rural settings.

AO-60 **VIII. Problems with the 1978 Schultz Community Noise Annoyance Model**

1. Methodology

The methodology chosen for generating the data points used in the construction of the models I will develop in this section was used by the researcher most frequently cited by the Air Force--Theodore J. Schultz--and it is the methodology specifically cited in the article by Fidell, Barber and Schultz in 1991 when they revised Schultz's original 1978 study. In their 1991 study, Fidell, Barber and Schultz state that:

> A grid was overlaid on Figure 1 of Andersen et al. (1983) to estimate values of pairs of noise exposure levels and percentages of highly annoyed respondents. Figure 12 shows a 95% confidence intervals [SIC] for the 26 points from this study.[156]

Since the data points I will use came from the studies chosen by both Schultz and then Fidell, Barber and Schultz as being adequate, the data itself has been held to the same level of validity as either the 1978 Schultz study or the 1991 Fidell, Barber and Schultz study--both of which are used by the Air Force in the RBTI DEIS. This methodology is also essentially the same as that used by Fidell and Green in their 1989 study of noise annoyance and it uses many of the same points used by Finegold in the 1994 study also cited in this DEIS.[157]

It should be noted that the Air Force methodology that is duplicated in this section of the paper is not appropriate for modeling rural, wilderness or wildland noise impacts. As Fidell has stated:

> ...the preferred means of modeling aircraft noise impacts in Park and Wilderness setting is from the perspective of the observer, not the source. Furthermore, since audibility is the issue of primary concern in low ambient noise conditions, explicit consideration must be given to signal to noise ratios rather than absolute sound pressure levels. These considerations suggest that observer-based audibility contours are more useful than source-based emission contours for use in analyses of aircraft noise impacts in Park and Wilderness settings.[158]

Thus, any results developed from models such as those employed by the Air Force or by this author in the section that follows are only applicable to urban settings.

2. Analysis of Existing Models

The following sections provide a detailed analysis of the noise model that forms the heart of the DNL/annoyance analysis in this DEIS. This model comes from a 1978 study by Schultz that was then linked to a land use compatibility study which will be addressed in the following sections of this paper.

[156] Fidell, Barber and Schultz, Op. Cit., p. 229.
[157] Green and Fidell, Op. Cit., pp. 234-243.
[158] Ibid., pp. 341-342.

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Study Area	Date
First Heathrow Aircraft	1961
French Aircraft	1966
Second Heathrow Aircraft	1967
Munich Aircraft	1969
Paris Street	1969
Swedish Aircraft	1972
Swiss Road	1972
London Street	1972
Swiss Aircraft	1973
French Railroad	1973
US Street	1974
Los Angeles International Airport	1973

Source: Schultz, Theodore, "Synthesis of Social Surveys on Noise Annoyance," Journal of the Acoustical Society of America, Vol. 64, 1978.

Table 1
Study Areas For The 1978 Schultz Paper

Failure to properly generate the curve used in the 1978 Schultz study:

The 1978 study by Schultz that forms the heart of the DEIS analysis generated a 'synthesis' curve based on the noise surveys in Table 1.[159] Using Schultz's study to analyze current military aircraft noise in rural or wilderness settings causes two important problems. First, this study mixed aircraft and non-aircraft noise--five of twelve studies covered only street or rail noise. This caused the study to underestimate the annoyance levels associated with aircraft noise alone. Second, the study covered urban communities, not rural or wilderness areas. Even in urban areas, these problems were apparent as early as the first Schultz paper. A 1973 study at Los Angeles International Airport had significantly higher annoyance ratings in the 55 to 75 DNL range than the rest of the studies in the Schultz paper.[160] These higher ratings were never accounted for by Schultz and the 1978 Schultz paper had other problems. For example, Kryter argued that Schultz's use of only those who were 'highly annoyed' missed large numbers of people who were also bothered by noise.[161]

It is also apparent that Schultz's efforts to fit a 'synthesis curve' to his data were flawed both in the functional form chosen for the curve and in its failure to correct for the influence of 'outliers'--data points that exert undue influence on the model because they lie so far away from the majority of the data points. Page G-7 of the DEIS presents Schultz's data and his curve. A number of 'outlier points' lie along the horizontal axis, recording annoyance/DNL readings of 0/54, 0/61, 0/68, etc. These points deformed the curve and caused it to give lower annoyance readings in the 50 to 75 DNL range--precisely the range in which Schultz's own study underestimated the annoyance effects of Los Angeles International Airport.

Schultz's inability to deal with these problems was partially due to the primitive methods of modeling available to him in the mid-1970s. There are now a number of possible methods for

[159] Schultz, Theodore, "Synthesis of Social Surveys on Noise Annoyance," Journal of the Acoustical Society of America, Vol. 64, 1978.
[160] Newman, J. Steven and Beattie, Kristy R., Aviation Noise Effects, Federal Aviation Administration, Office of Environment and Energy, Washington, DC, March, 1985, p. 28.
[161] Kryter, "Community Annoyance from Aircraft and Ground Vehicle Noise," Op. Cit.

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correctly fitting Schultz's curve to the data. For example, an advanced econometric method using higher powered functions can properly fit a curve to Schultz's data as shown in Figure 2.

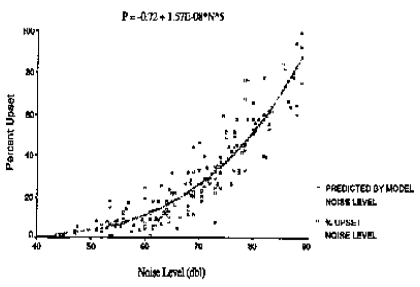

Figure 2
Plot of Schultz's Data Using a Higher Powered Function

Both the statistics accompanying the model in Figure 1 and an inspection of the curve itself show that the curve is a better fit of the data than the curve generated by Schultz. The equation for this model indicates that the Schultz curve underestimates the percentage of people who are highly annoyed at the 65 DNL level by about 13 percent.

This model confirms what Schultz's own data for Los Angeles International Airport indicated--the Schultz curve underestimates the number of people who are highly annoyed with various aircraft DNL levels. Further, in a 1991 paper written by Schultz, Fidell, and Barber, Figures 14 and 15 show that Schultz's original curve systematically underestimated annoyance in the 50 to 75 decibel range.[162]

The 1978 Schultz model and the new model presented above both use the 1978 Schultz data set and, thus, they are models of community transportation noise annoyance, not models of annoyance from aircraft noise. The 1978 Schultz model and the 1993 USAF/FICON [Finegold] curve that are shown in Figure 3, as well as the enhanced curve fit model presented in this section are all incorrectly specified to estimate aircraft noise because they include auto, train and tram noise.

[162] Fidell, Barber and Schultz, Op. Cit., pp. 230, 231.

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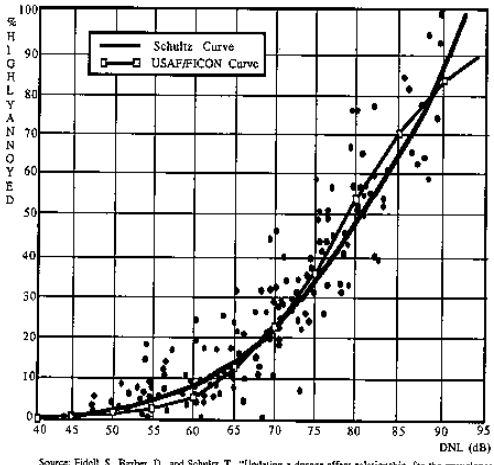

Source: Fidell, S., Barber, D., and Schultz, T., "Updating a dosage-effect relationship for the prevalence of annoyance due to general transportation noise," Journal of the Acoustic Society Of America, Vol. 89, No. 1, January 1991, p. 224 and Finegold, L., Harris, C., and von Gierke, H., "Community annoyance with sleep disturbance," Noise Control Engineering Journal, Vol. 42, No. 1, January-February, 1994.

Figure 3
Comparison Of The Schultz And USAF/FICON Curves

Failure to use the appropriate data to analyze aircraft noise:

In 1990, Schultz jointly authored a paper with Fidell and Barber updating his 1978 study. The result was the Schultz curve shown in Figure 3. This paper, known as the Fidell paper, was published in the Journal of the Acoustic Society of America in 1991. As was the case in the 1978 paper, this paper again noted that the Schultz curve represents "a relationship between transportation noise exposure and the prevalence of annoyance in communities."[163] Hence, the study concerns communities, not wilderness or open space, and it concerns transportation noise, not aircraft noise. Data on transportation noise was generated by Schultz by averaging together traffic noise, tram noise, train noise, and aircraft noise.

[163] Ibid., p. 221.

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Name	Author/Date	Data points
1. US Air Base	Borsky/1985	25
2. Antwerp Street	Myncke et al./1977	31
3. Brussels Street	Myncke et al./1977	23
4. Burbank Airport	Fidell et al./1985	20
5. Canadian Road	Hall and Taylor/1977	14
6. Danish Street	Refsgor/1975	28
7. British Rail	Fields and Walker/1982	11
8. Aircraft/Traffic	Hall et al./1977	21
9. Orange Co. Airport	Fidell et al./1985	12
10. Australian Aircraft	Hede and Bullen/1982	42
11. Tramway/Traffic	Rylander/1977	12
12. Decatur Airport	Schomer/1983	4
13. Swedish Railroad	Sorensen and Hammar/1983	15
14. Westchester Airport	Fidell et al./1985	8
15. Danish Railroad	Andersen et al./1982	26

Source: Fidell, Sanford, Barber, David, S. and Schultz, Theodore, "Updating a dosage-effect relationship for the prevalence of annoyance due to general transportation noise," Journal of the Acoustic Society Of America, Vol. 89, No. 1, January 1991, p. 224.

Table 2
Updated Studies On Transportation Noise

The Fidell paper also stated that there was a fear that "agencies which fund such studies [as Schultz's] might erroneously conclude that the synthesis [Schultz's Curve] represented a definitive solution to many of the problems assessing effects of noise exposure on communities." The paper then compared Schultz's original curve with 15 new studies, all of which were completed after Schultz's original research. These studies are shown in Table 2.

These new studies cover (with one exception) either aircraft noise or ground transportation noise, but not both. Figure 4 compares two representative aircraft noise/annoyance data sets from the 1991 Fidell paper with the 1978 Schultz curve while Figure 5 compares two representative tram/traffic noise/annoyance data sets from the same paper with the 1978 Schultz curve. Each of the new studies in the Fidell paper yields the same results: annoyance with aircraft noise is consistently higher than the 1978 Schultz curve forecasts while annoyance with road, tram and railway noise is consistently below that indicated by the curve. Only when the studies of aircraft noise are combined with those of road, tram and rail noise is the Schultz curve approximated.[164] This creates the illogical premise on which the Schultz model is based: auto, tram and railroad noise depress the levels of annoyance associated with aircraft noise. This is analogous to claiming that someone who is highly annoyed at a given level of aircraft noise will become less annoyed if additional noise is created by automobiles, trains or trams.

It is interesting to note that section 4 of the Holloman EA defines cumulative noise exposure as "the sum of all noise exposure from all sources."[165] In addition, the RBTI DEIS claims that "the total sound level produced by two sounds of different levels is usually only slightly more than the higher of the two."[166] Given these definitions, the noise exposure in any area subjected to aircraft, auto, tram and train noise sources could not be less than the exposure from the loudest source--aircraft noise. This contradicts the results generated by the Schultz curve since

[164]Ibid., pp. 221-233.
[165] Proposed Airspace Modifications to Support Units at Holloman Air Force Base, NM, Op. Cit., p. 4-9.
[166] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 2, Op. Cit., p. G-2.

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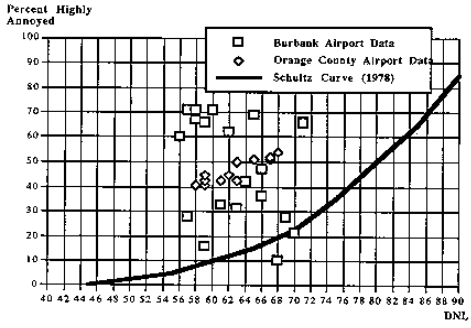
the Schultz curve averages higher aircraft noise levels with lower ground transportation noise levels.[167]



Source: Fidell, Sanford, Barber, David, S. and Schultz, Theodore, "Updating a dosage-effect relationship for the prevalence of annoyance due to general transportation noise," Journal of the Acoustic Society Of America, Vol. 89, No. 1, January 1991, p. 224.

Figure 4
Comparison Of Aircraft Annoyance Data To The Schultz Curve

The Air Force/Finegold model:

The Air Force/Finegold compounded Schultz's error with their 1994 model (also shown in Figure 3) by fitting Schultz's mixed aircraft and train/tram/auto data with an S-shaped logistics curve. This improperly depresses the percentage of highly annoyed people in the 40 to 70 dB range by an even larger amount--about 20%--and the S-shaped curve requires one to believe that annoyance with noise grows less and less as noise increases above 75 dB--a concept supported by no acoustics research. The Air Force has claimed that this model "does not differ substantially from the original [Schultz model], [and] is the current preferred form."[168] This is true. The data used in the Air Force model have the same problems as those used in the Schultz model while the curve form chosen by the Air Force introduces additional fitting problems.

[167] Proposed Airspace Modifications to Support Units at Holloman Air Force Base, NM, Op. Cit., pp. A-6,7.
[168]Final Environmental Impact Statement for The Colorado Airspace Initiative, vol. II, Op. Cit., p. G-5.

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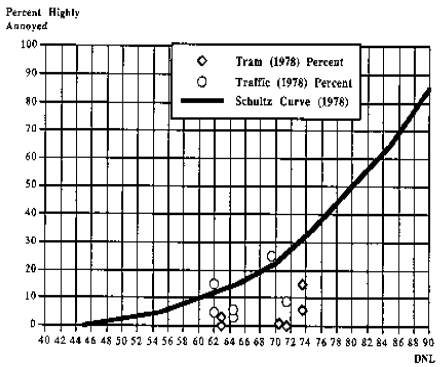

Source: Fidell, Sanford, Barber, David, S. and Schultz, Theodore, "Updating a dosage-effect relationship for the prevalence of annoyance due to general transportation noise," Journal of the Acoustic Society Of America, Vol. 89, No. 1, January 1991, p. 225, 226.

Figure 5
Comparison Of Traffic/Tram Annoyance Data To The Schultz Curve

An aircraft only model:

Data for all 15 studies in Table 2 were included in the 1991 Fidell paper. Using data from studies 1, 4, 8, 9, 10, 12, and 14, one can constructed a new percent highly annoyed/DNL graph for aircraft noise alone. The rationale for building (and using) this new curve is as follows:

1. A study such as this DEIS, which purports to investigate the effects of aircraft noise, should base its models on aircraft noise, not on train, tram or auto noise.
2. Among the many noise researchers [including the Air Force itself] who have already been listed in sections IV and V of this report, the following findings relating annoyance with aircraft noise compared to train, tram or auto noise are representative:
   a. Grandjean, in a Swiss study, found it took road traffic noise with a DNL of 10 to 15 dB higher than aircraft noise to cause an equal level of annoyance.[169]
   b. Kryter argued that because aircraft noise falls over a structure, like a house, equally, as opposed to passing through interfering structures such as traffic noise would do, the "effective noise exposure" would be greater than that of traffic noise. Thus, Kryter found that aircraft noise should be considered separately from other transportation noise.[170]

[169]Grandjean, A., Graf, P, Lauber, A., Meier, H.P., and Muller, R., "Survey on the Effects of Aircraft Noise in Switzerland," Inter-Noise 76, Washington, DC, April, 1976.
[170]Kryter, "Community Annoyance from Aircraft and Ground Vehicle Noise," Op. Cit.

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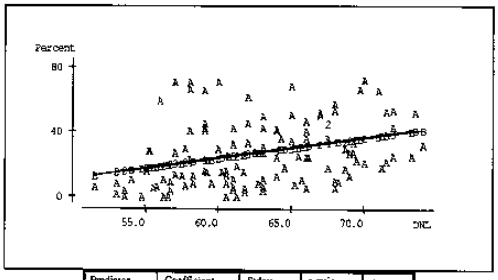

Predictor	Coefficient	Stdev	t-ratio	p
Constant	-50.54	20.62	-2.44	0.016
DNL	1.2343	0.3273	3.77	0.000

Figure 6
Aircraft Noise/Annoyance Model Using Aircraft Data Only

Figure 6 shows the result of modeling annoyance with aircraft noise only, based on the data in Fidell, Barber and Schultz's 1991 paper. The resulting model is simpler and also more logical than Schultz's model--it says that there is a direct relationship between increasing DNL levels and annoyance in the 50 to 75 DNL range.

The equation for this Aircraft Noise/Annoyance Model is also simpler:

Percentage Annoyed = - 50.3 + 1.23 DNL

The Aircraft Noise/Annoyance Model predicts that at the 65 DNL point used by this DEIS, about 30 percent of people will be highly annoyed by aircraft noise. This should be contrasted with the RBTI DEIS which states that at "65 DNL about 12% of people would be highly annoyed by noise."[171] The aircraft-only noise model also gives annoyance rates more than double the level of annoyance forecast by either the 1978 Schultz curve (13.6%) or the USAF model (12.3%), and there is ample evidence--provided over the years to the Air Force in hearings-- that this model, and not the Schultz or Air Force curves, more closely estimates true aircraft annoyance levels. For example:

1. A 1988 court case involved an Air Force estimate, based on the Schultz curve, that 700 people around Westover Air Force Base would be highly annoyed by aircraft noise. A local group gathered the signatures of 1535 citizens who were highly annoyed--more than double the amount the Schultz curve forecast, but close to the number the aircraft annoyance model generated in this paper would predict.[172]

[171] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. I, Op. Cit., p. 4-68.
[172]Valley Citizens for a Safe Environment v Aldridge (1988 DC Mass) 695 F Supp 605, 19 ELR 20497.

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2. von Gierke, in a paper done in 1973 for the EPA, showed Aircraft Noise/Annoyance levels that agree with the Aircraft Noise/Annoyance Model and are roughly twice as high as those predicted by the Schultz curve.[173]

3. A 1975 paper by Fidell and Jones developed a curve for aircraft annoyance at Los Angeles International Airport that shows about thirty percent of the respondents were highly annoyed at a DNL of 65.[174] The rest of this curve also agrees closely with the Aircraft Noise/Annoyance Model developed above.

4. Hall, Birnie, Taylor and Palmer, in a 1981 paper, showed that the percentage of those highly annoyed with aircraft noise was higher than that for "grouped road traffic data" at every DNL level. Further, the authors stated that "On the basis of the preceding discussion, only one conclusion appears possible: There is a difference between the community responses to aircraft noise and to road traffic noise when each is measured by L_{dn}. For the same noise level, a greater percentage of people are highly annoyed by aircraft noise. The difference in annoyance at the two sources is not constant, but instead, increases as L_{dn} increases."[175]

5. In a 1985 paper, Fidell, Horonjeff, Mills, Baldwin, Teffeteller and Pearsons found short term annoyance and long term annoyance with aircraft noise were both significantly higher than that forecast by the 1978 Schultz curve. These authors state that "The prevalence of aircraft noise-induced annoyance was assessed at three mixed-use airports in a total 40 neighborhood/interviewing rounds. Dosage-response relationships for these data do not agree well with that synthesized by Schultz for general transportation noise."[176]

None of these studies was included in this DEIS in spite of the fact that there has been abundant evidence for the last twenty years that a higher level of annoyance exists when aircraft alone are considered. In fact, the Requirements Analysis for Noise published by the Air Force in 1996 includes a bibliography of 15 additional sources that are also critical of the type of noise study presented by the Air Force in Appendix G of this DEIS.[177] None of these sources is cited in this DEIS.

Land use and the noise/annoyance models:

In June, 1980, a Federal Interagency Committee on Urban Noise used Schultz's curve linking DNL and annoyance, along with other studies, to publish guidelines relating DNL and land--the FAA Part 150 Land Use Compatibility Table.[178] Since the sound levels considered by the Interagency Committee were, in the main, those that cause physical damage neither to structures nor to people, land use compatibility was linked instead to the annoyance with noise those who inhabited the land would experience. As Table 3 shows, the divisions between the six DNL/land use columns confirms the importance of annoyance in establishing the breaks between the columns of compatible activities--each of the breaks is at a logical increment of increased annoyance and each (with the exception of the 65-70 column which represents a 50% annoyance increase from the previous column) is denominated in tens or five's:

[173] von Gierke, H., "Impact Characterization of Noise Including Implications of Identifying and Achieving Levels of Community Noise Exposure," US Environmental Protection Agency, NTID 73-4, Washington, DC, 1973, p.31.
[174] Fidell and Jones, Op. Cit., p. 422.
[175] Hall, Birnie, Taylor, and Palmer, Op. Cit., pp. 1693, 1697.
[176] Fidell, Horonjeff, Mills, Baldwin, Teffeteller, and Pearsons, Op. Cit., pp. 1060, 1066.
[177] Requirements Analysis for Noise, Op. Cit., p. 6.
[178] Proposed Airspace Modifications to Support Units at Holloman Air Force Base, NM, Op. Cit., p. A-9.

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Column DNL Range	Percentage Annoyed--Start of Next Land Use Category
Less than 65	15
65-70	22.5
70-75	35
75-80	50
80-85	65
Over 85	100

Source: Enhanced Training in Idaho Draft Environmental Impact Statement, Department of the Air Force, Vol. II, April, 1997, p. K-11.

Table 3
Linkages Between Annoyance DNL and Land Use Compatibility

Given these relationships between annoyance and land use, one can apply the Aircraft Noise/Annoyance Model from Figure 5 to the land use compatibility table. For example, at the threshold DNL level of 65, the Aircraft Noise/Annoyance Model predicts that about 30 percent of people will be annoyed. This corresponds to land use compatibility category 3, where residential use should not be attempted and where schools, outdoor amphitheaters, nature exhibits and zoos should not be built. The land use compatibility category of less than 65 DNL corresponds to an annoyance level of about 15 percent highly annoyed. This, in turn, corresponds to a 53 DNL level when aircraft noise alone is considered. Table 4 shows these relationships in the critical under 65 to 75 dB ranges. This demonstrates that the kinds of operations proposed by the Air Force for rural and wilderness areas of New Mexico and Texas are incompatible with column one of the FAA Part 150 Land Use Compatibility Table guidelines and the 15 percent highly annoyed level used in this table.

Column DNL Range Schultz Curve	Column DNL Range Aircraft Noise/Annoyance Model	Percentage Annoyed--Start of Next Land Use Category
Less than 65	Less than 53	15
65-70	53-59	22.5
70-75	59-69	35

Table 4
Comparison Of DNL Ranges for the Schultz/Air Force Model and the Aircraft Only Noise/Annoyance Model

This section has shown that it is possible to build an urban aircraft noise annoyance model that is not degraded by the inclusion of other, irrelevant data. Based on this model, the operations contemplated by the RBTI DEIS would leave about 20% of the people under any MOA or MTR highly annoyed if they were living in an urban setting. One can safely assume that a much larger percentage would be highly annoyed in a rural setting.

The Aircraft Noise/Annoyance Model developed in this section still includes one major weakness: it is based on data collected in various urban settings. Thus, this model may only be appropriately used to determine annoyance of urban populations with aircraft noise. Section II of this paper discusses the failure of the Air Force to consider the rural and wilderness regions over which their MTRs and MOAs have been routed.

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AO-56 **IX. The Costs of Noise**

One underlying assumption in the RBTI DEIS is that any inconvenience or cost is too high for the Air Force to bear, but inconveniences or costs should be happily borne by the citizens that are subjected to the noise from activities that originate at Dyess and Barksdale Air Force Bases. Further, the DEIS states that

> Questions regarding land values near airports have been asked in many US communities over the years and research has been conducted determining and quantifying the economic effect of noise around airports in urban settings. However, RBTI involves aircraft noise in a rural setting. The variability of land value due to the diversity of land uses, locations, and improvements makes it difficult to quantify potential impacts, if any, that might be associated with aircraft overflights.[179]

This statement is false. The research cited below has been available for years and has been made known to the Air Force. And the results of the research are unambiguous--noise from aircraft operations lowers property values.

According to the Tier One DEIS for Mountain Home AFB, the cost to deploy an entire squadron to another US site for 1 year would only be about $2,500,000 above normal operating costs in 1996 dollars.[180] Costs like this ought to be compared with costs that might be incurred by those who will have to live with the noise from the activities resulting from the RBTI. Absent such comparisons, an implied cost benefit analysis is made: the cost of overflights to the residents of the region is less than the benefits accruing to the Air Force from not having to wait for range space or of not having to perform a complete and proper DEIS. There are no data to support this contention and the costs on those who are unfortunate enough to live under MOAs and MTRs can be substantial compared to the benefits.

For example, assume that operating the proposed MTRs or MOAs would increase the overall value of US security by $10 billion. This figure, which represents about 4 percent of total US spending for security, vastly exceeds any claims made for the value of this Air Force training. However, if such an increase could be realized, the value to every citizen of the United States would only be about $40, and the total value that would accrue to residents of the area under the proposed MTRs or MOAs would be dwarfed by the costs these same residents will incur due to the noise generated by Air Force activities. Some of these costs, in terms of depreciation of property value, are the subject of the remainder of this section.

Nelson found that higher noise levels lower the value of property by .5 to 1.9% of the market value per decibel of acoustic measurement.[181] And, in a 1993 paper, Nickell found that the first year costs to three rural Colorado counties of proposed Air National Guard flying activities would be $4,200,000 in lost real estate values and $2,000,000 in lost recreation values in 1991 dollars.[182] That losses in real estate values do occur because of aircraft noise was recently confirmed by the courts in the decision on Valley Citizens for a Safe Environment v Aldridge et al.,

[179] Draft Environmental Impact Statement, *Realistic Bomber Training Initiative*, Vol. 1, Op. Cit., p. 4-109.
[180] Tier One: Draft Environmental Impact Statement on Realignment of Mountain Home Air Force Base and Proposed Expanded Range Capability, US Tactical Air Command, February, 1990, p. 2-23.
[181] Nelson, Jon P., "Airport Noise, Location Rent, and the Market for Residential Amenities," Journal of Environmental Economics and Management, No. 6, 1979, pp. 320-331.
[182] Nickell, Eric J., The Colorado Airspace Initiative and Economic Impacts on Custer, Huerfano, and Saguache Counties, Colorado, Resources for the Future, Washington, DC, June, 1993, p. 19.

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US District Court, District of Massachusetts, which awarded monetary judgments to the appellates for depreciated real estate values due to low level aircraft traffic from Westover Air Force Base.[183]

The Air Force claims that existing noise metrics accurately represent the affect of aircraft noise on the civilian population and that noise of 65 Ldn or less has no real affect on the those living under the noise plumes. Appendix G of the RBTI DEIS implies that noise below the 65 Ldn level--where 20% of the people are annoyed in an aircraft-only noise model--has no socioeconomic impact. (As the previous sections demonstrated, problems with the Schultz and FICON curves used by the Air Force mean that 15% of people are actually annoyed at noise levels of about 53 Ldn for aircraft noise only.) If this is true, one should be able to observe the behavior of consumers in real estate markets in areas where aircraft noise of 60 to 65 Ldn is present and one should see no change in housing prices when these areas are compared to areas with no aircraft noise. Instead, when one observes consumer behavior there is abundant economic evidence that the noise models used by the Air Force do not accurately account for people's annoyance with aircraft noise. Homes that are subject to aircraft noise do incur a reduction in property values due to noise pollution. [Note: All of the studies that follow were completed before the RBTI DEIS was written, but none were included in the DEIS. While some of these studies are for areas around airports, all noise/annoyance modeling on which the DEIS is based is also for areas around airports.]

In 1991, Frankel found that ninety percent of all home buyers occasionally or frequently indicated a desire to avoid homes that were subject to aircraft noise and sixty percent occasionally or frequently used aircraft noise to demand lower-than-listed prices for the housing where aircraft noise was a factor.[184] In addition, the amount of time on the market for housing subjected to significant aircraft noise was somewhat to appreciably increased in over 75% of all sales.[185] These factors resulted in reduced values for single family properties by the following mean percentages:[186] (For this study, 60 Ldn was the level at which noise disturbance began.)

Disturbance	Ldn Level	Midpoint	Property Value Decrease
Low:	60-65 Ldn	62.5 Ldn	1.4%
Moderate:	65-70 Ldn	67.5 Ldn	4.3%
Substantial:	70-75 Ldn	72.5 Ldn	7.2%
Severe:	75-80 Ldn	77.5 Ldn	10.2%

Source: Frankel, Marvin, *Aircraft noise and residential property values: Results of a survey*, Appraisal Journal, vol. 59, no. 1, January, 1991, p. 106.

Table 5
Ldn Levels and Property Depreciation

Similar discount values for noise pollution have been confirmed by a large number of other, independent studies. For example, a Minnesota Tax Court "place[d] some weight upon Mr. Kirch's testimony regarding noise pollution and conclude[d] that the fair market value of the property on January 2, 1992, was $114,300."[187] This represented a decrease in value of 3.95%.

[183] Valley Citizens for a Safe Environment v Aldridge Op. Cit.
[184] Frankel, Marvin, "Aircraft noise and residential property values: Results of a survey," Appraisal Journal, vol. 59, no. 1, January, 1991, p. 100.
[185] Ibid., p. 101.
[186] Ibid., p. 106.
[187] Kirch v. County of Dakota, Minnesota Tax Court, 1st Dist., Docket No. CX-93-8034, May 27, 1994.

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And in 1972, Emerson found that "Implied reductions in (nuisance free) prices for residences exposed to a CNR of 125 were 9.8% in the full sample..."[188]

In 1978 Mieszkowski and Saper found that "the results ...all imply significant discounts of house values as a result of being located in areas impacted by airport noise....the discount remaining fixed at about 4.5%."[189] They also found "...systematic evidence that houses located in various noise contours do sell at a discount. The estimates of the magnitude of this discount vary, but it might be as high as 15%..."[190]

In 1979, Abelson found that "aircraft noise was a significant determinant of house prices.."[191] He also determined that there was a total price difference of about 6% between quiet and noisy houses and that noisy higher priced houses experienced a 10% depreciation compared to quiet higher prices houses[192] Abelson "found that 80% of households underestimated aircraft noise before they moved into the area and 20% positively regretted buying their house because of the noise..."[193]

In 1985 O'Byrne, et. al., found "a reduction in the sales value of about .67% per decibel..."[194] Thus, a rise from 60 to 70 Ldn would decrease home sales values by about 6.7%. When these results were calculated for six other airports using data parallel to those used in the O'Byrne study, noise discounts ranged from .29% per decibel for Cleveland to .74% per decibel in San Diego with a weighted mean of .5%.[195]

In sum, these studies show what common sense would dictate. Aircraft noise is a form of pollution that has the ability to lower real estate values just as any other form of pollution would. How much property value decreases will depend on location and alternatives to prospective purchasers. However, it is clear that among two pieces of property that are similar in all respects except for the presence of noise pollution, noise will cause a loss of property value.

[188] Emerson, Frank C., "Valuation of residential amenities: An econometric approach," Appraisal Journal, vol. 40, no. 2, April, 1972, p. 275.
[189] Mieszkowski, Peter and Saper, Arthur, "An estimate of the effects of airport noise on property values," Journal of Urban Economics 5: 425-440, 1978, p. 429.
[190] Ibid., p. 434.
[191] Abelson, Peter W., "Property prices and the value of amenities," Journal of Environmental Economics and Management, vol. 6, no. 1, March, 1979, p. 22.
[192] Ibid., p. 23.
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Appendix I

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Bell Ranch
, New Mexico

June 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
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Re: Draft Environmental Impact Statement, Realistic Bomber Training Initiative

Dear Major Adams:

The Bell Ranch appreciates this opportunity to comment upon the Draft Environmental Impact Statement ("EIS") issued in March, 1999 and prepared with respect to the Department of the Air Force's Realistic Bomber Training Initiative ("RBTI"). The Bell Ranch participated in the public hearings held in Abilene, Texas and Roy and Taos, New Mexico, and these comments further and supplement those presentations.

The Bell Ranch has limited the scope of its comments to Alternative D, Mt. Mora. If there is a theme to these comments, it is that certain of the assumptions underlying the EIS are not supported by fact. Northeastern New Mexico may appear barren and unproductive. This area's stark landscape camouflages, however, a complex and vibrant economic, social and environmental system that would be fundamentally altered and eventually destroyed by the Mt. Mora alternative. The Bell Ranch believes that further study of issues such as those discussed below will evidence to the Department of the Air Force and, specifically, the Air Combat Command Alternative D's true and unavoidable cost.

The Bell Ranch

Before proceeding to the specifics of the EIS, it is important to understand the leading cultural and economic role of the Bell Ranch in Northeast New Mexico. Ranching operations have been continuous at the Bell Ranch since at least 1824, when Don Pablo Montoya petitioned the then newly formed Mexican government for a grant of title. By virtue of the Treaty of Guadalupe Hidalgo, it is upon this grant that today's ownership rests. Archeological evidence indicates that the lands of the Bell Ranch have been occupied for the greater part of this millennium and fossil remains on Bell Mountain demonstrate that mastodons and other ancient mammals inhabited the land in earlier, and wetter, geologic periods.

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The Bell Ranch is a vibrant and living 286,000 acre example of the endangered western cattle culture. The breeding, branding and management of cattle and horses take place in much the same manner as they have since the first Spanish settlers ventured east of Santa Fe. The Bell Ranch is a land of cowboys and chuck wagons, of rattlesnakes and mountain lions, of fiddles and guitars around a mesquite fire. In 1982, photographer Martin Schreiber captured the spirit of the Bell Ranch and its cowboys in his aptly named "Last of a Breed - Portrait of Working Cowboys" (Texas Monthly Press, Inc., 1982). Sadly, the EIS neglected to study the effect of RBTI on this unique American institution and opened the possibility to Schreiber's magnificent photographs being relegated to "history" rather than current western culture.

While maintaining its historic associations, the Bell Ranch has also stepped firmly into the 21st century. Today's cattle operations utilize complex computer programs assessing the myriad of variables affecting beef production including feeding, breeding and marketing. The competition is no longer simply an adjacent ranch but sophisticated corporate producers on every continent. Margins are slim and the need to operate efficiently and profitably is more pressing now than at any time in the past. Recognizing these trends the Bell Ranch developed and maintains two superb recreational and retreat facilities. The old colonial hacienda with its adjacent "casino" hosts unique corporate meetings. The Hacienda complex boasts a large swimming pool, tennis court, stables, meeting space and a 9,000 foot landing strip accessible to all but the largest commercial aircraft. The Lake House, situated adjacent to the clear waters of Conchas Lake, provides western luxury in an intimate setting. Visitors to the Bell Ranch arrive in hopes of experiencing the peace, the quiet and the solitude of the high desert. It is a land where the loudest noise after the sun falls may well be the distant moo of a cow.

The Lane family, owner of the Bell Ranch, is also aware of their obligation to future generations. In connection with Chicago's Brookfield Zoo and endangered species preservationists throughout the world, the Bell Ranch has since 1986 been home to one of the more exciting species preservation programs ever undertaken. The North African Addax is classified as "Critically Endangered" by the IUCN. However, for more than ten years, this species has thrived on the Bell Ranch and has expanded into ever larger grazing areas. The "Species Survival Plan" developed for the Bell Ranch herd envisions the possible reintroduction of the species into North Africa after the sufficient "hardening" of at least several more generations on the Bell Ranch's mesas.

The Bell Ranch and Alternative D, Mt. Mora

Low level aircraft, primarily F-16's, currently over fly the Bell Ranch on both IR-107and VR-108. At most times, military aircraft operate within the guidelines for these training routes, including the specific admonition to avoid by not less than one mile and 2,000 feet of altitude the Bell Ranch Headquarters Complex. However, the RBTI opens the door to ***a nearly ten fold*** increase in overflights as well as a change from relatively quiet F-16's to the loudest aircraft operated by the Air Combat Command. Consider the following impacts upon the Bell Ranch of Alternative D:

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- The reconfigured Mt. Dora MOA overlays the northern portion of the Bell Ranch. The current Mt. Dora MOA does not affect the ranch.
- Alternative D segment TATB cuts a six mile wide swath north to south across the length of the Bell Ranch. Lying in the path are the Headquarter's Complex, including Bell Ranch Headquarters Airport (NM33), and the grazing site for the *critically endangered* North African Addax.
- Alternative D segments ACAD and ADAE overlay the eastern portion of the Bell Ranch. The extremely low level operations contemplated in these segments would be feet above the Hacienda Complex and Bell Ranch Waggoner Airport (NM32).

In summary, the Alternative D training route overlays most of the Bell Ranch's 286,000 acres. No portion of the ranch is more than several miles distance from these routes. For the residents of the Bell Ranch, nearly sixty children and adults, greater than 10,000 cattle and approximately fifteen *critically endangered* North African Addax, there will be no where to go, no where to hide.

The Assumptions of the EIS

"Creation of IR-153 and modification of the Mt. Dora MOA/ATCAA would have little effect on airspace management." (Page 4-45)

While this assumption may, in some sense, be applicable to Alternative D as a whole, it certainly does not apply to the Bell Ranch. The Bell Ranch would see a potential ten fold increase in overflights and the ranch's primary airport, Bell Ranch Waggoner Airport, lies directly beneath an IFR route segment. Civil aviation to and from the Bell Ranch would be a virtual impossibility under Alternative D.

"Flight operations would not likely affect land use, recreation resources, or visual settings under the airspace" (Page 4-81)

BR-3 Domestic animals respond to sudden noise as a potential threat. The instinct of the animal is to run. Run far. Run fast. It can be expected that the 10,000 head of cattle on the Bell Ranch would be at risk with each overflight from:

- Impact trauma from collision with fences, stockades and canyon floors.
- Injury and possible death from cardiac events occasioned by over exertion in the thin air and high heat of Northeastern New Mexico.
- Loss of body weight due to exertion.

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Thin, injured or dead cattle have little market value. Given the razor thin operating margins in the cattle business the loss of even a small percentage of the Bell Ranch herd due to over flight would have a potentially catastrophic on continued ranching. Grass fed cattle require 65 acres each for proper growth and nourishment. Grass must be equally grazed, however, and the cattle must be rotated over all of the ranches grazable acres. Isolating cattle in order to avoid the adverse impact of sudden noise is not feasible. **Ranch use would be precluded.**

BI-1 Non-domestic hoofed animals are considerably more sensitive to sudden noise than domestic horses or cattle. In both oral and written testimony at the Taos, New Mexico, hearing the Brookfield Zoo stated uncategorically that if Alternative D were to be adopted it would have no choice but to remove the North African Addax from the Bell Ranch. **The preservation, breeding and preparation for reintroduction to the native environment of *highly endangered* species would be precluded.**

The guests of the Bell Ranch at the Hacienda Complex and the Lake House come to New Mexico in search of peace, quiet and the opportunity to observe first-hand this uniquely American lifestyle. Without either cattle or quiet these multi-million dollar recreation facilities will be simply and quickly avoided. The Bell Ranch is a four hour drive from the nearest metropolitan area (Albuquerque). Stripped of its unique and endangered attributes it is too far off the beaten path. **Recreation and commercial activity would be precluded.**

The Bell Ranch is the only employer in its area. The adults living on the ranch will have no alternative source of employment and the Lane family will no longer be able to subsidize their housing. To find employment they and their children will relocate. **Residential use will be precluded.**

"An adverse impact on land use, including recreation, occurs when a proposed action precludes an existing land use activity; preempts a recreational use; precludes use or occupation of an area; is incompatible with adjacent or vicinity land use to the extent that public health or safety is threatened; or is inconsistent or in noncompliance with applicable land use plans or policies." (Page 4-55)

Most direct and indirect socioeconomic effects associated with the implementation of any of the action alternatives (Alternative B, C, or D) would occur in the immediate vicinity of where Electronic Scoring Sites and emitter sites would be constructed and operated. [material deleted] In the present instance, given the rural nature of the region and the history of military use of the associated airspace [reference omitted], changes in the numbers or types of overflights are not expected to produce measurable impacts on the economic value of the underlying land. (Page 4-109)

The economics of ranching and recreational activities share two attributes, intense competition and razor thin margins. Slight changes at the margins of the demand curve or minor increases in the cost of goods sold or service provided can mean the difference between success and failure. A few

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Major Brent Adams
June 15, 1999
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dead cows, several disgruntled conference attendees and the cost of overflights is the loss of an historic piece of a distinctly American way of life.

The EIS notes the difficulty of assessing the economic impact of over flight on a rural economy. (Page 4-109) However, difficulty in assessment does not excuse an absence of analysis.

The failure to properly analyze the adverse economic impact of the RBTI contaminates the Environmental Justice analysis. Harding and San Miguel Counties, New Mexico, are not robust economically. Life is difficult and wages are low, reflective of the already poor economics of cattle ranching. The Bell Ranch suggests that the economic impact of the RBTI will fall disproportionately on minority and low-income populations and that a more refined analysis of the economic impact of Alternative D would show a gross miscarriage of economic justice.

SE-5

"For areas under affected airspace, only cultural resources listed in the National Register were considered. The Air Force recognizes that hundreds of other cultural resources – some documented and some not yet discovered – exist under the airspace. However, aircraft operations are most likely to affect historic structures and districts where setting is an important criterion for significance." (Page 4-120)

Cultural resources are of little value in a depopulated wasteland. If the surrounding areas cannot support self-sustaining economic activity access to, appreciation for and support of important cultural artifacts will be lost. Over time they will disappear, indirect victims of noise and annoyance.

The EIS does not recognize any potential affect from consistent over flight, relying on the width of the training routes for the proposition that even within the most highly trafficked segment over flights would only be "occasional." It is axiomatic that averages are simply that, averages. An average is a mathematical leveling of what is in real life peaks and valleys of experience. If the average number of flight operations increase *on average* by eight to ten flights per day then it is likely that on some days the increase may be as many as fifteen, eighteen or twenty flights. Poor, rural economies teeter on a knife's edge. Shift the weight too far and the economies fall and with the economies fall the cultural treasures of more than one thousand years of continuous habitation may be lost.

BR-1

Summary

The EIS represents a good faith attempt by the Department of the Air Force to forecast the environmental impact of the RBTI project. However, assessed against the complexity of the real world situation it seeks to model, this draft fails. As written, those portions of the EIS relative to Alternative D do not afford the Secretary of the Air Force with a reasonable basis upon which to reach an determination as to the impact of the RBTI on Northeastern New Mexico.

The Bell Ranch has played an important role in the development of Northeastern New Mexico. Under the stewardship of the Lane family, the Bell Ranch looks forward to meeting successfully the

5

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Page 6

challenges of the new millennium as they affect cattle ranching, natural resource management and recreational development of the high desert.

The Lane family has fought to promote the continued economic vitality of the Bell Ranch. Recognizing the government's right to impose upon the land the burden of military training flights, the Lane family respectfully requests that the Department of the Air Force take seriously the goals of the National Environmental Policy Act and undertake the serious scientific and socio-economic study necessary to properly assess the environmental impact of the RBTI. The EIS assumes away difficult issues and skirts important issues affecting the social and economic fabric of the rural Southwest. The EIS does not *consider all appropriate environmental factors* (inside front cover) affecting the RBTI in Northeastern New Mexico and does not do justice to the Bell Ranch, to the people of Northeastern New Mexico or to the Department of the Air Force itself.

Again, the Bell Ranch appreciates this opportunity to again present our comments on the EIS. As we expressed at the previous public hearings, we look forward to continued dialog with the Air Force and remain available to discuss any of these matters with you further at your convenience.

Very truly yours,

Arthur J. Schiller
Vice President, Secretary and General Counsel
Lane Industries, Inc.

Richard R. Fabbrini
Vice President-Taxes and Assistant Secretary
Lane Industries, Inc.

Lane Industries, Inc.

Northbrook, Illinois

6

000829

Tulsa, Oklahoma June, 10, 1999

Major Brent Adams, RBTI EIS Project Manager
Hq ACC/CEVPR 129 Andrews Sr. Suite 102
Langley AFB, Va 23665-2769

Dear Major Adams:

BR-6

I am writing to ask for your firm opposition to the selection of Alternative D under the U.S. Air Force's Realistic Bomber Training Initiative. (RBTI) The Air Force is seeking to establish a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch, a 97,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America, located in northeastern New Mexico's Colfax County.

Due to the very high noise levels of B-1 and B-52 bombers flying only a few hundred feet above the ground, I have serious concerns about the impact of the Air Force's proposal on the health and safety of the Scouts attending Philmont. In addition, since no plane burns all of its fuel, one must expect that some unburned fuel will find its way to the ground and streams. This fact poses the real danger of fire in an area with a tremendous load of dead trees.

Please use your influence to help us the choice of a different RBTI route. Please act now. The public comment period ends in June, and the decision will be made this year.

Sincerely
Cynthia J. Yandell
(Mrs. Hays R.)

000830

June 9, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,900 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Michael B. Bell
President
Bradmont Incorporated
Eagle Scout 1968
Philmont Ranger 1997

BRADMONT INCORPORATED

Michael B. Bell
PRESIDENT

000830

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

000831

June 9, 1999

Sheridan, IL

Major Adams:

BR-6 I strongly urge you to oppose the New Mexico site including Philmont as the site for Air Force training (RBTI). We both know the issues of safety, noise level, possible crashes, etc. I speak of Philmont as the place where on any given summer thousands of young people are involved in a unique wilderness camping experience on a scale not available anywhere else in our country.

My three sons have spent a total of 12 summers on staff, one went on a backpacking trek, and one took a wilderness education course there. I, too, have been there and hope to have grandchildren someday experience the same Philmont - the mountains and deserts, the trails, the nights under the open sky, the history, the sounds and the silences of wilderness.

So it is, I urge you to support a different site for RBTI leaving Philmont, New Mexico, to be the wilderness resource that it now is for our youth.

Sincerely,
Mrs. Rosalie Wick

06/16/99 WED 08:39 FAX PUBLICAFFAIRS @001

000832

June 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Reference: USAF's proposed Realistic Bomber Training Initiative (RBTI) – "Alternate D" - involving low flying B-52s and B-1s (as low as 300').

Gentlemen:

BR-6 I am writing to request that the USAF limit flights and especially not add any more over Philmont Scout Ranch in New Mexico as proposed in the RBTI - Alt "D".

Backpacking at Philmont is one of the premier experiences that our young men and women can experience in their lifetimes. The one to two weeks spent in the wilderness working as a patrol in their traverse of some of America's greatest scenery will be greatly impacted by noisy intrusive low-level flyovers of Philmont.

I have had the opportunity of a trek at Philmont with my oldest son and hope to repeat the adventure with my other two sons. On my first trip we encountered wildlife and spectacular scenery and felt like we were away from civilization. I am certain that the proposed flights will negate much of the advantages of the large reserve and will probably disturb the wildlife. The hikers can never get used to the noise, the animal might, or they just might leave the area.

Also, I can't imagine the impact of having a large jet flying over our heads at 3-400' elevation while backpacking in the mountains (or we may be on horseback). Thousands of scouts are scattered throughout the 137,000 acres of Philmont each day during the summer. Let's don't put their lives in danger.

Please reconsider and send your flights elsewhere.

Lee Danner

Lee Danner

Kingwood, Texas
Troop 839

SENT VIA FAX
to:

9199
9197

000833

6/10/99

Dear Major Adams —

I urge the rejection of alternative D of the Realistic Bomber Training Initiative. The economic future of

BR-4 Northern New Mexico is based on tourism.

Yours
Charles Bivens

Mrs. Clyde S. May
Tahoka Lake Pasture
Wilson, TX

000834

April 6, 1999

RBTI
% 7CES/CEV
710 3rd Street
Dyess AFB, TX 79607

Dear Sirs,

TY I wish to assure the United States Air Force and all the military personnel in this country of my eternal gratitude for their efforts and the personal endangerment to which they submit themselves in order to protect all the generations of my family. Without these selfless endeavors I would not be able to enjoy the freedom I presently own to live in peaceful retirement on the remainder of unspoiled acreage so carefully husbanded by Grandad May through the early years of this century. Much of the surrounding area has been ravaged by injudicious management and greed but we hope to be able to protect what we have left in order to enjoy it in peace through the remainder of our years.

I dread having these rewards denied us by the actions proposed by the United States Air Force. I have felt fortunate that one of the positive by products of the closure of Reese Air Force Base was the cessation of "buzzes" over Tahoka Lake. Apparently Tahoka Lake is a geographic anomaly conspicuous from above. While that base was still functioning what I speculate were young fighter pilot trainees would swoop down from the north end of the lake, dive toward the middle and screech back to the heavens just feet above our son's rooftop. Any similar behavior now would have the planes at almost eye level with my home. An occasional joy ride like this is understandable but the prospect of multiple, daily intrusions is a horror to contemplate.

I am sure there are many individuals with statistical and informative data and with greater erudition than this writer concerning the impact of your proposed program of training flights over our homes. Please listen to their logic. I implore and beg you most humbly that in your efforts to protect our freedom to live peacefully you do not, simply because you have the power to do so, destroy that which you have been intrusted to protect.

In all sincerity,

Mrs. Clyde S. May

000835

June 7, 1999

Major Brent Adams
PRBI EIS, Project Manager
HQ ACC – CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

REF: Flyover Program USAF, Proposed Realistic Bomber Initiative

Dear Major Adams:

I am writing to express my opposition to this proposed program. I have lived in the SE part of Garza County, Block 5, all my life and do not wish to quietly accept a major interruption in the way of life that is very precious to me and to all of us who live in that part of the country.

CU-1
AO-12
BR-3 To have the noise level that would be associated with the planes would cause potential damage to our homes and outbuildings, not to mention what it does to the people and the cattle. The windows rattle in their frames now when planes are flying over at high altitudes and break the sound barrier. You must realize that it is unbearable at lower altitudes, which we have already experienced, and with more frequency, we will be unable to conduct our usual business, which translates into dollars.

If you were in our part of the country when this noise occurs, you would not possibly recommend continuation of this project.

Sincerely,

Donna Ethridge

Donna Ethridge

Justiceburg, TX

Date 6-6-1999

000836

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

We are greatly concerned about the many bad effects of aircraft training over our homes and land. Also, it would definitely

BR-4 lower our property values. We are mostly ranchers and farmers in the area - raising cattle, cotton, peanuts and wheat. Our communities depend on this land and its resources for our survival. Old production is gone. Many of us benefit from leasing to hunters from Austin, Metroplex, etc.

Our area has been falsely depicted as desolate and barren, it is not! The air force should go out in our area and see what we have to

We personally own land in Stonewall, Kent and Dickens counties

BR-3 from past experiences we know that aircraft disturbs cattle and wildlife. We do not need this! It should be studied in regard to those of us that live here.

Please reconsider our plea - and leave us free of training maneuvers.

Sincerely yours: Billye J. Metcalf
(Signature)

Name: Billye J. Metcalf

Address:

City/Sate/Zip Aspermont, TX

Date 6-8-99

000837

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 A. The effect on property values. Cattle prices are still real low. The weather has hit us hard. This will ruin the land values. We have worked our whole lives and payed taxes for nothing!

AO-37 B. You did no studies on the noise. It could break our water lines which would kill our cattle. If we are checking or gathering cattle on horseback; which we do half the time; it would scare the livestock causing someone to get hurt.

C. You already have substantial air space in West Texas. Why are you wanting to take away from American Citizens to train foreign air force men. Who have never paid taxes or supported the USA. Why are you punishing us?

This will take away our sights and private property.

Sincerely yours: Donna Miller
(Signature)

Name: Donna Miller

Address:

City/Sate/Zip Denton, TX

000838

Date June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I think the noise would be very unpleasant.

CU-5 I understand that several bridges were damaged when a B. bomber flew over parts of Scurry and Crosby Counties

Sincerely yours: _____
(Signature)

Name: Ann Wharton

Address: _____

City/Sate/Zip Jahoka, Tex

000839

Date June 6, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 We are greatly concerned about the many bad effects of aircraft training over ranches and land. Also, it would definitely lower our property values. We are mostly ranchers and farmers in this area - raising cattle, cotton, peanuts and wheat. Our communities depend on the land and its resources for survival. Oil production is gone. Many of us benefit from business from Austin, Metroplex, etc.

Our area has been falsely depicted as desolate and barren. It is not! How will Air Force should people in order to see what we really have here!

BR-3 We personally own land in Stonewall, Kent and Fisher County. From experience, the past we know that aircraft disturbs cattle, wildlife. We do not need this! It should be studied in regard to the type of use in this area.

Please reconsider of our pleas and remove part of training ...

Sincerely yours: Ben Metcalf
(Signature)

Name: Ben Metcalf

Address: _____

City/Sate/Zip Aspermont, Tx

000840

June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley, AFT VA 23665-2769

Dear Major Adams:

This letter is to let the Air Force know of my opposition to the "Lancer" site (Option B in the DEIS), for low-level flight training. I feel that the noise and low flights would be very detrimental to

BR-3 the rural lifestyle in the 8-county area in this plan. I also believe that the environmental impact has not been fully considered and that wildlife and domestic livestock would be unfavorably affected.

I understand there are other options and I ask that the Air Force consider another location which will involve a less stressful impact on the environment.

Sincerely,

Bobby Goodin

Bobby Goodin

Snyder, TX

000841

Craig T. Rowen
Garland, TX

June 9, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont camper, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and repelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash.

000841

June 9, 1999
Page 2

Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Respectfully,

Craig T. Rowen

Garland, TX
Asst. Scoutmaster
Troop 883 of Garland, TX

Date June 8, 1999

000842

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I own 7,200 acres of land in the western part of Stonewall County, Texas. We have already experienced the low flying of the C130 over our ranches. This is very disruptive to cow working now, the proposed excersises will be even more disruptive.

BR-4

The value of the land will decrease because of the effect on our cattle. I lease my land for Hunting. These people enjoy coming to the peace and quiet country living, away from all of the noise and attractions of the City. If we have the bombers flying at a low altitude, this will discourage them and they will go somewhere else to find a Hunting Lease.

I ask that you take this into consideration when making your decision.

Sincerely yours:
(Signature)

Name: DeWitt Ellison, Jr.

Address:

City/Sate/Zip Aspermont, Texas

Date June 8, 1999

000843

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I am a property owner in the western part of Stonewall County Texas. The low flying lowlow trainins will cause so much noise it will be disruptive to the cattle. This will cause the value of the land to decrease. With the prices as depressed as they are now, this would be an impact that would hurt the property owners in Stonewall County. Hunting leases are a big boost to our county. The noise would discourage the hunters away.

BR-4

The only thing we really have going for us is the "peaceful country living", If you invade this, our county will suffer.

Please consider our requests.

Sincerely yours:
(Signature)

Name: Elva Mae Thigpen

Address:

City/Sate/Zip Aspermont, Texas

000844

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposal for Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, transverses Philmont Scout Ranch in New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders fror across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's Proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As an active Scout who enjoys wilderness backpacking, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights over the ranch.

On any given day in the summer as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trial resulting in serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the World have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumber jacks and cowboys are obvious.

000844

The Environmental Impact Study(EIS) fails in several areas to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Arbeu houses at Rayado and the Villa Philmonte. The EIS incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may with to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that RBTI Alternative D is not selected.

Sincerely,

Ann Specht
Cub Scout Pack 40
Cubmaster
BSA Troop 346
Committee Member

Date 6-8-99

000845

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 A. The effect on property values. Cattle prices are still real low. The weather has hit us hard. This will hurt the land values. We have worked our hole lives and payed taxes for nothing!.

AO-12 B. You did no studies on the noise. It could break our water lines which would kill our cattle. If we are checking or gathering cattle on horseback; which we do half the time; it would scare the livestock causing someone to get hurt.

C. You already have substantial air space in West Texas. Why are you wanting to take away from American Citizens to train foreign air force men who have never paid taxes or supported the USA. Why are you punishing us?

This will take away our rights and private property.

Sincerely yours:
(Signature) Bob R Miller

Name: Bob R Miller

Address:

City/Sate/Zip Denton, Tx

000846

Big Bend Regional Sierra Club

Fax: E-Mail:

June 10, 1999

Major Brent Adams, RBTI EIS, Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

The Big Bend Regional Sierra Club believes that the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust. We believe it reflects serious flaws in the process followed in creating the EIS, the presentation of the report, and the proposals contained in it.

The Process

GE-24 We are concerned that the draft EIS ignores several major environmental problems now receiving attention from state and national governmental agencies. The Draft Statement gives little evidence of consulting with environmentalists or county, state, or national agencies in the region, who could have given you information about current environmental issues. Indeed, despite Air Force acknowledgment that two of the three proposed routes under consideration are "almost wholly in West Texas", only 11 Texas citations are listed as "Persons and Agencies contacted, compared to 49 in New Mexico. None of the Texas citations are to Air Quality experts and more than half (7) occurred in Dec. 1997, 15 months before the Draft Statement was made public.

GE-22 In addition, the entire hearing process seemed to have been conducted as a public relations exercise. There was little advance notice of the Scoping and Public Hearing of the Draft meetings. The open house format discouraged media participation, and the "one on one" discussions with Air Force personnel did not permit environmental concerns to be addressed in a format which ensured they would become part of the official record. Indeed, in an April 12 article in the *Odessa American* (two days after the Alpine, TX hearing), Lt. Don Kerr said that the contrary public opinions on the Air Force proposal would not deter the Air Force from making the best decision for its needs.

The Presentation

Members of the Big Bend Regional Sierra Club, and other people with an interest in environmental issues and experience in reading documents about them, have expressed great frustration with the presentation of the report. It is difficult to figure out what many of the charts mean, and virtually impossible to draw a comprehensive picture of what the cumulative effects of the proposed flyovers will be.

000846

2

Also, the document contains vague maps, which make it impossible to ascertain exactly how close to any particular place flyovers will occur. And those of us who have lived permanently in this region find it hard to take Air Force route claims seriously. Planes have often been seen where, according the Air Force, they do not currently fly. Citizen complaints about being followed on highways, livestock frightened, and planes approaching homes and people are routinely dismissed.

The Proposals

AF-24 Most surprising, and disappointing to those with a long-term interest in the environment of the Trans-Pecos, the draft statement contains no provisions for continuing monitoring or dialogue on the issues. This is particularly surprising since the Air Force has set up innovative programs to do this in other areas, such as the Keystone Dialogue around Nellis Air Force Base, a year-long process involving Pentagon officials and representatives from federal land management areas, the state of Nevada, environmentalists, Native Americans and military watchdog organizations. At Arizona's Goldwater Range, an executive committee including the Bureau of Land Management, the Fish and Wildlife Service, the State of Arizona and other major landowners meets regularly to address and monitor environmental issues. Perhaps the representatives from Langley Air Force Base are unaware of these initiatives, or do not have enough authority to implement them in the Trans-Pecos.

Some specific areas where the Air Force Statement disregards the needs of the people and the wildlife of our unique region follow. Most of these comments refer to Alternatives B and C, which encircle the areas where our members live, and skirt by several of the state and national parks and wildlife areas that enrich the Trans-Pecos. These areas are dedicated to the preservation of wildlife and the enjoyment of people who visit them.

The Big Bend National Park is rated as a "class 1" area, meriting special protection from pollution. Proposed flight plans simply claim that they "avoid Big Bend National Park." Noise, poor visibility, and inadequate air quality can damage the park, its wildlife, and its human visitors even if flights do not go directly over the National Park. Apparently the Air Force is unaware that, according to the Texas National Resource Conservation Commission (TNRCC), the National Park Service (NPS) already "considers the Big Bend to have the dirtiest air among all western parks and has made it a top priority to improve air quality in the area. NPS data reveal that Big Bend air has sulfur concentrations that are approximately two times higher than other Class I areas in the western United States, three times higher than those in the Rocky Mountains, and five times higher than sites in Northern California and Oregon." Virtually all the air pollution in the Big Bend comes from sources outside the Park. Those of us who live here are well aware that "avoiding the Park" does not keep pollution out of it.

Also, the Air Force is apparently unaware that the Environmental Protection Agency—Region Six (EPA), TNRCC, and the NPS are about to begin a cross-border study of the sources of air pollution in the area. There is no mention of the BRAVO study in the Draft Statement, no offer to cooperate by presenting data to the agencies involved, and most importantly, no proposal on what to do if this study finds that the Air Force

000846

AO-1 contribution is significant. According to the Air Force, the results from burning thousands of gallons of jet fuel in this environment will be negligible, although independent evidence about the burning of fuel and about refueling exercises make this difficult to believe.

Guadalupe National Park, the only other class 1 area in Texas, and which is upwind of much of the flight path, is not even mentioned in the Air Force Environmental Statement. State parks and wildlife refuges in the region are barely mentioned. Of particular concern are the major wildlife reintroductions taking place at Elephant Mountain (Big Horn sheep) and Black Gap (black bear). Apparently the Air Force believes that a highly generalized map showing these areas marginally outside the proposed route adequately

BI-1 addresses the effects of low-level flights on these projects. Air and noise pollution have great potential for harming the reproductive rates of shy Big Horn sheep, and driving bear to other habitats. This is not addressed in the statement.

We are not only concerned about the preservation of wildlife in our region and the quality of life for those of us who live here. The quality of our environment is a major contributor to much of the tourism to our area. Quietness and clear air are among our greatest attractions for those who live most of their lives in urban regions. While it is impossible to see exactly where the flights will cross major transportation routes, it is clear that they must do so. No mention is made of the effects of low-flying aircraft on travelers by car, horseback, or on foot.

In conclusion, the Air Force has worked hard to sell its proposal to local residents, while stating that their objections do not matter in the final decision. It seems that because our population is relatively sparse, our comments do not matter. But contrary to its stance, the Air Force is not the only governmental agency that cares about this region. At the very least, we need evidence that the Air Force is cooperating with the EPA, the NPS, and the TNRCC over air pollution. Not everyone is as willing as the Air Force to ignore the people and the wildlife of the region and the visitors who come here to enjoy them.

Sincerely yours,

Fran Sage

Fran Sage, Chair
Don Dowdey, Chair, Air Quality Committee

000847

Date 6-9-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

1. Noise pollution
2. Invasion of privacy in non "wartime" era
3. Interference with quiet living we've chosen in this area

BR-3 4. Stress and/or frightening of our livestock

5. I don't feel we have been given an accurate accounting of your intentions and the effects of your project

Sincerely yours: Irene Masters
(Signature)

Name: Irene Masters

Address:

City/State/Zip Snyder, Tx

000848

Thomas H. Aldredge

Dallas, TX

June 8, 1999

Major Brent Adams
RBTI EIS Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: Realistic Bomber Training Initiative low altitude flyover
Alternative Route D, northern New Mexico

Major Adams:

TY As an adult leader of Boy Scouts of America Troop 861 I must voice my opposition to the proposed RBTI low altitude flyover Alternative D. The use of this route concerns me not only because of the location of the Philmont Scout Ranch but also the location of the adjacent Cimarroncita Youth Camp that at one time was run by my wife's cousin. Simply put, there will be thousands of young people subjected to the disruption of normal camp activities from the flyovers. Any alternative route that avoids these two enclaves of youth learning and growth is desirable.

This is not to say that I don't support the important task of training of our country's pilots. Indeed, my son's Cub Scout Den went to Dyess Air Force Base in Midland to get a look at the B-1 bombers stationed there. Everyone thoroughly enjoyed the trip and the boys obtained a new understanding and respect for what it takes to keep military aircraft prepared for our nation's defense.

I think we have two valuable considerations here. The United States Air Force needs skilled pilots and crews. The United States needs young men who are leaders shaped by positive programs such as the Boy Scouts of America. These young men will become those pilots and crews. On a backpack campout at Philmont, the design of which is to teach the Scouts respect for nature, survival in the wilderness and an awareness of the actions of those who lived on the land, a low altitude flyover may be awe inspiring once but would soon become a distraction and an annoyance. Let's protect what Philmont is all about and send the planes over another route. Thanks.

Very truly yours,

Thomas Aldredge

Thomas H. Aldredge

000848

RBTI Route D/Philmont Scout Camp flyover opposition
June 8, 1999
Page two

Cc: F. Whitten Peters
Secretary of the Air Force

Washington, D.C.

Ms. Jane Garvey, Administrator
Federal Aviation Administration

Washington, D.C.

Federal Aviation Administration
Southwest Regional Headquarters

Attn: Don Day

The Honorable Kay Bailey Hutchison

Dallas, TX

The Honorable Pete Sessions

Dallas, TX

000849

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposal for Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, transverses Philmont Scout Ranch in New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders fror across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's Proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As an active Scout who enjoys wilderness backpacking, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights over the ranch.

On any given day in the summer as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trial resulting in serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the World have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumber jacks and cowboys are obvious.

000849

The Environmental Impact Study(EIS) fails in several areas to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Arbeu houses at Rayado and the Villa Philmonte. The EIS incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may with to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that RBTI Alternative D is not selected.

Sincerely,

Ondey Specht

San Antonio, Texas

000850

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposal for Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, transverses Philmont Scout Ranch in New Mexico's Colfax County.

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000850

The Environmental Impact Study(EIS) fails in several areas to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Arbeu houses at Rayado and the Villa Philmonte. The EIS incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may with to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that RBTI Alternative D is not selected.

Sincerely, Matthew Specht
San Antonio

000851

NORTHFIELD REAL ESTATE

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June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY Only another military pilot can understand and appreciate the need for Military Training Routes, or *Oil Burner Routes* as we used to call them.

Perhaps by accident, but more likely an intention, the Air Force is charting a new route near the national Boy Scout Ranch, Philmont, which is located in northeastern New Mexico.

You now have half of New Mexico covered with dozens of prohibited, restricted, warning, and alert areas, and that's just those listed on the Albuquerque Sectional Aeronautical Chart. Holy mackerel! And you need to chart still another route, across Philmont? I don't think so.

Philmont makes use of the soul of peace and quiet. Lay out your noisy, smelly, nerve shattering route somewhere else.

Sincerely,

Haskell Böring

Haskell Böring
Eagle Scout 1950

000852

Michael K. Smith

Austin, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC / CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: Opposition to Realistic Bomber Training Initiative Alternative D (Philmont)

Dear Major Adams,

TY I am writing to register my opposition to Air Force bombing training missions whose flight path would traverse the Philmont Scout Ranch.

As far as I am concerned, this would be like running such missions over Yosemite or any of our other outdoor national treasures. The unique opportunity that Philmont affords Boys Scouts and Explorers (male and female) from all over the US would be substantially degraded by repeated B-1 overflights.

I have taken 2 groups of Scouts to Philmont. I know these kids will remember this experience as one of the formative experiences of their lives. A key to these treks was the feeling of being on their own, in the wilderness. The proposed training initiative would repeatedly dispell the sense of being away from it all that is so central the whole experience.

I am sure others have written about the obvious safety and environmental problems associated with these flights. I will close by noting that of the 12 boys that went on the two treks I accompanied, two of them applied to the Air Force Academy. One got in, the other was awarded a ROTC scholarship. It is my belief that their time at Philmont had a significant impact on developing their confidence in their leadership ability. Philmont is a resource that supports the maturation of both military and community leaders of tommorrow. It needs to be preserved.

Sincerely,

Michael K. Smith

000853

Date _____

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on property values. It would ruin them.
2. The effect the training will have on the ranching and farming operations.

AO-55 3. The fact you did not adequately study the impact that noise will have.

BR-4 4. The impact this would have on the hunting. This could really hurt the already strained economy.
5. The DEIS did not provide for any actual study of this impact on any operations in the area.
6. The fact you already have substantial portions of air space in West Texas. Why not use it to

BR-5 train Foreign air men? This would take away our rights and our private property.

Sincerely yours: Michael Martin
(Signature)

Name: Michael Martin

Address: _____

City/Sate/Zip Krum, TX

000854

Dear Sir:

I am against the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. We have recently built a home on farm land in Denton County. We are concerned about declining quality of

BR-4 rural life and dropping property values if these training flights are put into place in our area.

Please consider our suggestion that these training missions take place in areas that are more sparcely inhabited.

We appreciate your consideration in this matter.

Thanks,
Sheri Boles

Lewisville, TX

000855

6-9-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA. 23665-2769

Dear Sir:

Re: The United States Air Force wanting to train in our area.
Draft Environmental Impact Study (DEIS).

TY I understand there was a hearing in regard to this held in Snyder, Texas April 7, 1999. More than 400 persons attended the hearing including several from Lynn County. Approximately ten percent of the attendees spoke in response to the proposal by the Air Force to train over our area and also in response to the DEIS. There was not a single speaker in favor of the proposal. Everyone spoke very well and made it clear to the Air Force that because the federal government owns so much land to train over, there is no need to train here. If there was no other location, that would be a different matter.

As I travel over this nation, there are lots and lots of places where you can drive for hours and hours without seeing a house or barn. So please don't train in our area where it is heavily populated. In our countryside, there is a house every mile or two.

Thank you for picking some place where it is sparsely populated.

Sincerely,

Lenda Wood

Lenda Wood. US Postal Clerk

Tahoka, Texas

Date June 9, 99

000856

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on property values. It would ruin them.
2. The effect the training will have on the ranching and farming operations.

AO-55 3. The fact you did not adequately study the impact that noise will have.

BR-4 4. The impact this would have on the hunting. This could really hurt the already strained economy.

5. The DEIS did not provide for any actual study of this impact on any operations in the area.

6. The fact you already have substantial portions of air space in West Texas. Why not use it to train foreign airmen? This would take away our rights and our private property.

BR-5

Sincerely yours: Charlene Harrington
(Signature)

Name: Charlene Harrington

Address:

City/Sate/Zip Krum, Tx

000857

June 9, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousand of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Forces proposed Alternative D would establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

000857

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmon'ts herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmon'ts famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet6 fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of the Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends this month and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Jennifer Fisher
Former Philmont Staff Member
Killeen, TX

000858

Date 6-5-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY I am a Rancher in Garza County
I Fought in World II + Korea
Now my own country Air Force may be the cause of
my death, due to the stampede of my cattle by the
bombers. Think hard on this matter.

Sincerely yours: Arnold Sanderson
(Signature)

Name: Arnold Sanderson

Address:

City/State/Zip Post, Tex

000859

DONALD H. JUDSON

Midland, TX

June 10, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your opposition to the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana, one of which traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont Scout Ranch is the largest and most famous Scout camp in the world. I have serious concerns about the impact of the Air Force's proposal on the health and safety of the Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself. I am enclosing a list of 10 major concerns related to the proposed training route.

Please express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision.

Very truly yours,

Donald H. Judson

Encl.
cc: Congressman Henry Bonilla
Congressman Lamar Smith
Congressman Larry Combest
Ms. Jane Garvey
Hon. F. Whitten Peters

F:\JUDSON\DONDOCS\Boy Scouts\philmont ltr RBTI.wpd

000859

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The US Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

000860

Snyder, Texas

Major Brent Adams
RBTE EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suit 102
Langley, AFT VA 23665-2769

Dear Major Adams,

I am a farmer in Scurry County and wish to express my objections to the Lancer low level MOA that you plan to establish here. We have a boll weevil eradication program and it requires spray planes to be in the air most every day from early summer until frost. Farmers and ranchers use airplanes to check their crops and cattle. Planes must check pipelines.

BR-2 As a pilot and former board member of our county airport I am concerned about the economic impact on the local airport. We sele fuel cheaper here to get cross-country pilots to stop for fuel. This helps to support our airport and also keeps some of the air traffic away from the larger, busier airports.

BR-4 The noise from the heavy aircraft at low level is very objectionable. We have ranchers and farmers who have hunting leases for people who like to hunt game and get away from the city. I don't believe they will want to come here with the disturbing noise because I do not like it myself.

Please consider my objections and do not make this a Realistic Bomber Training Initiative area.

Sincerely yours,

Rodger Blackard

Rodger Blackard

Richardson TX
9 June 1999

000861

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street Suite 102
Langley AFB, VA 23665-2769

BR-6 I strongly oppose the institution of RBTI Alternative D over our route over Chilcrest Ranch. Base Commander RM. I have been with cranes in Europe along low level flight routes.

On the summer 5000 hops per day, utilize the area. The level runs would not only ruin the subsistence experience but in case of an accident seriously endanger a very sparsed out population. Furthermore it could cause serious injury for livestock. The wildlife, including endangered species would also be adversely affected. I would agree, the boys would be elated the first few times they saw the planes but an overview of repeated flights would erode teaching classes and possibly could lead to serious situations due to the noise and proximity. Please change this route.

Sincerely

James L. Evans

High School

Superintendent's Office

Hermleigh Independent Schools

000862

HERMLEIGH, TEXAS

June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St.
Suite 102
Langley, AFT VA 23665-2769

Dea Major Adams:

I am writing in response to the Realistic Bomber Training Iniative (RBTI). The proposed flight training plan covers eight West Texas counties one of which is my county of residence (Scurry).

AO-18 I am superintendent of a small school in Scurry County and I do not believe the DEIS accurately or adequately covers the effect this training will have on the people, especially children, of this area. It is my opinion that the study is flawed and out of date. At one of the hearings I was given information on this proposal. Among other things this information stated the noise from a bomber was one half that of a gas powered lawn mower. This I cannot accept or believe.

Please register my opposition to this proposal and to the DEIS the Air Force is using.

Sincerely,

Jerry Chyech

Jerry Chyech,
Supt.
Hermleigh I.S.D.

BETTER SCHOOLS MAKE BETTER COMMUNITIES

Aspermont TX
June 10, 1999

000863

Maj. Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews St. Suite 102
LANGLEY AFB, VA. 23665-2769

SIR:

I oppose RBTI LANCER option as presented in your Draft Environmental Statement issued last March. In 33 years working for Westinghouse Electric Corp (supplier of airborne radars for F4, F/6 and B1B) I never saw such a sloppy slipshod document (either government or contractor) as that DEIS you issued.

BI-1 It did not mention white tail deer - the only big game around here (Stonewall County).

As to AF operating ranges (MOA's) - a T38 at 6000 feet is a heck of a lot quieter than a B/B at 6000 — or 2000 feet.

In the mid 1950's I got tossed off a horse when a jerk from Dyess came over the corral at 300 feet in a F/05.

The only B/B's Ive heard come over here at low level — a few hundred feet - around this county was at night in solid cloud and fog. the last time was last winter, and the airplane came directly over Aspermont at very low level — and then lit (it sounded like) the afterburnes directly over town).

that level of noise is unacceptable to a civilian community — ask any airline or commercial plane manufacturer. It will put cattle thru fences and drive deer away.

BR-3 Please do not proceed with LANCER RBTI — leave your bombing/training ranges where they are.

Sincerely,
Bobbie McDaugh
Rancher
(formerly tech rep @ Dyess & Tinker ON B1B offensive radar)

000864

Snyder Tx
June 10, 1999

Major Brent Adams
(RBTI Project Manager)
129 Andrews Street, Suite 102
Langley AFB Va 23665-2769
Re: Lancer Site (Option B in the DEIS)

Dear Major Adams:

TY Because I was unable to attend one of the meetings regarding Realistic Bomber Training Initiative, I wish to take this opportunity to express my OPPOSITION to this flight training over my County of residence, Scurry. I have lived here nearly all my 54 years, own a home along with my husband, and own a 10+ section ranch just South of Snyder along with several family members. We're here to stay.

Please know I support the USAF whole heartedly but believe that the above sited ("B" option) is not the best one.

Sincerely,
Mrs. Travis (Helen) Hatter

000865

Date 6/9/99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on property values. It would ruin them.
2. The effect the training will have on the ranching and farming operations.

AO-55 3. The fact you did not adequately study the impact that noise will have.

BR-4 4. The impact this would have on the hunting. This could really hurt the already strained economy.

5. The DEIS did not provide for any actual study of this impact on any operations in the area.

6. The fact you already have substantial portions of air space in West Texas. Why not use it to

BR-5 train foreign airmen? This would take away our rights and our private property.

Sincerely yours: C. Mark Harrington
(Signature) C. Mark Harrington

Name:

Address: Jayton, Tx

City/Sate/Zip

000866

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Marcia B Compton
Marcia B. Compton

000867

Date 6-8-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I believe that our quality of life will be destroyed by the constant noise of airplanes flying overhead. It is quiet and peaceful here and we prefer it that way. We also have many

BR-4 hunters come to this area. I believe the roar of planes will be detrimental to the recreational use of our property. I am completely against the Lancer proposal. Let the planes fly over land the government owns and leave ours alone.

Sincerely yours: David Boyd
(Signature)

Name: David Boyd

Address:

City/Sate/Zip Roby Texas

000868

11 June 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Langley Air Force Base, VA 23665-2769

Dear Major Brent:

I am a senior natural resource professional with extensive experience in the environmental consulting field. I have worked on a variety of projects, including environmental compliance documents for military activities. I have a Bachelor of Arts degree in Biology-Mathematics and a Masters of Science degree in Botany. I am also currently a part owner of an ecotour company based in the Southwest.

I am writing to comment on the Draft Environmental Impact Statement (EIS) on the proposed Realistic Bomber Training Initiative. Overall, this document has serious flaws, shortcomings and omissions that render it inadequate for the purposes of the National Environmental Policy Act.

AO-57 The first problem I found with the document was the floor for low-level military flights. The text of the document reads that this will be 300 feet above ground level, yet in the appendices an altitude of 200-ft AGL is used for several of the calculations. Which is it?

The impacts that this EIS attempts to disclose are mostly related to noise. Noise impacts to animals (domestic and wildlife) are discussed in the text, yet the research cited is one side of the story, and even articles cited by the document do not agree with your conclusions. First, the Air Force has consistently left out of this document any studies that indicate the potential for negative impacts. On page 4-93, the Air Force states that numerous studies have been done since the late 1950s on the effects of aircraft overflights on domestic animals. No studies are cited, however, and the claim is unsupported. The literature has many examples of studies of noise

BR-3 impacts that demonstrate significant effects to domestic livestock. Jet noise was found to lower milk production in goats (Sugawara *et al.*, 1979). Egg production in domestic chickens decreases in the presence of military overflights (Okamoto *et al.*, 1963). The hatchability of eggs fertilized by roosters exposed to simulated overflights was also found to be significantly lower (Kosin, 1958). The failure to disclose negative impacts and all the relevant scientific research on this subject renders the EIS an inadequate document. Since much of the lands under the proposed flight paths are used for agriculture (ranching and/or farming), the proposed action could have a serious socioeconomic impact to the local communities.

The EIS goes on to state that the impacts to wildlife from overflights are not significant. Here again, the Air Force has chosen to ignore scientific research that does not agree with this conclusion. What is further disturbing is the use of scientific journal articles to support a conclusion when the article itself warns against making such a conclusion. On page 4-95, noise impacts to raptors are stated to be insignificant, and a list of articles to support this conclusion is

Ken G. Sweat

Phoenix, Arizona

000868

BI-9 given. The Ellis *et al* (1991) article, in its abstract, states "While encouraging, our findings cannot be taken as conclusive evidence that jet flights and/or sonic booms will have no long-term negative effects for raptor species or for other areas." To cite this article as concluding that the noise impacts to raptors are insignificant is going against the intent of the authors.

BI-9 The Ellis *et al.* (1991) article goes on further to note that the animals used were not naive, that is, they all were previously exposed to overflights. The study specifically notes that their results could not be applied to naive animals. The animals in this study were exposed to frequent overflights, in some cases over 20 in a single day. Such heavy exposure would be expected to lead to habituation. The occasional, infrequent exposure to overflights that will occur under any action alternative is not the same. Infrequent exposure would be much less likely to lead to habituation, which means impacts from the proposed action would be more significant than the impacts discussed in the article.

BI-9 Also absent from this discussion are any references to scientific studies that have demonstrated significant impacts to wildlife from low level overflights. Harrington and Veitch (1992) found that low level overflights during the calving and immediate post-calving period increased calf mortality for caribou. Although no caribou exist in the project area, these results could easily be applicable to other ungulates (deer, bighorn sheep, domestic livestock) that do live in the project area with the same logic that the Air Force uses on page 4-92 to predict impacts to Aplomado falcons would be insignificant. Berger *et al* (1991) found that aircraft overflights reduced foraging efficiency in bighorn sheep. What is most disturbing about their work is that the highest loss in foraging efficiency (43%) occurs in winter, a time of scarcity in natural communities. Bleich *et al* (1990) found that adult sheep moved an average of 2.5 times further on the day after an aerial overflight was conducted than on other days. They also noted that up to 52% of sheep that were flown over would move to another part of their habitat, as opposed to 1% of animals not overflown. This disturbance to foraging and habitat selection by sheep is therefore a significant negative impact, and needs to be addressed by the EIS. A loss of foraging efficiency, especially during the winter, would have severe consequences for populations in the project area, and could cause a population decline over time. Although the state of New Mexico issues relatively few tags to hunt bighorn sheep, the income from these tags is significant. Since sheep tag revenues are used to manage sheep, a significant impact could also occur to the management programs that help sustain bighorn sheep in New Mexico.

Noise impacts are also dismissed by this EIS on the basis of few and infrequent flights over any one particular area. This pattern of use is least likely to lead to habituation by wildlife. Articles cited by the EIS on wildlife impacts involve studies with frequent aircraft flights (Ellis *et al*, 1991; Krausman *et al*, 1992). Infrequent flights, as proposed in this action, will not have the same ability to habituate wildlife, creating a greater negative impact to local fauna.

BR-4 The analysis of socioeconomic impacts is also wanting in substance. No mention is made of potential land uses for areas under the proposed flight paths. Although the EIS states that no significant impact is expected to tourism, no analysis of the tourism industry is presented. The fastest growing sector of the tourism industry is ecotourism, or nature-oriented tourism. Average annual growth for nature related tourism has been over 30% since 1987, and it is estimated that

Ken G. Sweat

Phoenix, Arizona

000868

nature tourists spend in the U.S. over $7.5 billion annually (Daughtry, 1999). The American Southwest has been a prime destination for ecotourism, with its vast stretches of virtually undisturbed natural ecosystems and many relatively intact indigenous cultures. Although the sight and sound of a low flying military aircraft may be pleasing to some, such an event would be totally inappropriate to an ecotour. This proposal could render large segments of land unsuitable for ecotourism, limiting the economic options of residents and harming the business of tour companies operating in the area. Ideals of ecotourism, such as the employment of guides generally with a graduate level education, means ecotourism provides better economic opportunities than other tourism and service jobs. Ideals such as using native guides for native cultures offers greater economic opportunities to these minority populations. The socioeconomic impact is therefore significant, especially in light of the Executive Order on Environmental Justice (E.O. 12898).

BR-3 The EIS also fails to recognize potential impacts to ranching and farming communities. Recent testimony at the Federal Grazing Reform hearings by ranchers throughout the southwest shows that many of them are barely able to survive today. A lowering of the productivity of their livestock could force many of them into bankruptcy. Since research cited above (Sugawara *et al.*, 1979; Okamoto *et al.*, 1963; Kosin, 1958) notes a drop in productivity in domestic livestock from overflights, this is a likely outcome of any action alternative. Even if there is no noise impact to livestock, the perception of such an impact by ranchers or farmers who already believe

SE-5 that federal actions are slowly destroying their way of life could cause them to go out of business. Nowhere in the EIS is this significant potential impact to minority and low-income groups addressed.

CE-1 The analysis of cumulative impacts also falls short of the goals of the National Environmental Policy Act. The cumulative section fails to recognize the many other flight paths and air operations in the project area. Even if impacts from this proposal are small, their combined effects with the other government land management (e.g. Game and Fish surveys), commercial, private, and military low-level flights in the areas could cause significant negative impacts to wildlife, domestic livestock, and tourism. Nowhere in the EIS are cumulative impacts from all

AO-59 air activity addressed. Appendix B does not give a time frame for the numbers of sorties listed, this must be inferred from the tables in section 2.3. The tables only cover military flights, leaving out three fourths of the types of potential air traffic. The piecemeal presentation and sometimes lack of information on the number of flights renders this document inadequate to make a decision with, and therefore the EIS does not meet its duties under National Environmental Policy Act.

GE-28 The public involvement process for this EIS also appears to be insufficient in reaching local minority populations. All alternatives are located in a region of the country with a long-standing Hispanic culture and traditions. Yet nowhere in Chapter 6 is it noted that publicity materials were made available in Spanish, or Spanish speaking people were present at public hearings. Local, state and federal publications in the Southwest are almost always printed in English and Spanish. Failure to do so for the public involvement process renders this EIS inadequate in light of E.O. 12898.

Ken G. Sweat

Phoenix, Arizona

000868

Because of the omissions, shortcomings, and lack of adequate public involvement, I find this EIS an incomplete document, in need of major revisions before an informed decision can be made in accordance with the National Environmental Policy Act.

Sincerely,

Ken G. Sweat

Ken G. Sweat

References:

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Daughtry, D. 1999. *Teaming with Wildlife.* Arizona Wildlife Views. Pp. 6-8.

Ellis, D. H. *et al.*, 1991. *Raptor Responses to Low-Level Jet Aircraft and Sonic Booms.* Environmental Pollution. Volume 74: 53-83.

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Harrington, F. H. and A. M. Veitch. 1991. *Short-Term Impacts of Low-Level Jet Fighter Training on Caribou in Labrador.* Arctic. Volume 44:318-327.

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Krausman, P. R. *et al.*, 1992. *The Effects of Simulated Low-Level Aircraft Noise on Desert Mule Deer and Mountain Sheep Heart-Rate and Behavior.* Technical Report. Pp. 44.

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Sugwara *et al.*,. 1979. *Studies on the Electroencephalogram in Ruminants X. Effects of the Noise on the Electroencephalogram and Lactation in Goats.* Journal of the Faculty of Agriculture, Iwate University. Volume 14:319-336.

Ken G. Sweat

Phoenix, Arizona

000869

HERBERT J. ROWE

NAPLES, FL

June 12, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 Your Office is now in the process of selecting a route for Low Level B-1 and B-52 Training Flights, known as the Realistic Bomber Training Initiative (RBTI). One of these routes, Initiative D, traverses Philmont Scout Ranch, the site of the Boy Scouts of America's premier High-Adventure Camp.

Thousands of America's finest youth have spent an exhilarating experience in this wild and rugged section of the mountains of New Mexico. On every day from June to September over 5, 000 young men and women and their leaders are camping and hiking in these mountains, directly under the proposed path of bombers flying as low as 300 feet.

It is proposed that these bomber flights will occur six hours a day, every day. You and your staff should be aware of the irreparable harm that will be done to this national treasure and its wildlife, buffalo, and herds of cattle, horses, and burros. This is not an uninhabited area. It is a bustling community.

You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana for more information. Please act quickly, since I understand that the public comment period ends in June and the decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource, built and supported by private citizens, that deserves our support. Thank you for helping to see that Alternative D is not selected.

Sincerely yours,

Herbert J. Rowe

000870

United States Air Force

To Whom It may Concern

RE: Realistic Bomber Training Initiative (RBTI)

Gentleman

If you Fly missions at 300ft you will scare hell out of EVERything. You will disrupt the peace and quiet, the wildlife, the cattle + horse, plus my sense of humor. These AIRCRAFT are noisey, disruptive and burn many gallons of fuel that is not safe because they have none of the comission controls. These Rookie Jetjockys CAN cause problems as well, what happens If they panic OR push the wrong button. They eject to save there ASS and that plane AINT going to fly itself anywhere but into the ground or on your property or house, look to me they Need to fly over the water OR some good own property and leave real America Alone. I own my land from fence line to fence line, I pay TAXES and All the upKeep. If you fly over my Air space be careful, trespasser are treated diffant than neighbors.

PD-7

BR-5

Thanks

Larry R Moore

000871

Prickly Pear Studio

Alpine, Texas

June 11, 1999

Major Brent Adams, RBTI EIS project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Sir;

The proposed Environmental Impact Statement, Draft Stage, of the Realistic Bomber Training Initiative targeted for our area, I feel, is unfair and unjust. I would like my comments to go on record and be published in the RBTI, Final Stage.

My own experience with low-flying aircraft has been in New Mexico, in a small town where the same training was taking place. The roar of the jet aircraft just overhead was deafening and terrifying. After a firsthand experience such as this, one realizes that an EIS is nothing but a totally useless piece of propaganda that the government has dreamed up to get around the original purpose of the National Environmental Policy Act.

While commenting at one of your public hearings in Alpine, TX, I asked for a show of hands from the audience of about 40 people if anyone approved of these training flights. Only one person raised their hand. In talking with everyone I meet about the flights, I have never met anyone who is in favor of them. So, if I'm not mistaken, the purpose of the comment period is to get feedback from the public to determine if the training initiative is justified. In a democracy, this kind of feedback is called "the Will of the People." Correct me if I'm wrong, but is that not the founding principle of our country? If the people no longer rule, what kind of regime has our country become?

GE-3

The U.S. military has more weapons of destruction than just about every other country combined. We spend more on the military in five hours than we do on health care in five years. Our defense contractors sell weapons to other countries that we sometimes end up fighting against. Out of 22 countries that we have bombed since World War II, none have become a democratic government interested in human rights. We the people, the taxpayers, are sick and tired of breaking our backs paying for this war machine.

There are millions of acres of government land that could be used for this training, even if it was necessary. The Big Bend area of Texas is one of the last frontiers left, where people can escape the noise, pollution, and chaos of Corporate America. It is not a military training area.

Sincerely,
Tom Curry
A Vietnam era veteran

David A. Parker

Alpine, Texas
June 8, 1999

000872

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews ST., suite #102
Langley AFB, VA 23665-2769

Dear Major Adams,

TY I feel the Environmental Impact Statement (EIS), Draft Stage of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust. Your office and Pilots fail to realize the adue and unwarranted intrusion upon my living space here in the rural area of Terlingua Ranch. I frequently hear the Drone of Bombers "rounding the curve" South of nearby Dive Point Mesa - an unwelcome noise. One Time a bomb strayed south of the usual route and found it necessary to make a very louder + sharp left Turn to get back to his appointed pathway - Afterburner flaming; Again a very unwelcome noise for me and my Family. Most intrusive however was an air force plane flying directly over my house at 150 - 200 FT. at 11:00 P.M. with Afterburner flare This Disrupted my families sleep and was very upsetting.
My Family and I are not in the Military and this is not Government property - But Private property for quiet rural life.
Your training flights are an unnecessary and harmful intrusion upon our environment. Please use the Federal Lands already set aside for Training - Not my Backyard!
Thank You for your Time + Attention
DAVID A. PARKER Yours Truly

000873

June 12, 1999
John M. Moore

Arlington, Texas

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6 As an Eagle Scout by age 13 and a Philmont visitor that same summer (northern route), I was disturbed to hear recently of an Air Force plan for low level flight over Philmont.

This pristine wilderness area, which belongs to and is maintained by the Scouts, is kept in much better condition than most of the public national wildlife areas and should be preserved for solely Scouting use.

I flew helicopters gunships in Vietnam and know from experience that low level flight has the ability to interdict the open travel of both people and animals. But...UH-1C and Cobra gunships have a relatively low noise signature compared to a jet fighter bomber flying low level.

Please tell the Air Force to get a grip... If the Air Force wants to fly low level missions why don't you pick the U.S./Mexico border where we have far too many illegal visitors crossing and where low level fighter bombers with camera gear (or iridescent dye markers for the frequent and uninvited visitors) might help.

Please do your best not to allow the Air Force to impose this on the Boy Scouts. There are also animals who call Philmont home and the animal rights activists will be much more active politically and willing to protect their rights than the Scouts.

Boy Scouts should own the airspace above Philmont. Just as airspace above military bases like Groom Lake and airspace above National Parks, National Monuments, etc., is restricted, the airspace above Philmont should be restricted with no flights below normal airline flight levels without prior permission from the Boy Scouts. And then only on a limited basis.

Philmont is a National Monument (make that National Treasure) for all who've been and for future generations to go and develop into good citizens from the experience. It just happens to be privately owned. Again please assure the Air Force leaves it alone.

Thank you for your support.

Sincerely,
John M. Moore

CC: Hon. P. Gramm
U.S. Senator

Dallas, Texas

Hon. F. Whitten Peters
Sec'y of the AF

Washington, DC

6-10-99

000874

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,
Linda Heasell
Philmont staff 1978 to 1980

000874

Dear major Adams,

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

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Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,
Jeremy Heasell
Boy Scout, Tenderfoot

000875

June 9,1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a parent of a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally

000875

sensitive area. I believe that it is critically important to save the wilderness experience for the thousands of young people who visit the Philmont Scout Ranch every year.

There is too much at stake to allow RBTI to overfly Philmont. Thank you for helping to see that alternative D is not selected.

Sincerely,

Cindy Engel

Cindy Engel

Eden Prairie, Minnesota

000876

Mark Vander Meer

Condon, MT

June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23655-2769

Dear Major Adams:

BR-6 I have just received information stating that the USAF is contemplating using the airspace over the Philmont Scout Ranch, near Cimmarron, New Mexico, as a training route for low-level practice bombing flights. Though I appreciate the need for these types of training exercises, I am strongly opposed to low-level flights over the Philmont Scout Ranch.

Philmont has been used for training flights for many years, I have experienced them first-hand, the experience is unpleasant to say the least. In August, 1980, a fighter jet buzzed Mt. Baldy, no more than 25 feet off summit, and the crew I was leading. The image and roaring intrusion lasts in my memory to this day. Philmont exists to provide a wilderness experience for thousands of scouts each year. I fear low-level flights would significantly degrade the experience.

In addition, there are many safety and environmental concerns. Philmont is a land of adventure, and, at times, a land where full concentration on the task at hand is essential. For example, imagine a scout half way up his first rock climb, his concentration shattered by a low-flying jets. The USAF would clearly be liable for accidents.

Please consider another route, leave Philmont the peace and quiet it needs and deserves.

Sincerely,

Mark Vander Meer

Mark Vander Meer

000877

John F. Oudt

FORT WORTH, TX

June 11, 1999

Major Brent Adams, RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement (DEIS)

Dear Major Adams,

As a rancher in the area under the proposed "Alternative B" in the RBTI, I have been involved in the NEPA process from the beginning. I voiced my concern in the scoping process, conducted significant personal research, appeared at two public hearings, spoke at the public hearing in Snyder, TX, and now write this letter.

BR-4 After months of interaction with the USAF on the RBTI I have grown increasingly distressed by the failure of the USAF to honestly and directly address the major issues raised by me and many of my neighbors. While I could point to any one of many issues, I will focus here on one which I believe is representative of the rest. The issue that I am referring to is the potential loss of hunting revenues in our area, the economics multipliers they trigger and the resulting economic loss this creates. After many letters from land owners which I have read and the public comments on this issue raised during the scoping process, I naturally assumed that this issue would be dealt with in depth in the DEIS. Imagine my frustration and anger when a careful reading of the DEIS did not even produce a single reference to hunting or loss of hunting revenues as a possible result of the proposed overflights. How the USAF could purport to study the socioeconomic effects to our area and not address the hunting issue is incomprehensible.

I can only conclude that the USAF has no real intention of giving the possible impact of the RBTI a "hard look". It would appear instead that the USAF is simply going through the paces of trying to deliver the absolute minimum to comply with the NEPA process. I believe that the USAF has even fallen short of that.

000877

BR-3 Many of our other genuine concerns such as possible damage to our livestock and wildlife were either ignored or trivialized. The DEIS admits that range cattle have not been studied for their reaction to the types and levels of noise to be generated by the RBTI. Yet in spite of the numerous studies that suggest that this type of noise exposure can stress cattle and wildlife and produce serious consequences, the USAF chose to suggest that there was no conclusive evidence that the RBTI would damage our animals. Hardly the honorable way to address our concerns. Hardly a "hard look" at these issues.

BR-1 My most serious criticism however is reserved for the inappropriate urban noise models used by the USAF in calculating the levels of annoyance to local rural residents. Dr. William Weida's comments at the public hearing in Snyder, TX, on April 7, 1999. and the report that he submitted at that time showed the many faults of trying to use "urban community noise standards" in a rural or wilderness setting. Dr. Weida explains in detail in that report how the USAF has used multiple "averaging" to habitually understate the noise to be experienced by residents under the RBTI. It is obvious to any clear thinking person that the USAF is simply trying to "average " the noise levels down to a level that will pass Federal standards. Even the USAF's own consultants have complained about this indefensible approach to noise modeling for years now. At the very least the USAF should admit the inadequacy of their noise models, do the right thing for the US citizens and discard this outmoded and misleading approach to measuring noise in rural areas.

At best this DEIS is an embarrassment to the USAF and at worst it is an intentional attempt to misrepresent the facts. The USAF is required by NEPA to take a "hard look" at the issues. That has not been done in this case. The people need to be protected. Who will look after us?

Sincerely,

John F. Oudt

JFO/s
CC:
Congressman Charles Stenholm
Congressman William Thornberry
Congressman Henry Bonilla
Senator Phil Gramm
Senator Kay Bailey Hutchinson
Federal Aviation Administration
Environmental Protection Agency

000878

Date 6-1-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 The Air Force has had no concerns for our property value. I don't no any one that wants flying missum over their property or who would want to buy a property with this environment.

BR-3 Not only will this bomber training hurt our ranching operation but hunting
BR-4 & wildlife environment. You have not

AO-55 adequately studied the impact the noise will have over this south of our community. You say the noise will not have a noticible impact But, We have talked to people that have the bomber training missions. (over)

Sincerely yours: Ann Culp
(Signature)

Name: Ann Culp

Address: _____

City/State/Zip Lamesa, TX,

000878

You know, God gave us all talents to use + do will with. He never intented for the people to hurt each ~~not~~ other. How are y'all going to feed the American people with out the farmer + Ranches (Import are not the answer. It has already hurt the American ~~economy~~ economy (No Import Taxes). Let's not screw up more! Please, we do not want this or need this to make our living. Do where there is no population at all!!!

Sincerly
Ann Culp

000879

Karen and Dan Ashton

Eagle Nest, NM

June 10, 1999

Dear Sirs.

BR-6 I am writing to ask for your help. My husband and I have spent a total of 11 years at Philmont Scout Ranch. We also live in the area. While I would like to say thank you for taking the Angel Fire route of the RBTI, off of your consideration list, I am concerned that route D is still being considered. Philmont is used year round and is vital to the community and county for employment and economic growth for a very poor county.

With the draft for flying B-1's and B-52's over the majority of land at Philmont this causes one to consider many issues. These flights would encompass 114,000 acres of mountains, canyons, and natural areas. This includes the Barker Wildlife Refuge; this area is strongly protected from any disruption. I strongly agree our flying men and women need training, but at what cost in this area? With over 5000 people on the ranch at one time and the chance of a bomber having to let fuel out to gain altitude, this could be dangerous. If the planes are at a low altitude, say 300 feet, would not fuel falling on a campfire have disastrous results? The noise alone is frightening. The B-52 at 300 feet has a noise level of 117 dBs. Philmont has people climbing rock faces, on horse back, not to mention historical rock carvings and sites throughout the camp that could be damaged. People could be injured, severely. Historical sites and irreplaceable rock structures could be destroyed. Planes would also be flying near a fragile rock face in Cimarron Canyon, called Pallisades. Hundreds of tourists stop by and take pictures of this area every year. They also camp very near these formations. If Philmont is so affected by these flights, not only injuries could occur, but people could stop coming to the area. As I mentioned before, we are a poor county and need Philmont and tourists.

I am asking for your help to stop this initiative. Please decline using Alternative D as a route for RBTI. Thank you for your concerns with this matter.

Sincerely,

Karen Ashton-
Philmont Staff Assc. Exec.
Board Member

Dan Ashton
PSA Life Member

David & Nona Freeman

Wilson, TX

000880

June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

We are opposed to the Air Force's proposed RBTI known as Lancer-Option B in the DEIS. Our concerns about the proposal and the DEIS are as follows:

1. The noise – We were in Lubbock recently on the day an Air Force bomber flew over Lubbock and left the gift of the sonic boom along with damage. By news reports, this bomber was flying at 3000 feet. The noise was deafening at that altitude. We can only imagine what it would be like when the aircraft are flying at 300 feet. We moved to the country to get away from road traffic noise and to enjoy the peace and quiet which the Air Force is proposing to take away from us.

CU-5 2. The damage At 3000 feet, the Air Force bomber caused damage to homes and businesses in Lubbock. We live in an older home outside of Wilson. The windowpanes are old, and the stucco siding is old along with the foundation. We do not relish the idea of any damage to our house and other structures on our property.

BI-2 3. The wildlife – Each spring and fall, flocks of Sand Hill Cranes migrate to Lynn County These birds have wingspans of over 6 feet. They migrate here for food and water. They flock in numbers of many hundreds and sometimes thousands. The noise and danger from the aircraft will be hazardous to these birds along with the danger the numbers of these flocks of birds could do to a low flying aircraft.

4. The use of air space over private lands – The Air Force is already the proud owners of land areas that could be used for these training missions. The area proposed is ranchland, farmland and individual homes. The ranchers and farmers have already sacrificed more than should be expected of any citizen. Why take more from them and make it harder to survive?

Please reconsider the proposed RBTI Lancer-Option B. Thank you.

Sincerely,

David & Nona Freeman

000881

-Daileen-

RANCHITO de los SUENOS
FORT DAVIS, TEXAS

6-10-99

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB,VA 23665-2769

Dear Major Adams,

I think the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust for many reasons but I will confine my comments to the following:

In our tri-county area we have 3 newspapers all of which give only local news and are printed and sold once a week. These counties are 3 of the largest in Texas and 2 are the largest counties in the continental United States. The area served by these newspapers is comprised of 20,000 square miles and has a population of 21,000 people. I give you this background information to let you know those of us who are trying to keep this pristine desert environment intact have an almost insurmountable job.

My statement is: There was not adequate information printed in the Jeff Davis County, Brewster County, and Presidio County newspapers to inform the general public of the proposed intent of the Air Force regarding the issue of bomber flyovers in this tri-county area. Nor were we informed as to the exact purpose of the proposed meeting. As you well know there were very few citizens at this meeting which directly reflected the lack of adequate information being dispensed to the citizens.

GE-22

To substantiate my statement, you will find copies of news clipping from the 3 area newspapers prior to the Air Force public hearing.

000881

Please enter this letter and the enclosed copies of local newspaper clippings into your federal hearing records.

Thank you for your fairness and your concern for the people, environment, structures and animals in this desert area known as Far West Texas.

Sincerely,

-Daileen-

-DAILEEN-

Alpine Avalanche

Serving the Big Bend and Davis Mountains Country since 1891

Air Force to release Environmental Impact Statement on low-level flights

By Jan Talley
Avalanche Staff Writer

The U.S. Air Force issued a press release stating that their Draft Environmental Impact Statement on low level flights will be disseminated on March 19.

The environmental statement on the Realistic Bomber Training Initiative (RBTI) was prepared by an independent firm of Ogden Environmental Group and pertinently uses on B1 and B52 bombers. The Air Force RBTI proposal focuses on low altitudes routes and electronic simulations of combat situations. Presently, the routes includes aircraft other than B1 and B52 bombers, as well as several foreign aircraft and crews.

The Germans, Argentinean and other Air Forces have trained on these routes.

The Air Force is in the process of choosing one of four alternatives for the RBTI, and public input is required to complete the process. The four alternatives are the no action alternative, which means that the routes would remain the same; two alternatives in West Texas and one in New Mexico. The public has 45 days from the time period from the release of the statement to which they can voice their concerns.

Citizens opposing the flights over private property say that the statement disregards National Environmental Policy Act (NEPA) regulations. "The Air Force is exempt from many federal laws governing our inquiries on low level training flights," says Bryan Kelly, who has three honorable discharges from two wars and four Purple Hearts, and is spokesman for the Texas Preservation Group says, "they (Air Force) are violating the Clean Air Act, trespassing on private property and violating NEPA regulations. The Air Force has never made an accommodation to the citizens affected by their low level flights originating from the Dyess Air Force Base, where many of the low level flights originate.

The Trans-Pecos Protection Group is made up of 1400 members representing 38,000 people armed with seven lawyers. Kelly says that these are legitimate concerns and some of the flights over private property are flying 100 feet above the ground over populated areas at speeds up to 640 miles per hour.

"I one hundred percent categorically reject that we are breaking any NEPA regulations," said Lt. Don Kerr of the Public Affairs Division at Dyess Air Force Base, where many of the low level flights originate.

The group maintains that the federal government owns over six million acres of unpopulated land and could take advantage of this space to conduct their training. Other than over privately owned land. They also say that the Air Force will not do conduct between 400-600 flights everyday from the four different

SEE AIR FORCE PAGE A2

AIR FORCE

FROM PAGE A1

bases in the region.

Air Force representatives will be traveling in West Texas to hold public meetings on the RBTI after the statement is released. They will hold two sessions at the Alpine Recreation Center (the old Alpine high gym) on Saturday, April 10, from 10 a.m. to 12 noon and 1 p.m. to 5 p.m. The statement to be released March 19 will be sent to local libraries, agencies and some citizens in West Texas.

000881

Thursday
MARCH 11, 1999

Vol. 108 No. 10
16 PAGES 2 SECTIONS
PLUS INSERTS

50¢

TEXAS PRESS ASSOCIATION AWARD WINNER 1998

ountain Dispatch

April 8, 1999

50 cents

Saturday could be last chance to stop low-level bomber runs

ALPINE - This Saturday could be the last chance Big Bend residents get a close look at the Air Force before it starts flying its bombers at altitudes of 200 to 500 feet above the private property of Jeff Davis, Brewster, Culberson and Presidio counties.

Opponents of the Air Force proposal hope large numbers of area residents will help tell the Air Force people here don't want the flights.

The hearing begins at 10 a.m. and continues until noon. It resumes at 1 p.m. and goes to 5 p.m.

The hearing will be in the old Alpine Junior High School Gymnasium (now a recreation center).

Jeff Davis County
Mountain Flyer
Vol. 15, No. 11
March 25, 1999

000881

Hearing April 10 to stop Air Force from flying bombers 200 feet overhead

ALPINE - What many fear will be just another dog and pony show by the U.S. Air Force is planned for April 10 in Alpine.

The hearing is scheduled from 10 to noon, and again from 1 to 3 p.m. at the old Alpine Junior High auditorium in Alpine.

The Air Force is required to hold public meetings by the National Environmental Policy Act (NEPA) to gather comment from citizens about the Realistic Bomber Training Initiative Draft Environmental Impact Statement (DEIS).

The DEIS was sent to local libraries, agencies and entities that requested the document. There is one available to read at the Alpine Public Library for the public to review.

The Air Force has been flying training routes over private land in New Mexico and West Texas for decades and still continues to fly hundreds of flights five days a week with all types of fighter and bomber aircraft and foreign air forces.

Some opponents of the low level flight training believe that this environmental impact statement was taken exercise to superficially appease the general public. Contending that NEPA regulations, the Clean Air Act and other constitutional rights are being violated and "strong armed" by the U.S. Air Force, ranchers, individuals and organizations of the Trans-Pecos Protection Group are fighting the Air Force through litigation, Texas Public Information Requests, and involving public officials to, "educate the public about what the Air Force doesn't want the public to know."

Although an independent firm conducted the environmental assessment, and the public has had the ability for their comments to go on record, the Air Force, not an independent entity, will weigh the comments and recommendations to make the final decision. The Air Force is proposing four different routes, each a different flight training route, with one over private land. There is no altitude restriction imposed by the Air Force to train over the private land, only that the aviators stay above 200 feet.

Spokesmen for the Air Force say that the aviators are using area restaurants, motels and other businesses to stay and eat in large numbers to help the economy of the Alpine area. Many residents, however, have complained that the aviators are causing disturbances to farm and ranch animals, and that the Air Force people here do not want the flights over private property in the Big Bend.

000881

No news in this area newspaper this week.

(18) The Big Bend Sentinel, Marfa, Texas, April 1, 1999

000881

APRIL 8, 1999 ■ Alpine Avalanche ■ Page A3

U.S. Air Force to hold public meeting for input this Saturda

Low level flight training is the topic of discussion

By Ian Talley
Avalanche Staff Writer

The US Air Force will be holding a public hearing this Saturday to gather public input on draft environmental impact statement regarding low level flight training.

The public meeting will be held at 10 a.m. to 12 p.m. and 1 p.m. to 5 p.m. at the Old Junior High Auditorium in Alpine.

The Air Force is required to hold public meetings by the National Environmental Policy Act (NEPA) to gather comment from citizens about the Realistic Bomber Training Initiative Draft Environmental Impact Statement (DEIS).

The DEIS was sent to local libraries, agencies and entities that requested the document. There is one available to read at the Alpine Public Library for the public to review.

The Air Force has been flying training routes over private land in New Mexico and West Texas for decades and still continues to fly hundreds of flights five days a week with all types of fighter and bomber aircraft and foreign air forces.

Some opponents of the low level flight training believe that this environmental impact statement was taken exercise to superficially appease the general public. Contending that NEPA regulations, the Clean Air Act and other constitutional rights are being violated and "strong armed" by the U.S. Air Force, ranchers, individuals and organizations of the Trans-Pecos Protection Group are fighting the Air Force through litigation, Texas Public Information Requests, and involving public officials to, "educate the public about what the Air Force doesn't want the public to know."

Although an independent firm conducted the environmental assessment, and the public has had the ability for their comments to go on record, the Air Force, not an independent entity, will weigh the comments and recommendations to make the final decision. The Air Force is proposing four different routes, each a different flight training route, with one over private land. There is no altitude restriction imposed by the Air Force to train over the private land, only that the aviators stay above 200 feet.

000881

Air Force agrees to longer response time for controversial training

Washington - U.S. Congressman Henry Bonilla (R-TX-23) announced that the U.S. Air Force will double the response time for West Texas residents to voice their concerns about the Air Force's Realistic Bomber Training Initiative (RBTI).

The Air Force had originally scheduled a 45 day response period for West Texans to have their voices heard on the issue, but Bonilla spoke to Air Force Chief of Staff, General Michael E. Tyan and requested an extension in the response time. At Bonilla's request, the Air Force will double the response time to 90 days. "It is important that West Texans have ample time to voice their concerns over the Air Force's RBTI program," Bonilla said. "We must do everything we can to make sure the rights of private property owners are protected and their concerns are heard."

Bonilla has been a strong advocate in Congress for West Texans on this issue. Last June, Bonilla secured language in a Defense Appropriations report that required the Air Force to complete an Environmental Impact Statement before implementing their Realistic Bomber Training Initiative.

A draft Environmental Impact Statement has been completed and was made available to the public for review on March 19, 1999. Because Bonilla's request for a response extension, West Texans now have until June 16, 1999 to voice their concerns to the Air Force.

(6) The Big Bend Sentinel, Marfa, Texas, April 8, 1999

000882

Dear Sir:

I am opposed to the Air Force's proposed RBTI known as Lancer Option B in the DEIS. I am concerned about property values dropping and the damage that can be done to our rural way of life. I am also concerned about the damage that can be done to property and animal life by the loud sonic booms.

BR-4

CU-5

Please consider conducting this low flying bomber flight training exercise over less populated areas.

Thank you for your consideration in this matter.

Sincerely yours
W. B. Barton

O'Donnell, TX

000883

Major Brent Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer - Option B in the DEIS. I am nearing retirement age and my home and farm are the property that I have invested my income in. I am concerned about property values dropping and the damage that can be done to our rural way of life. I am also concerned about the damage that can be done to property and animal life by the loud sonic booms.

BR-4

CU-5

Please use your influence to locate these low flying bomber flight training exercises in a more remote area.

Thank you for your consideration.

Sincerely,
Betty Barton

O'Donnell, TX

000884

REMA MC COUGH
ASPERMONT TX

Maj. Brent Adams:

Dear Sir:

Please don't let the air force destroy our way of life. We've worked hard to get this land to support our family.

The Lancer project will adversely effect our livestock operation, wild life development and recreational use of my land.

BR-3

I am opposed to the Lancer project. Please help us! Oppose it!

Sincerely,
Rema McGough

000885

United States Air Force:

TY I wish to voice my opposition to B-1 + B-52 training flights over our land in Stonewall County Texas. We have cattle grazing our lands among other things, and we do not need these low level flights. Also noises can effect people with different ailments. Many people have worked hard and sacrificed much to pay for this land and feel like the low level flights will have a bad effect in many ways. Thank you for giving us the chance to oppose this.

Sincerely
Lula Stalye Hinige
Aspermont Texas

000886

TY

I am writing to express my opposition to the Low Level Flight Training by the Air Force in the eight counties in Texas: Scurry, Borden, Lynn, Dickens, Garza, Kent, Lynn, and Stonewall.

My family owns a 16½ section ranch in Scurry County, known as Winston Ranch. It is South of Snyder, Texas. The ranch has been owned by my family since 1917. It has been used to raise cattle. Since the death of Hadie and Ila mae Winston the ranch has been used by my sister and me and our children, and my son-in-law Travis Hatter. We operate the operation of the ranch which is very important as the land is our livelihood.

Please use my opposition in your decision about the Low Level flying.

Sincerely,
Beverly Winston Boyce

June 8, 1999

000887

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley, AFT VA 23665-2769

Dear Sir

TY

Our family is very concerned about the effect that the Realistic Bomber Training Initiative at the Lancer site in Scurry County will have on the livestock, Wildlife in this area. As well as preservation and protection of the lifestyle of this area, economics, environment and health of all its resident. We ask that you give this a lot of thought.

Thank you

Bill, Annie, Richard
Karen, Dustin, Rebecca,
Tom, Rhonda, Logan, Ka
Dana Davis

000888

To All Concerned! 6/10/99

I Feel this environmental Impact Statement ~~is~~ draft stage, of the Realistic Bomber Training Initiative, Is UNFAIR + UNJUST.

BR-3 I do not want these planes Flying this low over our Quiet lands. They are noisy + Dangerous to my Horses Livelyhood.

Keep Terlingua Quiet! Stay out of our Air Space.

Thank You

Tammy Besmehn
Deliver
for Terlingua TX

000889

June 8, 1999

Major Brent Adams
RBTL EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley, AFT VA 23665-2769

Dear Major Adams:

I wish to state my opposition to the low level flight training in the Scurry County area which is being considered by the Air Force. I understand this plan is the "Lancer" site (Option B in the DEIS). I feel that livestock and wildlife would be adversely affected by the extremely low-flying planes and that the entire area would be disturbed by the noise. This country is sparsely populated and we value the absence of the noise levels that are largely unnoticed in urban areas.

BR-3

I believe that other options can and should be seriously considered and respectfully request that the Air Force choose an alternate location for this training.

Yours truly,

Mrs. Bobby Goodwin

Snyder, TX

Date 6-8-99

000890

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY Our objection letter for this area to be used for bomber training is attached,

2 Votes — "No"

Sincerely yours: J.A. Pebsworth
(Signature) Joyce Pebsworth

Name: J.A. + Joyce Pebsworth

Address:

City/Sate/Zip Topeka, TX

000890

6-8-99

I do realize that the air force needs some training space somewhere. However our area should be affected more than some air space already owned or secured by the air force.

Our economy does not need to be reduced any more, unless it definitely would be by the low flying bombers planes.

Those things that would be affected by the use of this area for bomber training are, livestock, wild habitat, human beings, even homes shaken and weakened.

An example of home damage by low low flying bombers (planes) has already been experienced in Garza County. As you know this has already been reported to you.

I understand that the air space that you already control is sufficient for this bomber training.

My vote is "No" for the bomber training in this area

Thanks,
J.A. Pebsworth

Date June 6 1999

000891

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY (1) A large group of citizens from 8 counties met in April '99 to support opposition RBTI. This should be a loud voice and heard!

(2) Flights are going on now that are frighting to all ages especially small children. If lower and more constant flights are assumed, then more problems to good health will be the consiguence.

(3) At this stage in my personal life I don't care about property values. I just don't like to have life present another annoyance. Any low flying aircraft annoys me.

(4) My husband was thrown from a horse & suffered punctured lung, broken collarbone and broken ribs because of low flying aircraft.

Sincerely yours: Norma Lou Parks
(Signature)

Name: Norma Lou Parks (Fisher Co.)

Address:

City/Sate/Zip ROTAN, TX

6-8-99 Charlie Finley

000892

TY Dear Airforce,
No bomb traing on this ranch! You know how it is to have a destroyed home. That's what might happen because of bombing. Could have a peaceful life it would burn your property for your own self to bomb here on. This is their ranch so they can do anything they want with. And you can't. There more property than just one piece of it. What you may do is gather up all your bombs and get off their property. And that requires our lives one of those things were to drop and land in their house it would explode and they would die because of your bombs. They lived their life there reding horses gathering cows and do you think that's lots of hard work. Yes it is. And if you would just get your fats out of here and they could live in place so that they don't have to put up with you.

Sincerely Charlie

6/9/99

000893

Dear Maj Brent Adams,

TY I do not want realistic bomber runs over Borden, Dawson, Fisher, Garza, Kent, Lynn, Scurry or Stonewall counties... Please vote no for this initiative.

Sincerely,

Deborah Edwards

DEBORAH EDWARDS
TAHOKA, TX

000894

Texas Pilots Association

A Member-Controlled Non-Profit Organization For All Pilots

June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Ste. 102
Langley AFB, VA 23665-2769

Dear Sir:

AO-47 I feel the environmental impact of the Realistic Bomber Training Initiative is unfair and unjust. It is my understanding that B-1B and B-52 bombers will be flown at 550 mph, and will be flying as low as 200 feet above ground level over the west Texas area. I completely understand and support a strong American military. I also understand that training and experience strengthens our national defense. I want us to have the best trained Air Force in the world. However, conducting this training over populated private property in the west Texas area is totally inappropriate and environmentally harmful.

AO-59 The tremendous noise generated by these bombers is dangerous to humans and crosses the threshold of pain. Flying these huge bombers over homes and ranches will cause a "startle effect" in both people and animals as these flights appear suddenly and unpredictably without warning, followed by a deafening roar. Continued exposure to such noise levels can cause stress and related injuries to those living in the area. Military aircraft are not only dangerous to the

BR-2 people they fly over, but they are also dangerous to border patrol personnel and customs pilots, as well as general aviation pilots. To make matters worse, the high speed low level bombers will be flying at night without any lights, causing a dangerous situation to any general aviation pilots who may be flying at night in the same areas that the Air Force will be conducting this training. There is no "see and avoid" with a jet bomber traveling at such high speeds. And if a military aircraft crashes, not only is the impact dangerous, but the crash will also release fuel and other toxic chemicals that are carried on the plane. In arid west Texas the possibility of a brush fire is a certainty.

For the above reasons, I oppose these flights in the west Texas area.

Sincerely,

Chuck Huber, President
Texas Pilots Association

June 9, 1999 Alpine, Tx

000895

Major Brent Adams,

TY I feel the Environment Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust. I have had my environment disrupted, my animals environment has been too.

I moved to Terlingua Ranch to get away from pollution, noise, crime, and the worst kind of crime, my personal space invaded by these planes.

I'm totaly appalled by the lack of sensitivity of you and your staff.

Jon D. Yount
June 9, 1999

Jon D. Yount

000896

6-5-99

Major Brent Adams
RBTI EIS Project Mangger
HQ ACC/CEVP
129 Andrew Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

I am opposed to the Air Forces proposed RBTI known as Lancer - Option B in the DEIS. My concerns about the proposal are as follows:

1) To my knowledge, there have not been any studies done on what impact the

BR-3 proposed bomber training will have on this ranch & oversee or any other ranch or farm in this 8 county area.

AO-55 2) The DEIS, I understand, did not adequately study the impact noise will have on any of the area involved. I was at the public DEIS Hearing in Snyder on April 14, 1999. We were informed that the noise level of a bomber is very low. I do not recall what the bomber noise level was compared to but I have heard both. There is no comparison, a bomber is much louder at 3,000 feet (or lower).

3) The last statement brings up another point. I don't have an altimeter but it sure seems that the bombers sometimes fly much lower than 3,000 feet. What will happen when there will be many more

000896

flights, especially at lower altitudes? Another tragedy like the gondola (Italy) incident?

4) Can the U. S. Air Force be trusted? I understand from others that have had long dealings with the Air Force, that the Air Force can not be trusted. Once they have the go ahead on a project, "new" procedures are added. Procedures that were in the "plans" from the start and intended to be added once there was an initial approval.

I am a member of the Heritage - Environmental Preservation Association (H.E.P.A.). I am patriotic, and am grateful to the U. S. Air Force for their effort. But I feel that the proposed RBTI should be done over uninhabitated U.S. Government land, not over land where we work and live everyday. Come see and visit us. Get a first hand view of our concerns.

Sincerely,
William K. Faske

WILLIAM K. FASKE
ROUGH CREEK RANCH

SNYDER, TEXAS

000897

Hennon Gilbert, Jr.

Fort Worth, Texas

10 June 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams;

BR-6 In response to the invitation for public comment on the RBTI, please find enclosed my recent correspondence with both of my U.S. Senators, Mr. Gramm and Ms. Hutchison of Texas. I would greatly appreciate your entering this correspondence into the official record as my comment on this matter.

Sincerely,

Hennon Gilbert, Jr.

000897

Gilbert Hennon (NMP/Alliance)

From: Gilbert Hennon (NMP/Alliance)
Sent: Wednesday, May 19, 1999 11:22 AM
To:
Cc:

Subject: Respectfully submitted: Please, no USAF training over Philmont Boy Scout Ranch

Importance: High

TO: The Honorable Senators Phil Gramm and Kay Bailey Hutchison of Texas

cc: NBC "Dateline"
CBS "48 Hours"
ABC "20/20"
The Wall Street Journal
The Washington Post
The Philmont Staff Association

Dear Senators Gramm and Hutchison;

I'm writing you today to urgently request your firm support in opposing the selection of Alternative 'D' under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana One of the proposed routes, Alternative 'D', traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America Each year, literally thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking and horse packing trips in the Sangre de Cristo mountain range, in which the property is situated. Many of them also camp, trek and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, and a current adult Scout leader, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts and their leaders attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback riding. The sudden roar of jet engines has an unreasonably high likelihood of distracting an inexperienced teenage climber or causing a horse carrying an inexperienced teenage or adult rider to bolt on a narrow mountain trail, with the scarcely escapable result being the very high potential for serious injury – or far worse.

Appreciation and protection of the wilderness and our natural resources is a key part of both the Philmont, and also the larger Scouting programs. Scouts from around the world have a unique opportunity to see an experience wildlife in its native habitat. Noise and emissions from bombers cannot help but have a detrimental effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious – and unacceptable in view of the lower-impact alternatives available to the Air Force.

Most of Philmont is mountainous, with many peaks in the 10,000 to 12,000 foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an in-flight emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for, at the very least, a serious fire that would endanger hundreds of lives, and at the very most, an unspeakable tragedy. Moreover, the possibility of a

crash, however remote, is simply not acceptable for the safety of these Scouts. There can be no statistica probability, however insignificant, that could justify the potential consequences of taking such a risk. The ends simply do not justify the means.

For these reasons, I again seek your help and support (my previous letter to you on this subject dated 8 April '99 is included below,) in advocating the selection of a different RBTI route for the essential training that I agree our service men and women of the Air Force must have. I ask that you express your vehemen opposition to Alternative D to the Secretary of Defense, the Secretary of the Air Force and any other Defense officials who may be involved in this decision. PLEASE ACT NOW, as the public comment period expires on Tuesday, June 15th, and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has had an enormous positive impact on the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and requires – demands – our attention and protection.

I've been pleased and proud to vote for each of you in the past. However, as one of your many thousands of voting constituents who will be closely watching your respective offices for any public comment on this subject over the next weeks (not to mention the outcome of the Air Force's ultimate route selection,) I want you to know that I'm counting on each of you to not only get involved but also to do the right thing. There are not many things about which I feel strongly enough to even consider becoming a "one issue voter". Yo should both rest assured however, that this is without question one such issue.

Please don't let the Scouting program down now in its time of urgent need.

Respectfully,

Hennon Gilbert, Jr.
Former Philmont Staff Member,
Assistant Scoutmaster, Troop 17,
Longhorn Council, TX

Fort Worth, TX
Office: Pager:
Cellular: Home:
Email:

—Original Message—
From: Gilbert Hennon (NMP/Ft. Worth)
Sent: Thursday, April 08, 1999 2:33 PM
To:
Subject: URGENT - TIME SENSITIVE !! NO USAF TRAINING OVER PHILMONT SCOUT RANCH ! ! !
Importance: High

Dear Senators Gramm & Hutchison;

I DO NOT want the military training activity described below to take place over Philmont Scout Ranch, in Cimmarron, New Mexico.

Surely, with as much topographically significant US BLM acreage as there is between the Front Range of the Rockies Salt Lake City, the USAF could spare the ~214 square mile tract of Northern New Mexico that comprises the crown jewel of all the properties owned and operated by the Boy Scouts of America for the benefit of its membership.

Please have your staff pay attention to the calls &/or mail your office receives on this issue, and WEIGH IN with the Air Force.

000897

Thank you.

Regards,

000897

Hennon Gilbert, Jr.
Home address:
Fort Worth, TX
Email:

-----Original Message-----
From: EXT Olan Watkins [mailto:[redacted]]
Sent: Wednesday, April 07, 1999 9:37 PM
To: 76207.3431@compuserve.com
Subject: Bomber Runs at Philmont

----Forwarded Message(s)----
07-Apr-99 21:08:16
Sb: Bomber Runs at Philmont
Fm: Kevin Caine > INTERNET:ptc897@EN.COM

Sometime last summer, there were several postings to this list regarding the USAF conducting bomber training at Philmont. Mark Griffin, Director of the Philmont Training Center posted the following items to the Philmont discussion list in the last few weeks:

"The RBTI (Realistic Bomber Training Initiative) is moving along at a pretty good pace. In the first weeks of April there will be Public Hearing Meetings in the areas that may be impacted by the bombing runs. The meeting in Angel Fire will be April 13.There are currently 4 sites under consideration. The one that impacts Philmont is the path near the proposed Mt. Dora MAO (Military Operations Area). The current corridor would bring flights directly over Mt. Baldy and the Tooth of Time. On your Phil-map, draw a line from Baldy to Rayado and you get the idea. Since one of the ideas is to test terrain avoidance and terrain following technology, they will be rather low and will fly at night as well as during the day.If you have an opinion on this, please contact your Congressman or Senator and ask them to contact:

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

By the way they are planing 2,660 flights a year, 365 days a year (that is just over 7 a day), 20% of which will be between the hours of 10:00PM and 2:00AM. Flights over Philmont will be at an altitude of 300-1000 feet. That IS three hundred to one thousand feet. The planes will all be B-52's andB-1 bombers."

As you can see, this issue is far from dead. In fact, Philmont is one of the "final four" sites being considered. If the USAF moves forward and chooses Philmont as the site for this training, it would be a real tragedy. If you've ever been to Philmont, considered going to Philmont, or know anyone who has been to Philmont, I urge you to take the time to call or write your Senators and Congressmen and let them know that this would be a terrible place to conduct this training.

000897

Last year, there were over 1.1 Million calls placed trying to get reservations for Philmont slots in 2000. Even if a small percentage of these people took the time to place a call to their elected representatives, it would have a big impact. There are Scouts and Scouters in every state and every congressional district. It would be great if every Senator and Congressman heard the same message - No Bomber Runs at Philmont! Please take the time and write, call, or even e-mail!

----End Forwarded Message(s)----

6-4-99

TO: MAJOR BRENT ADAMS,
RBTI EIS PROJECT MANAGER
HQ ACC / CEVPP
129 ANDREWS ST., SUITE 102
LANGLEY AFB, VA 23665-2769

000898

FROM: JAMES BAKER
DIRECTOR OF CONSERVATION
PHILMONT SCOUT RANCH
CIMARRON, N.M.

DEAR MAJOR ADAMS,

BR-6 I AM A SEASONAL STAFF MEMBER WHO WORKS AT PHILMONT IN THE SUMMER FROM THE BEGINNING OF MAY TO THE END OF AUGUST. I AM WRITING REGARDING THE REALISTIC BOMBER TRAINING INITIATIVE (RBTI). THE PROPOSED FLIGHT PATH FOR RBTI IS OVER PHILMONT SCOUT RANCH, WHERE DURING THE SUMMER, OVER 21,000 SCOUTS GO ON A TEN DAY BACKPACKING TREK. THE BOMBERS, WHICH WILL BE FLYING AT LOW ALTITUDES WILL SIGNIFICANTLY AFFECT THE WILDERNESS EXPERIENCE OF THE SCOUTS WHO BACKPACK AT PHILMONT. SEEING AN OCCASIONAL FIGHTER OR BOMBER FLY BY IS NEAT, BUT TEN LOW LEVEL FLIGHTS OVER PHILMONT WILL NOT BE LOOKED AT POSITIVELY BY STAFF AND CAMPERS. THE CAMPERS WOULD HEAR 100+ DECIBLE NOISE FOR 15 - 30 MINUTES A DAY, THIS NOISE WOULD DETRACT FROM THE PEACE AND SOLITUDE THAT CAMPERS COME TO PHILMONT TO GET AWAY FROM IN THE CITY. THE 21000 SCOUTS AND STAFF EVEN THOUGH THEY ARE A SEASONAL POPULATION, REPRESENTS A SIGNIFICANT POPULATION THAT WOULD BE AFFECTED BY RBTI.

000898

NOT ONLY WILL RBTI DETRACT FROM THE WILDERNESS EXPERIENCE, BUT THE HIGH DECIBLE NOISE WILL ADVERSELY AFFECT THE SAFETY OF PROGRAMS AT PHILMONT: ROCK CLIMBERS, HORSEBACK RIDERS, AND [redacted] PEOPLE ON THE SHOOTING RANGE MAY BE STARTLED BY LOUD AND SUDDEN NOISE, AND ACCIDENTS MAY HAPPEN.

PLEASE CHANGE THE ENVIRONMENTAL IMPACT STATEMENT TO REALISTICALLY REFLECT THE ACTIVITIES AND POPULATION AT PHILMONT. THE RBTI ALTERNATIVE D; FLYING OVER PHILMONT SCOUT RANCH SHOULD BE REJECTED.

THANK YOU,

JAMES BAKER
DIRECTOR OF CONSERVATION
PHILMONT SCOUT RANCH

000899

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Dulce, New Mexico
Date: April (?)

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Please See Attached →

Over for more space →

Please Print

Name: Mary Aitken
Address: Chama, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000899

I am writing to oppose the choice of "Alternative D" in the Realistic Bomber Training Initiative. I live in the town of Chama, located in northern New Mexico. My concerns are for the greater Chama Valley which extends from Espanola, NM up to the Colorado border and includes the towns of Abique, El Rito, Canjilon, Cebolla, Tierra Amarilla, and Chama. It is only because the U.S. Airforce came to Dulce (my work place) for a public meeting that I was made aware of RBTI. The meeting in Dulce was only publicized in Dulce—not in the Chama Valley.

GE-22 Airforce efforts at public education and public participation in the Chama Valley were a negligent attempt at fulfilling public input requirements. Especially when the proposed flight route directly affects two communities, Cebolla and Canjillon. At the meeting in Dulce, I stated by disbelief at the lack of public meetings in the Chama Valley. In response, Airforce employees smugly stated that "maybe people from the Chama Valley could go to Taos tomorrow (about and hour and a half drive) to learn more about RBTI". For most residents of Canjillon and Cebolla even driving 25 miles to go to Chama is a huge undertaking, going to Taos would be considered an expedition taking days of planning. In short, the Chama Valley is its own unique community that the airforce failed to address.

PD-18 The EIS states that with Alternative D "**Thirteen** Special Land Use Management Areas experience increases in noise levels of 4 to 17 DNL" compared to no special land use management areas in Alternative A, B and C. On page 4-82, the EIS states that "Lands under Alternative D airspace would be subject to the greatest amount of change in noise levels from baseline conditions." This begs the question—then why even consider alternative D?

The communities of Cebolla, Canjillon and a Catholic Monastery on the portion of the Chama River designated as Wild and Scenic River, would be directly affected by Alternative D. RBTI would not just "impact" these towns and places it would devastate them. The noise, visual impact, and the effects on land uses which include, hunting, fishing, kayaking, tourism hiking, horseback riding, and sheep herding would be unforgiving. The quality of every day life in the Chama Valley largely depends on the simple pleasures that silence affords.

On page 4-81, the EIS states that "visual intrusion of military aircraft could adversely affect the recreational experiences of visitors to the public recreation and underlying airspace."

This is a gross understatement. Outdoor recreation and tourism, including a multi-million dollar hunting and fishing industry, makes up the backbone of industry in the Chama Valley along with livestock. Much of this recreational activity occurs within Carson National Forest. Ten flights a day as low as 400 feet would slowly break down the recreation industry. At first people might be "entertained" by a low flying plane but in the end, people would cease to make the trip to the Chama Valley because it lost its appeal as a place to get away from it all.

000899

With such impacts, any wilderness or simple recreational excursion is cheapened, diminished, and generally not worth returning to. The economic impacts to the recreation industry, and every day life for Valley residents, would be a deafening to this rural, already economically depressed, region.

Alternative D, to put it simply, would slowly erode the natural integrity of this region, which is one of the last great bastions of Native American and Spanish Culture and a rural way of life- it is a quiet American treasure. Northern New Mexico is a genuinely unique area that should be protected from the impacts resulting in low-flying B-52 bombers. No to Alternative D!

000900

June 8, 1999

Red River, NM

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

TY Twenty years ago, when our daughters were small, we first came to northern New Mexico from Fort Worth, Texas. We grew to love the mountains, the peacefulness, the people, the wildlife and the solitude we found here. We began coming as often as possible, whenever we could afford the time to make the 12 hour drive. The mountains offered escape from the noise and hustle-bustle of big city life. One of the disturbances we sought to escape was noise from Carswell Air Force Base. You see, in 1976 we purchased our first home, which was directly in the training flight pattern for Carswell's B-52s. For the next several years the noise of low-level flights was a constant intrusion in our lives-affecting our outdoor activities, our sleep, our conversations, our peace of mind. We were powerless to do anything to change the situation and were even told by some well-meaning individuals that we would eventually get used to the noise. We, in fact, never "got used to the noise" and in a few years moved away from Fort Worth to Amarillo. Our new home was away from the polluting noise of these loud aircraft and seven hours closer to the mountains. We began to dream of building a cabin in the mountains and, eventually, retiring there.

In 1997 a portion of our twenty-year dream became reality. Our daughters grown and on their own, we decided the time had finally come to build our cabin. We recently completed a beautiful new cabin near Red River, New Mexico. Although it will be a few more years before we can afford to retire and become full-time residents, we are able to spend our summers here and many long weekends throughout the year. Eventually, we hope this will be our legacy to our children and grandchildren.

I tell you this rather long story of our lives and dreams so that you may better understand the irony of the prospect we currently face. If RBTI alternative D is approved, the B-52 may once again be the destroyer of our peace. We endured it disrupting of our lives for several years and were overjoyed to be rid of it. Now, like a haunting nightmare, we look at the possibility of this menacing noise returning to destroy the peace of this place we love. This is our own personal and very selfish reason for opposing proposal D of RBTI. But we are just one family. Many other stories of many other families in this area must be heard and considered. Also to be considered is the impact these low-level flights will have on the wildlife, the ecology, the livestock, numerous small communities, and the economy of the region.

000900

We appreciate the job our Air Force does. We want and need your protection. But why damage this pristine environment and the quality of life it offersto those of us who choose to call this our home? We respectfully ask you to please protect us. Protect us by allowing us to keep the peace we now have. Please do not allow these training missions to destroy one of the few places left in our country that provide nurturing of the body, mind and soul and a promise of contentment to those of us who are hard-working American citizens.

Sincerely,

Rick + Patty Howell

000901

Albuquerque, NM
June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to you today to express my opposition to Alternative D, the Air Force proposal to conduct low-level B-1 and B-52 bomber training in the airspace directly over Philmont Scout Ranch. Alternative D of the Realistic Bomber Training Initiative would create a dangerous environment for the thousands of Scouts who hike, rock climb, horseback ride and camp at Philmont every summer.

There are many reasons the Air Force should not choose Alternative D. I have listed several points to consider below:

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered. Philmont provides trail rides and pack trips for 7,500 to 9,500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed (an average of 10 per day), it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

000901

The possibility of a crash is very real. The EIS estimates the chances of a Class A mishap at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a forest fire that could devastate the ranch.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

In closing, Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist elsewhere which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

Thank you for taking the time to read this letter.

Sincerely,

John Trambley

John Trambley
Eagle Scout and member of the Philmont Staff Association

000902

Steve Harmony

Los Alamos, NM
June 9, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

As I'm sure you're aware, the public comment period on the Realistic Bomber Training Initiative (RBTI) ends June 15, 1999. I urge you to oppose the selection of Alternative D, which crosses a place I hold dear in my heart. As a former staff member of Philmont Scout Ranch, I have learned that Alternative D would affect 114,000 acres of Philmont's 137,000 acres. I firmly believe that selection of Alternative D would have a tremendous negative impact on Philmont.

I stated above that Philmont has a special place in my heart. Indeed, it was my experience on Philmont staff that made me fall in love with New Mexico. It is because of those summers at Philmont that I decided to make my home in New Mexico.

Philmont is a unique institution. Every year, 18,000 youth and adult leaders venture to Philmont from all over the country. There they experience the beauty of the Cimarron Range of the Sangre de Cristo Mountains. In the mountains, valleys, mesas, and plains of Philmont, they challenge their bodies and minds on ten-day backpacking treks. The isolated wilderness character of the Philmont backcountry is a pivotal element of the Philmont experience.

Picture how a B-1 or B-52 thundering overhead, often within 300 feet of the ground, would change the wilderness experience of a Philmont camper. Picture how such an overflight might affect an inexperienced horseback rider or climber. The odds of a serious injury in such a case are real.

On any given summer day, as many as 5,000 Scouts and Scouters are hiking and camping in the Philmont backcountry. Far from being a deserted land, perfect for bomber crew training, Philmont can be thought of as a community no different in some ways than a small city.

Much of the Philmont terrain is mountainous, with several peaks reaching above 10,000 feet. There have been at least two airplane crashes on or adjacent to Philmont property that I know of. If one of the bombers should crash during the peak summer season at Philmont it could result in significant loss of lives. If a bomber should have to dump its fuel in an emergency, and that fuel should hit a campfire or a backpacking stove, it could cause a catastrophic forest fire. Many parts of Philmont have a heavy fuel load of dead trees.

It is for these reasons that I urge you to help advocate the selection of a different RBTI route.

Sincerely,

Steve Harmony

Steve Harmony

000903

June 9, 1999

Major Brent Adams
RBTI EIS Project Manager, HQ ACC/CEVPP
129 Andre WS Street, Suite#102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY A proposal by the U.S. Air Force to conduct RBIT causes great alarm to me. Flights of B-1 and B-52 aircraft through alternative area [D:IR-153/Mt. DORA MOA] would significantly degrade the quality of life I currently enjoy. I purposely chose to reside in this peaceful area because of the emotional damage suffered as a result of my Vietnam duty. Specifically, I am an honorably discharged Army veteran who served as a Combat Medical Corpsman from 8/70 to 2/72 in the 1st Cavalry Division. During search and destroy operations with 2nd Batallon, 5th Cavalry and later on Medevac Missions with 215th Medical detachment. I was decorated with Bronze star and Air Medals V. Devices. Napalm and conventional bombs were dropped by Air Force and Navy jets in close proximity to my units areas of operations. Seeing and hearing military aircraft to this day triggers flashbacks to that time.

If area D:IR-153/Mt. DORA MOA]were chosen for RBIT training it could cause a recurrence of PTSD which took many years of painful therapy to reduce. I respectfully request that for my benefit and the benefit of all Chama Valley residents that alternative A, B or C be chosen for the RBIT, instead of alternative area D:IR-153/Mt. DORA MOA].

Respectfully yours,

Eric Traub
RA-68 122203

000904

Comments

Susan Jacobs, PhD - Taos

TY People living in this area are very much in tune with this planet. We respectfully call her Mother Earth. We don't expect military types to know what we've learned, that might be as far-fetched as scientists researching spiritual issues. Astronauts, all military scientists, have returned from flights spiritually changed, convinced there is more than they had dreamed of. Edgar Mitchell is only one of those astronauts.

People of Taos could have told them there is more to human experience than can be measured with graphs and scales. We feel it every time we touch Mother Earth. We know it every time we are comforted under Taos' night skies. We sense it with every gaze upon these mountains that, for thousands of years, have sheltered Taos' indigenous people and carried prayers out into the universe. *It may not be quantifiable under military analysis but it is nonetheless as tangible as innate creativity to the spiritual people living in Taos.*

Tradition may have programmed you to honor masculine, left brained, military attributes and shut down an inherent intuition that comes from connecting to Mother Earth. You might not be able to do what you do if you knew what you were really doing to our living, breathing, planet.

I am a minister, a metaphysician, and a pastoral counselor and I can tell you, if you understood what these residents of Taos know, we wouldn't be holding these hearings. Perhaps we're really here so that you can learn, while giving people of Taos an opportunity to teach.

Elizabeth Kubbler-Ross measured and weighed the part of human life we call soul. Her scientific research established that mortals are more than flesh and blood. Humans may be animals, but we're highly evolved animals with verifiable spiritual aspects.

We who've gathered here insist that Taos' extraordinary spirituality become a legitimized, primary, quantifier in this bomber-flights' study. Spirituality is primary to Taos. Excluding an aspect so vital to studying a potential impact on any area exposes that study's innate fatal flaws. Studying the cellular, while ignoring the soulular aspects of Taos, is wholly unacceptable to those who understand what is truly important.

000904

Addendum

Susan Jacobs, PhD – Taos

As I understand it, this nation was founded upon the principle of our inalienable human rights and religious freedom. Bringing bombers into my temple is a brutal invasion of my religious freedom.

These mountains are sacred and they are my place of worship. Ravaging them, violating their sacred space, is no different, in my view, than when radical arsonists burn down man-made churches.

Understand this: Taos is, itself, an endangered species being one of very few places where people know their Creator Is on The Mountain.

Addendum II

Poverty must be seen as a relative issue, especially in the Taos area.

Material wealth is no indicator of spiritual affluence and many of this area's residents have opted for the spiritual over the material, being well aware that their choice, while arduous, is a true path to wisdom.

Cultural, historical, creative, and familial, non-material wealth must be given that value beyond whatever revenues they inherently generate.

The people in and around Taos are among the most wealthy in the world, it's just that some riches aren't counted in dollars and cents.

000904

Rev. Susan Jacobs, PhD

Taos, NM

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street - Ste 102
Langley AFB, VA 23665-2769

June 9, 1999

Dear Major Adams:

This is to reaffirm any previous statements from me that you have on file regarding the low level bomber flights over what we consider to be sacred space around Taos. My following comments have been alluded to by others but they've not been stated by me and they are:

- This nation was formed to provide freedom to worship for its citizenry.
- The area of and surrounding Taos, New Mexico is not just mountainous terrain, *it truly is a spiritual temple of sacred lands, our place of worship.*
- It is no more plausible to bring your bombers here than to fly them into the Vatican. It is no less unGodly to disturb Taos' sacred space than to rip through Rome's night skies disturbing the private prayers of the Pope.
- Should the final decision be made to fly bombers over these mountains, I will personally take it as an insult against all that is holy and an obscenity against everything that is held sacred in the entirety of this nation and its constitution. I believe that to pursue any low level flights over Taos can be proven unconstitutional and abridgement of these citizens' civil rights.
- Taos is a dedicated, officially designated, Global Peace Zone. Bombers in our skies, and even the hint and/or threat of them, defies Global Peace. I have not lived here all of my life but I've been here long enough to know it's unconscionable to even be discussing flying bombers over *this* terrain.
- There are more cost-effective ways to train pilots to go killing people but *these citizens don't want to be any part of what they do not condone.*

I beseech you to revisit other options. *Taos genuinely is our sacred place.* Where Taosenos are concerned, *God actually resides in, around, and on, these mountains.*

Very Sincerely,

Susan Jacobs

000905

MORENO VALLEY HEALTHCARE CLINIC

Angel Fire, NM

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

6/9/99

Dear Major Adams.

TY I am the only full time physician in the Moreno Valley and strongly oppose the Realistic Bomber Training Initiative-Alternative D. The flight path seems to be dangerously close to this community. I feel this would be disastrous to this area, not only financially and economically, but also physically and emotionally. I believe that the health of our citizens is at risk, if this proposal is implemented.

People who live and move up here, do so for the clean air, peace, and quiet! All of us live up here for our own reasons, but we all enjoy the pleasant surroundings and activities. These training runs will ruin the serenity up here, with the noise of the aircraft. Those of us, used to "the sounds of silence", will not be able to become accustomed to this noise, and this will, in turn, cause an increase in depression, physical and psychological stress, insomnia and the related secondary health problems.

Please reconsider your thoughts about implementing Proposal D which would cause a great deal of misery and upheaval in this valley.

Please do not destroy the peace and quiet we all cherish.

Thank you for your consideration in this matter.

Respectfully yours,

Dennis A. Cohen, M.D., FAAFP

Angel Fire, NM

Cc: U.S. Senator Pete Domenici
Cc: U.S. Rep. Tom Udall
Cc: U.S. Senator Jeff Bingaman
Cc: Secretary Peters, USAF
Cc: Gov. Gary Johnson
Cc: President Bill Clinton

An affiliate of Presbyterian Healthcare Services

000906

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Northern Taos County, New Mexico
Date: June 7, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

BR-4 I feel the EIS report was inadequate and faulty:
1) It did not adequately address the impact on tourism in the area. 75 % of Taos County is dependent on revenue from tourism — river rafting, skiing, hiking, bird and wildlife observation, historic sites, general sightseeing.

AO-60 2) I question the statement that 7% would be annoyed by noise — How was this decided? Who was polled and what area? I have not talked to anyone that was asked. From my observation the numbers should be reversed.

BR-1 3) The decibel rating of noise was averaged. Average of 75 is faulty. What is it at the time it passes over my house? There are also no real health statistics.

LU-2 4) The town of Amalia is not mentioned and it is directly in the flight path.
5) Another area in the flight path is not.

Over for more space →

Please Print
Name: HATTIE STONE
Address: [illegible] QUESTA NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000906

ED-2 mentioned: Valle Vidal - a huge wilderness area of 500,000 acres and a refuge for one of the largest concentrations of elk in any National Forest during May-June, the calving season, off-road vehicle use is prohibited and even foot travel is prohibited off the main roads to protect the elk during this critical period. Was this area even visited by anyone preparing the report or the effects of low flying, loud planes on sensitive wildlife considered?

GE-24 (a) This is an unseasonably dry and windy area, stands of piñon and ponderosa abound plus homes and businesses. What happens when the inevitable happens, a plane crashes or is forced to unload fuel? Fire? Loss of home?

AO-16 I urge the Airforce with all its ingenuity and resources to consider another approach to training its pilots.

Respectfully,
Hattie Stone

LANDON BUTLER
Washington, D.C.

000907

VIA CERTIFIED RETURN RECEIPT MAIL

June 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

I am writing to you with my comments on the RBTI EIS.

I have a one-third interest in the Double Mountain River Ranch partnership, which owns 25,000 acres of rangeland in Kent and Fisher Counties, two of the Texas counties impacted by the proposed RBTI program. My other partners in our ranch are Buster Welch and Henry Turley.

BR-4 I am doubly concerned about the impact that RBTI will have on land prices in our area. Our ranch (and many other ranches in our area) derives roughly 60% of its income from ranching operations and 40% from hunting leases. There is no question that RBTI will make cattle ranching more difficult and less attractive in our area, as Buster Welch has described in a separate letter to you. There is also no question that RBTI will adversely affect our ability to attract hunters to our area -- deer hunters do not want B-1 bombers practicing low-level maneuvers over their deer stands.

We have been warned by experienced ranch brokers and local bank executives that our land values would go down if our land becomes more difficult to ranch and if it's less attractive to hunters. If RBTI is established over our land, ranching will be even less profitable than it already is, and hunters will pay less for hunting rights -- that translates to lower land values.

Lower land values will have a wide impact in our area. As land prices go down, taxes paid to local governments also decrease, and that means less money for public schools and other services. Falling land prices also affect the banks that hold the mortgages on our ranches. In short, a rural region that is already economically strapped will face still more economic hardship caused by RBTI.

000907

Major Brent Adams
June 11, 1999
Page Two

The Draft EIS does not adequately address the impact that falling land prices will have on the region's culture, businesses, and environment. I urge the Air Force to study the effect on falling land prices carefully before making a decision on RBTI.

Sincerely,

Landon Butler

Landon Butler

cc: Congressman Charles Stenholm

000908

Christopher R. Leach

Canton, MI

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, VA 23665-2769

Major Adams:

BR-6

I am writing on behalf of Alternative D. I suggest that you rethink your plans on using this plan.

Having bombers flying over a place not only occupied by humans but also by nature is not the best idea. The violent noise of a plane could startle a rock climber causing him to slip (even with the proper harness people can be injured). Not all the cliffs in Philmont have guard rails so a scout looking over the edge of one could be surprised by the roar of an engine and fall from the cliff. A person could be standing on a ledge and be amazed by seeing your fighters fly over him that he could forget where he is standing, resulting to him falling.

With all the dead trees in Philmont it may look like a wasteland but it is home to many different kinds of animals.

The sudden roar of an engine could scare a herd of buffalo and send them on the move (no animals won't get used to it).

Say something goes wrong with one of the planes and the pilot has to dump his fuel. Campers who will then come through with gas lanterns and small cook stoves are put at great risk.

If something even more terrible goes wrong and a plane crashes and then catches fire. All the dry wood would go up in flames leading to the destruction of the camp.

I am a boy scout and I plan to go to Philmont in the year 2002. I hope my experience is not ruined by the roar of a jet's engine. Thank you.

Yours Truly,

Christopher R. Leach

Christopher R. Leach

000909

Megan W. Alden

Lakewood, CO

June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: U.S. Air Force's Realistic Bomber Training Initiative

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI).

The Initiative. The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. The proposed flights will consist of more than 2600 flights each year, some as low as 300 feet above ground level. Alternative D proposes a route directly over most of Philmont Scout Ranch in northeastern New Mexico.

Philmont Scout Ranch. Philmont Scout Ranch is a 137,000-acre mountain backpacking and high adventure base for the Boy Scouts of America. Each year, thousands of scouts and explorers from across the nation and throughout the world participate in two-week wilderness backpacking trips in the mountains of Philmont. These treks allow teenagers to experience true wilderness and teamwork while gaining valuable lifelong skills such as mountain climbing, horseback riding, rock climbing, wrangling and wilderness protection. As a former camper and staff member, I am concerned about the impact that the Air Force's proposal would have on the wilderness experience as well as the health and safety of those scouts attending Philmont and the staff who work there.

Why The Initiative Will Hurt Philmont:

A. Harm To The Experience. The key element of the Philmont experience is to remove scouts from the comfort of their hometowns and place them in the wilderness – to take them away from technology and teach them to rely on their own skills to get them through a challenging two-week trek. Noisy bomber flights (the pinnacle of technology) will destroy this experience.

000909

Scouts also have the opportunity to observe wildlife in its natural habitat at Philmont. A large number of scouts come from the inner city and have never had such an opportunity. But noise and emissions from bombers will drive the wildlife away from the protection of Philmont and will have lasting damaging effects on the wildlife as well as Philmont's herds of buffalo, horses, cattle and burros.

Furthermore, a large part of the Philmont experience is teaching scouts about history. Many of the programs at Philmont involve living history programs. It will be impossible for staff to show campers what life was like for the mountain men, homesteaders, lumberjacks and miners if bombers (which obviously didn't exists during these time periods) are flying overhead.

B. Harm to the Scouts and Staff. On any given day in the summer, as many as 5,000 scouts are hiking and camping in Philmont's backcountry. Each day, several hundred of them are engaged in activities such as rock climbing and rappelling, spar pole climbing and horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail. Placing teenage scouts in this type of danger is unacceptable.

Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends this month and a final decision will be made this year.

Philmont is the largest and most famous scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. Please help it to continue to do so. Thank you for helping to see that Alternative D is not selected.

Sincerely yours,

Megan W. Alden

000910

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

David Kuth

000911

Logansport, IN

June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

Subject: Training Route.

TY I have been a Boy Scout leader for over 30 years and have been to the Philmont Scout Ranch in Northeastern New Mexico twice and I'm leaving a week from tomorrow for my third visit. While I am a veteran and understand the need for a well trained and ever ready military, I am very much opposed to low level training flights over our beloved national scouting treasure.

The hundreds of thousands of young men and women that have hiked the trails and attended other activities at this piece of "God's Country" have returned home with memories of unspoiled wilderness that they treasure for the rest of their lives. Please don't rob our future generations of scouts of these memories. The proposed low level training flights would cause irreparable damage to the fragile ecosystem that we sing of in the Philmont Hymn as "land that I love."

Please, please, please just DON'T DO IT.

Thank you, I remain,

Respectfully,

Gerald E. Kersey

000912

Richard W. Hyman
US Embassy

June 6, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now.

000912

A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please assist those of us who wish to protect the peace and sanctity of this one-of-a-kind Boy Scout environment. Without your help we could possibly lose this fragile environment for the many millions of Scouts and Scouters of the future.

Thank you for you kind attention to this matter and it is my sincere hope that you will lend your assistance in helping me and my many fellow Scouts and Scouters preserve Philmont as we have always known it.

Sincerely,

R. W. Hyman

Richard W. Hyman
Philmont Alumnus

RBTI Letter

000913

Dear SIR,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and repelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

I pray that you can see the importance of this for our future generations and our nation itself. If we are to let this RBTI to-over fly Philmont we have truly lost our common sense as a caring free nation.

Thank you for your support and courage.

Sincerely,

Arvin Scheffler

St. Clair Shores, MI.

1 of 1 6/10/99 7:07 PM

000914

Russell W. Meeks Jr.

San Gabriel, CA

Home Phone:
E-Mail

June 68, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CE/CEVPP
129 Andrews St., Suite 102
Langley AFB. VA 23665-2769

Re: RBTI Flyovers of Philmont Scout Ranch

Major Adams:

I would like you and the other decision makers to reconsider the decisions and the resulting ramifications you are about to make. I have been involved in the Boy Scouts for the last 45 years and spent 4 summers on staff at Philmont in the 60's. During my years being a Boy Scout the early years were the most formidable, remembering the peace, tranquility and the greatness of the outdoors. I was also impressed with the commitment and unselfish sacrifice the military men and women made to maintain readiness. I respect both still with great admiration.

My point is you certainly have not tried to respect the area of Philmont and what it contributes to the boys, girls and leaders in developing them. Having aircraft flying at low levels is not a positive memorable experience, it is simply intrusive. Much like you trying to enjoy a quite evening at home in your backyard, when your neighbor decides to tune his high powered sports car or run his leaf blower. This is not pleasant.

PD-4 As you should be quite aware of that approximately 80% of New Mexico is uninhabited, you certainly can try to find some other place to train. The Boy Scouts taught me to use my resources, may I suggest you use yours and you will probably find a better plan.

Respectfully,

cc: Diane Finestien, U.S. Senate
Barbara Boxer, U. S. Senate
David Drier, U.S. House of Representatives
Matthew G. Martinez, U. S. House Of Representatives
Honorable F. Whitten Peters, Acting Secretary of the Air Force
Ms. Jane Garvey, Administrator, Federal Aviation Administration.

000915

CAMERON THORNTON ASSOCIATES

Burbank, California
FAX

June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am currently the Scoutmaster of Boy Scouts of America Troop 209, located in the Verdugo Hills Council, Burbank, California. Troop 209 is the largest Troop in the Verdugo Hills Council, Iron Eyes Cody District.

The purpose in writing to you is to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America.

In the past, I have been blessed to backpack with other member's of Troop 209 at Philmont. To date, the Philmont experience is without a doubt the highlight of not only my scouting experience, but most importantly, the youth of my Troop who have been able to experience the beauty of Philmont. Currently we have a reservation for three 12-man crews to once again visit Philmont during the summer of 2001.

I do not protest RBTI since it is a valuable program - my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

It is my understanding that several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result

000915

of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines may distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel loan of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. Should one of the aircraft have a mechanical problem and perhaps crash, we could have an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Very truly yours,

Cameron M. Thornton, CFP
Scoutmaster, BSA Troop 209

CMT/

000916

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

000917

Diocese of Albany
Office of Scouting

9 June 1999

Major Brent Adams
RBTI EIS Project Manager

HQ ACC/CEVPP
129 Andrews Street - Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

TY As a member of the Philmont Staff Association, I hereby go on record to oppose the proposed overflights of the Philmont Ranch and Reservation in Cimarron, N.M. Having attended Training Sessions there in 1982 and serving a Chaplain for the summer of 1991, I realize the importance of this national treasure which provides wilderness camping experience for thousands of Scouts - America's future leaders - every year. That experience should be preserved since alternative training sites exit elsewhere which do not jeopardise the program experience offered by Philmont and the safety of young people partficipating in it each year.

Thank you.

Rev. Joseph J. Schuck

Rev. Joseph J. Schuck, Philmont Staff Association and Director of Scouting, Diocese of Albany, N.Y.

Father Joe Schuck, Gilead House of Prayer, Unadilla, N.Y.

000918

Lanny Schnipper

Aurora, CO

6-8-99

Major Brent Adams
RBTI EIS Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

TY I am writing to request your support in opposing the selection of **Alternative "D"** under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). This initiative will establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana.

Alternative "D" would allow these flights to fly directly over Philmont Scout Ranch near Cimarron, New Mexico. Philmont is the largest camp of the Boy Scouts of America and serves over 20,000 scouts and leaders every year. As you probably know, the Boy Scouts of America is an organization with very positive goals for society and Philmont provides programs integral to this.

I ask that you consider a different alternative. Philmont is truly a national treasure and it would be such a disappointment if the camp's airspace were to be used as described in Alternative D. I served on Philmont's staff five seasons and have deep personal connections with the place and its people. It is for me and the hundreds of thousands of others that have and will benefit from Philmont that I write this letter.

Respectfully,

Lanny Schnipper

000919

Redmond, Oregon
June 9, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Concerning the Realistic Bomber Training Initiative (RBTI):

TY I would like to strongly recommend that the Air Force select an alternate training route to the proposed one over the **Philmont Boy Scout Ranch**. This is one truly special place. My oldest son is headed there for a rite of passage in just two weeks. I am quite proud.

I read with distrust and frustration of this proposal on the BSA Philmont web site. Do you envision the Boy Scouts as an easy, poorly financed group? We'll, we are poorly financed.

In my bitterness I hope sincerely that no Boy Scouts in good standing will join the Air Force. If you do choose to invade Philmont's pristine air, have the courage to come by and explain. Maybe take a hike and notice what is going on there.

Sincerely,

William B. Bickers

RBTI Letter

Page 1 of 1

Dear Major Adams

000920

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems.

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety. The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

B. Rabst
Troop Committee
Troop 23, New Orleans, La.

6/3/99

000921

Troop 706
St. Andrew's Lutheran Church

Columbia, MC

Wednesday, June 09, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY There is no Boy Scout high adventure that has stood the test of time as much as participating in a Philmont Trek, a 12-day backpacking experience for young men (at least 8th grade) and women (in the Explorer program). Its popularity is proven by the 2 year advanced reservation system and long waiting lists for Philmont Treks. Scouts from all over the world go to Philmont for a great outdoor adventure in primitive living. Philmont Scout Ranch is a unique and totally priceless treasure of our great country.

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As a Vietnam – Era veteran who served in the USAF, I know the importance of properly trained crews but such training must be valued against the cost to our lands and culture.

How often have you left our busy world with TVs, radios, cellular phones, pagers, and other informational media behind and spent 10 days in the wilderness? Until a person experiences such a return to nature, he/she has little to no opportunity to really appreciate our world and the value of true friends. I have experienced two extremes in "primitive" camping: Philmont Trek with its silent brilliance and an Arkansas camp with daily C-130 flights disrupting activities. I know we cannot protect all wilderness areas from the intrusions of civilization, but we must protect some of best ones that still remain. Philmont must be on that list.

I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Thank you for helping to see that alternative D is not selected.

Sincerely,

Steven L. Stockham, DVM, MS
Scoutmaster

11 June 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

000922

Dear Major Adams

BR-6 I am writing to register my opposition to the potential selection of "Alternative D" under the United States Air Force's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "Alternative D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America.

In principle, I do not protest RBTI program since proper and extensive training is a key factor in our nation' s military strength. My only complaint, as a former Philmont camper (1988) and staff member (1993 and 1994), is with the proposed route over Philmont. Indeed, several years ago the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests over the issues outlined below. It is curious that the area is once again being considered for low level training flights. The proposed RBTI's multiple daily flights (up to 16) may create more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding (many for the first time). The sudden roaring of jet engines from low flying bombers will distract climbers and may bolt horses, thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the proposed flights (i.e. weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Because of the wilderness emphasis of Philmont, a well-developed highway system is not in place to assist in evacuations in the case of a massive forest fire or to help fire personnel fight such a fire.

There is too much at stake to allow RBTI to overfly Philmont. Thank you for allowing me to voice my concerns.

Sincerely,

Scott Neubauer

Gloucester Point, VA

000923

BOY SCOUTS OF AMERICA
June 9, 1999

SEQUOYAH COUNCIL - BOY SCOUTS OF AMERICA

Johnson City, Tennessee

Telephone:

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY It has come to my attention that one of the routes under consideration by the Air Force's Realistic Bomber Training Initiative will take flights across the 214 square mile Philmont Scout Ranch near Cimarron, New Mexico.

I am requesting that you consider alternative routes that will not impact the on-going program at Philmont. I am greatly concerned that the noise levels will disturb, not only the flora and fauna in this delicate area, but reek havoc on the backpacking and training programs offered throughout the year.

I have experienced five treks at Philmont over the years and have experienced first hand the impact of low level fly-overs during hiking and camping experiences.

I have discussed this matter with other individuals in our Armed Forces. They indicate there are many routes under consideration that would not place our Scouts in dangerous situations. I hope you will no longer consider any route over Philmont Scout Ranch a viable choice.

Thank you for your consideration and understanding.

Sincerely,

Robert S.C. Frederick
Scout Executive

Operating funds derived from United Way, Friends of Scouting, camping and activities

A United Way Agency

000924

Dear Major Adams

I am writing as a retired Air Force Lt Col. Pilot and Eagle Scout.

BR-6 I request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s. As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

This truly beautiful ranch provides many opportunities for our youth to explore and participate in programs that help develop responsible citizens. There are few, if any other organizations, that can provide such a service at this magnitude.

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie, the rest is mountains with 10,000' - 12,444' peaks.

c) Safety: The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse). B-52's do not have enviable safety records especially on low level routes, as research of such records will indicate. Philmont has a tremendous fuel load of dead trees in its forest due to a long-term drought. Such a crash would devastate the beauty of this ranch.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaison with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

Sincerely yours,

Wesley W. Forman Jr.

Lt Col Wesley W. Forman Jr. USAF (Ret)

Collierville, TN

000925

SECOND MARINE DIVISION ASSOCIATION

FOUNDED BY LT. GEN. JULIAN C. SMITH, USMC 1940

Kansas City, MO

Robert A. Cunningham
1999 Reunion Chairman
L-3-6

June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY Just recently I was informed the U.S. Air Force is considering a new training area for it's air craft which includes air space over the property of the Boy Scouts of America of which thousands of boys and leaders use year round for training. The property is known as Philmont Scout Reservation who's base camp and adult training center is just outside of Cimarron, New Mexico.

It doesn't seem to be a good idea since it would be so disruptive to the program the Boy Scouts offer their membership. I can only think there has been a misjudgment or lack of information this project has progressed as far along as it has. To be more precise the name of the project I understand is: Alternative "D" under the U.S. Air Forces' proposed Realistic Bomber Initiative. The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. Some of the flights will only be 300 feet above the ground. Wow! Need I say more?

I am writing to request your firm support in opposing this initiative the Air Force is proposing.

Sincerely,

Robert A. Cunningham

GUADALCANAL • TARAWA • SAIPAN • TINIAN • OKINAWA • PEACE TIME • LEBANON • GRENADA • PERSIAN GULF

000926

June 9, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley, AFB, VA 23665-2769

Dear Sir:

TY You are presently not abiding by the air space rules governing you, of which there are many instances with witnesses. (i.e. sonic booms over Lubbock and flights at too low altitudes) You have demonstrated your proclivity to lying. Your report contained erroneous information which any competent person would be ashamed to mention. (i.e. sound levels of your aircraft and flying altitudes) Your disdain for procedures is more than evident. You have been forced to listen to the other side. I wonder if you bothered to listen.

The Air Force has shown no responsibility or accountability nor a willingness to be a partner with the people involved. Any suggestion of trusting the Air Force is without merit. The Air Force has at no time in their dealings in West Texas honored their own guidelines. Why would we expect this situation to be different?

Sincerely,

Susan Wallace

Susan Wallace

Snyder, TX

000927

Date June 7, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I am opposed to the RBTI known as Lancer-Option B in the DEIS.

Our family has a 36,000 acre ranch located in Dawson, Borden and Lynn counties, Texas. This ranch has been in the family for almost 150 years and has been a working ranch all this time. The ranch currently operates a 1000 cow/calf herd. My principle concern

BR-3 is the damage that low flying aircraft can have on our operation. I attended the meeting on April 7, 1999, in Snyder, Texas, and

BR-3 I found the Air Force's position inadequate. First, the studies done concerning noise effect on cattle is old, incomplete and inaccurate. Newer and more complete studies dispute the findings of your studies. It is my opinion that damage to our cow/calf operation will occur when low flying, loud, jet aircraft cross

BR-4 our land. Also, hunting is a very important source of income to many of the ranchers in this eight county area. The noise from the low flying aircraft definitely would have a detrimental effect on the hunting operation which, in turn, would create a financial hardship on all the ranchers. It has been brought

PD-7 to my attention that the Government owns vast amounts of unhabited lands not too far away from your designated area that is of adequate size and would serve the Fir Force's purposes. The loud noise of the low flying aircraft would not have any detrimental effect on people or their ranching operation. This appears to be a more workable solution to the problem and my objection.

Sincerely yours: Clyde S. McCall Jr
(Signature)

Name: CLYDE S. Mc CALL JR

Address:

City/Sate/Zip DALLAS, TEXAS

Date June 7, 1999

000928

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

To think of the devalvation of our family's ranch when your planes start their maneuvers over it is upsetting. If we considered selling this property, would we even be able to find a buyer? Who wants a West Texas ranch with airforce planes roaring over it? Who wants to hunt or fish in an area with combat practice going on overhead? The decrease in the valve of our ranch is destined to be staggering. Why would you risk the commotion you'll deal with flying over inhabited land when you own property - vast property in New Mexico nearby. Please reconsider. We'll have to hold you responsible for any damage in our family's ranch valve.

BR-4

PD-7

Sincerely yours: (Signature) Vivienne Bowell Mays

Name: Vivienne Bowell Mays

Address:

City/State/Zip Ft. Worth, Texas

Date 6-6-99

000929

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

We:

DO NOT WANT THE BOMBERS FLYING OVER OUR LAND !!!

We Already have Adequate flying Routs for training and are Well trained

PD-1

Sincerely yours: (Signature) Mary Langford

Name: MARY LANGFORD

Address:

City/State/Zip SNYDER TEX

000930

June 8, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

My name is David Colclazier. I am a Star Boy Scout in Troop 157 of Round Rock, Texas. I am writing to request your firm support in opposing the selection of "Alternative D" under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. The RBTI's proposed multiple daily flights (up to 16) would create much more severe problems as outlined below:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. The RBTI is inconsistent with wilderness preservation. The RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone

000930

proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.
There is too much at stake to allow the RBTI to overfly Philmont. Please act now as the final route determination starts in this month. Thank you for helping to see that alternative D is not selected.

Sincerely yours,

David Colclazier

Round Rock, TX

Date June 8, 1999

000931

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I am shocked to discover that you are considering sending YOUR roaring aircraft over privately owned land. You have a vast amount of land close by in New Mexico ... why can't you fly your maneuvers there ?!? The damage to the value of private ranches when Air Force jets begin flying over must be staggering. I strongly encourage you to reconsider, if not I promise to hold you personally responsible.

PD-4

BR-4

Sincerely yours: Edie Boswell
(Signature)

Name: Edith Annlouise Boswell

Address:

City/Sate/Zip Fort Worth, Texas

Date 6-1-99

000932

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3

I fill that my Job safty will be effected by the flights over the ranch while we are working cattle. If you don't think there is a problem with ya'll flying over our work area, let us run cattle on your land around your landing strip's.

I don't mean to sound smart mouth but it would be the same safety fact for both of use. Please think about what ya'll want to do and the real impact it will have on the people under your flight path's

Thank's

Sincerely yours: Wyndell Culp
(Signature)

Name: Wyndell Culp

Address:

City/Sate/Zip Odessa Texas

RBTI Comments

Number 000933

This letter was typed, but the print was too light to be scanned into the computer. Below is a verbatim copy of the letter. The original is on file.

Snyder, TX
June 10, 1999

Major Brent Adams
RBYI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley, AFT VA 23665-2769

Re: Lancer Site (Option B – DEIS)

Dear Major Adams,

TY

Thank you for your concern and for meeting with interested citizens of our eight county area which includes Scurry County, Texas, my home.

I am opposed to bomber training in this area and over my home which is located north of Snyder, Texas. I am engaged in raising livestock (cow-calf) and my permanent home is on my ranch. I would certainly not welcome low-level flying B-1 and B-52 bombers over my livestock or over my house.

It would be impossible for me to move my operation or my house from this area.

Please consider an alternate plan which would not threaten the citizens of this area, their way of life and their ranching operations.

Sincerely,

Marjorie T. Mathis

cc: HEPA

EMORY UNITED METHODIST CHURCH

000934

June 10, 1999

Major Brent Adams
RBTI EIS Project Mgr
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

I am asking your opposition to the proposed Realistic Bomber Training Initiative (RBTI) selection of Alternative D, which will establish a new training route for low-level B-1 & B-52 bomber flights over Philmont Scout Ranch in NE New Mexico's Colfax County.

Each year, thousands of Scouts & their adult leaders from across the nation engage in 2-week wilderness backpacking trips in the mountains of Philmont, hike, camp, ride horseback, climb & rappel, learn to fire black powder rifles, & a host of related activities on this 137,000± site. The Air Force's proposed Alternative D would establish a military training route directly over these campers & their facilities. Some 2,600 flights per year, some only 300-400' above this varied-terrain wilderness with peaks in the 10-12,000' range, would endanger the 5,000 Scouts on a regular basis. Who knows when the sudden roar of a jet engine might distract an inexperienced climber or cause a horse to bolt on a narrow mountain trail. Staff trying to teach spar pole climbers & rifle range shooters should not have to compete with such noise interference. Besides, this flight route would ruin the pristine wilderness camping experience. Projected flight operations indicate campers would be exposed to noise levels greater than a diesel train for up to 6 hours during a typical 12-day stay.

This is not to mention the danger to the wilderness habitat itself, home to at least three endangered species (the bald eagle, peregrine falcon & the Mexican spotted owl). And the trees at Philmont. The camp is undergoing a long-term drought. It has a tremendous fuel load of dead trees. What if unburned jet fuel were dumped in an emergency over such terrain with camper cooking over open flames on campfires in those forests? And, God forbid, what if there were an accident & one of those planes went down? Not to mention any risks from noise levels & vibrations to the 100s of abandoned & the 2 active mines on Philmont, the impact of flyovers on Philmont's 2 National Historical sites (the Kit Carson/Maxwell Abreu houses at Rayado & the Ville Philmonte), & the possibly damaging effects of noise & emissions on flora & fauna, such as Philmont's herds of buffalo, horses, cattle, & burros.

All in all, I'm asking your help in selecting a different RBTI route. Please spare the entire 25,000 plus Philmont population, which comes from all across this nation at various times of the year to experience the great American outdoors & to continue the traditions of the West's mountain men, homesteaders, lumberjacks, & cowboys. Thank you for helping to see that Alternative D is not selected.

Sincerely,
David W. Diller, pastor

ASI Sign Systems, Inc.

000935

Dallas, TX

asi sign systems

June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB,VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the US Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

000935

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camps in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Lance Utterback
President & CEO

000936

Merlyn E. Knapp

Sherman, Texas

June 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFG, VA 23665-2769

Dear Major Adams,

BR-6

Thirty-four years ago my younger brother and I spent two wonderful weeks with boys our age at Philmont Scout Ranch. Our experiences in living on our own in the mountains of New Mexico were unparalleled in testing our ingenuity, bravery, stamina, and willingness to work as a team to survive. Today, my thirteen-year-old son's Boy Scout Troop XV, Sherman, Texas, is planning a Philmont trip for the summer of year 2000. The Air Force's Realistic Bomber Training Initiative alternative D route will put military war and peacekeeping aircraft in close proximity to Philmont staff members, adult troop leaders and most of all our children. The risks of alternative D route are numerous:

- Safety of horseback riders participating in routine hiking and camping maneuvers.
- Increased noise levels from the aircraft will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters.
- Campers at Philmont will be exposed for many hours each day to noise levels far greater than a chain saw or a diesel train.
- The possibility of a crash and potential dangers to over 5,000 people living and camping directly under the flight path.
- The sudden roar of a jet engine only a few hundred feet overhead has a high likelihood of spooking a horse and scout on a narrow mountain trail or startling an inexperienced climber with resulting tragedy.

Surely there are other RBTI routes that represent less risk to children and those people they are accompanying. I urge you to eliminate alternative D and support preserving the Philmont environment. Thousands of scouts have experienced adventures and growth at Philmont and thousands more should have this opportunity in the future.

Sincerely,

Merlyn Knapp
Troop Committee Member, Troop XV, Sherman, Texas
Eagle Scout

000937

GRABER & WATSON, L.L.P.
A REGISTERED LIMITED LIABILITY PARTNERSHIP

*BOARD CERTIFIED BY TEXAS BOARD OF LEGAL SPECIALIZATION ESTATE PLANNING AND PROBATE LAW TAX LAW
**ALSO LICENSED IN OKLAHOMA
***CERTIFIED AS AN ELDER LAW ATTORNEY BY THE NATIONAL ELDER LAW FOUNDATION

SHERMAN, TEXAS

SAMUEL W. GRABER***
CRAIG W. WATSON**

JASON W. RICHARDSON

June 11, 1999

President Bill Clinton
The White House
Washington, D.C. 20500

Dear President Clinton:

BR-6

I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses the Philmont Scout Ranch in Northeastern New Mexico's Colfax County. The Air Force's proposal is a very bad idea.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of scouts and their adult leaders from across the nation participate in two week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest. The Philmont experience is incredible fun for thousands of young people each year. The Air Force's proposal will absolutely ruin the experience for all of these people.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As the father of three sons who either are or will be in the scouting program, I have serious concerns about the impact of the Air Force's proposal on the health and safety of scouts attending Philmont and the likely adverse effects of daily low level flights on the ranch itself.

On any given day in the summer, as many as 5,000 scouts and scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horse back rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse). Even if the scout avoids injury, he will have an extremely unpleasant, unnatural experience listening to disruptive jet engines instead of the mountain silence.

000937

GRABER & WATSON, L.L.P.

June 11, 1999
Page 2

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont Scouting Program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from loud U.S. Air Force bombers cannot help but have a damaging effect on that wildlife as well as on the Philmont experience for the scouts. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which scouts experience the lifestyles of the west's mountain men, homesteaders, lumberers and cowboys, are obvious. The Air Force proposal makes no sense whatsoever.

I seek your help in convincing the Air Force to select a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource and treasure that has positively impacted the lives of hundreds of thousands of our nations youth for more than 60 years. In a day when character and leadership are increasingly absent from our society, it is critically important that we support organizations like the Boy Scouts of America which seek to teach character and leadership in our youth. Every scout yearns to go to Philmont. Philmont deserves and demands our protection.

Thank you for helping to see that Alternative D is not selected.

Sincerely,

Craig W. Watson, Committee Chairman
Pack 9, Sherman, Texas

CWW:db

cc: Don Day, Federal Aviation Administration Southwest Regional Headquarters
Ft. Worth, Texas

F. Whitten, Secretary of the Air Force
, Washington, D.C.

Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVPP
121 Andrew Street, Suite 102, Langley AFB, Virginia 23665-2769

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GRABER & WATSON, L.L.P.
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BY THE NATIONAL ELDER LAW FOUNDATION

SHERMAN, TEXAS

SAMUEL W. GRABER*
CRAIG W. WATSON**

JASON W. RICHARDSON

June 11, 1999

Honorable Phil Gramm
U.S. Senate

Dear Senator Gramm:

I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses the Philmont Scout Ranch in Northeastern New Mexico's Colfax County. The Air Force's proposal is a very bad idea.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of scouts and their adult leaders from across the nation participate in two week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest. The Philmont experience is incredible fun for thousands of young people each year. The Air Force's proposal will absolutely ruin the experience for all of these people.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As the father of three sons who either are or will be in the scouting program, I have serious concerns about the impact of the Air Force's proposal on the health and safety of scouts attending Philmont and the likely adverse effects of daily low level flights on the ranch itself.

On any given day in the summer, as many as 5,000 scouts and scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horse back rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse). Even if the scout avoids injury, he will have an extremely unpleasant, unnatural experience listening to disruptive jet engines instead of the mountain silence.

000937

GRABER & WATSON, L.L.P.

June 11, 1999
Page 2

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I seek your help in convincing the Air Force to select a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

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Thank you for helping to see that Alternative D is not selected.

Sincerely,

Craig W. Watson, Committee Chairman
Pack 9, Sherman, Texas

CWW:db

cc: Don Day, Federal Aviation Administration Southwest Regional Headquarters
Ft. Worth, Texas

F. Whitten, Secretary of the Air Force
, Washington, D.C.

Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVPP
121 Andrew Street, Suite 102, Langley AFB, Virginia 23665-2769

000937

GRABER & WATSON, L.L.P.
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BY THE NATIONAL ELDER LAW FOUNDATION

SHERMAN, TEXAS

SAMUEL W. GRABER*
CRAIG W. WATSON**

JASON W. RICHARDSON

June 11, 1999

Honorable Ralph Hall
U.S. House of Representatives
Washington, D.C.

Dear Congressman Hall:

I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses the Philmont Scout Ranch in Northeastern New Mexico's Colfax County. The Air Force's proposal is a very bad idea.

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The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As the father of three sons who either are or will be in the scouting program, I have serious concerns about the impact of the Air Force's proposal on the health and safety of scouts attending Philmont and the likely adverse effects of daily low level flights on the ranch itself.

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000937

GRABER & WATSON, L.L.P.

June 11, 1999
Page 2

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont Scouting Program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from loud U.S. Air Force bombers cannot help but have a damaging effect on that wildlife as well as on the Philmont experience for the scouts. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which scouts experience the lifestyles of the west's mountain men, homesteaders, lumberers and cowboys, are obvious. The Air Force proposal makes no sense whatsoever.

I seek your help in convincing the Air Force to select a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource and treasure that has positively impacted the lives of hundreds of thousands of our nations youth for more than 60 years. In a day when character and leadership are increasingly absent from our society, it is critically important that we support organizations like the Boy Scouts of America which seek to teach character and leadership in our youth. Every scout yearns to go to Philmont. Philmont deserves and demands our protection.

Thank you for helping to see that Alternative D is not selected.

Sincerely,

Craig W. Watson, Committee Chairman
Pack 9, Sherman, Texas

CWW:db

cc: Don Day, Federal Aviation Administration Southwest Regional Headquarters
Ft. Worth, Texas

F. Whitten, Secretary of the Air Force
Washington, D.C.

Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVPP
121 Andrew Street, Suite 102, Langley AFB, Virginia 23665-2769

000937

GRABER & WATSON, L.L.P.
A REGISTERED LIMITED LIABILITY PARTNERSHIP

*BOARD CERTIFIED
TEXAS BOARD OF
LEGAL SPECIALIZATION
ESTATE PLANNING AND PROBATE LAW
TAX LAW
**ALSO LICENSED IN OKLAHOMA
***CERTIFIED AS AN ELDER LAW ATTORNEY
BY THE NATIONAL ELDER LAW FOUNDATION

SHERMAN, TEXAS

SAMUEL W. GRABER***
CRAIG W. WATSON**

JASON W. RICHARDSON

June 11, 1999

Honorable Kay Bailey Hutchinson
U.S. Senate
Washington, D.C.

Dear Senator Hutchinson:

I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses the Philmont Scout Ranch in Northeastern New Mexico's Colfax County. The Air Force's proposal is a very bad idea.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of scouts and their adult leaders from across the nation participate in two week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest. The Philmont experience is incredible fun for thousands of young people each year. The Air Force's proposal will absolutely ruin the experience for all of these people.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As the father of three sons who either are or will be in the scouting program, I have serious concerns about the impact of the Air Force's proposal on the health and safety of scouts attending Philmont and the likely adverse effects of daily low level flights on the ranch itself.

On any given day in the summer, as many as 5,000 scouts and scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horse back rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse). Even if the scout avoids injury, he will have an extremely unpleasant, unnatural experience listening to disruptive jet engines instead of the mountain silence.

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GRABER & WATSON, L.L.P.

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Page 2

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont Scouting Program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from loud U.S. Air Force bombers cannot help but have a damaging effect on that wildlife as well as on the Philmont experience for the scouts. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which scouts experience the lifestyles of the west's mountain men, homesteaders, lumberers and cowboys, are obvious. The Air Force proposal makes no sense whatsoever.

I seek your help in convincing the Air Force to select a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource and treasure that has positively impacted the lives of hundreds of thousands of our nations youth for more than 60 years. In a day when character and leadership are increasingly absent from our society, it is critically important that we support organizations like the Boy Scouts of America which seek to teach character and leadership in our youth. Every scout yearns to go to Philmont. Philmont deserves and demands our protection.

Thank you for helping to see that Alternative D is not selected.

Sincerely,

Craig W. Watson, Committee Chairman
Pack 9, Sherman, Texas

CWW:db

cc: Don Day, Federal Aviation Administration Southwest Regional Headquarters
Ft. Worth, Texas

F. Whitten, Secretary of the Air Force
Washington, D.C.

Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVPP
121 Andrew Street, Suite 102, Langley AFB, Virginia 23665-2769

Date June 8, 1999

000938

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

I am opposed to Air Force plans to fly low over many farm and in the surrounding communities.

BR-4 It will disturb livestock and tractor drivers and also disturb people

AO-4 in the nearby houses as well as children in the schools.

BR-4 Most of all it will cut land values to a great extent which we don't need.

I pay taxes on this land and I don't want to see it devalued.

Sincerely yours: Gilbert Crawford
(Signature)

Name: Gilbert Crawford

Address:

City/Sate/Zip Idaho Falls

TIM L. MORGAN

DALLAS, TEXAS

000939

June 10, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative "D" traverses the Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure base for the Boy Scouts of America. Each year, thousands of Scouts from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative "D" will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a Scout leader, parent, wilderness enthusiast and soon to be Philmont participant, I am quite concerned about the negative impact of the Air Force's proposal on the Scouting experience at Philmont along with the obvious safety and environmental concerns that appear to have been overlooked or at least discounted in putting forth this proposal.

Philmont is a transient community of 25,000 people. On any given day in the summer, as many as 5,000 Scouts and leaders will be hiking and camping in Philmont's backcountry. Each day, several hundred will be engaged in activities such as rock climbing and rapelling, spar pole climbing and mountain horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to spook on a narrow mountain trail possibly resulting in serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont and Scouting program. Scouts from around the world have a unique opportunity to see and experience wildlife in a native habitat. Noise and emissions from bombers cannot help but have a damaging effect on wildlife, as well as Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberjacks, miners and cowboys, are obvious.

The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is often in the midst of long term droughts. Open fire bans are in effect now. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain would exacerbate the fire, safety and health risks. The weather is typical of mountain areas and is often unstable and could affect flight operations. The possibility of a crash, however, remote, is simply not acceptable for the safety of Scouts using this area. One only has to read the paper about the recent crash in Arkansas to associate the weather with air safety.

000939

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

For the above reasons, I ask your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. I ask that you express opposition to Alternative "D" to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative "D" is not selected.

Sincerely,

Tim L. Morgan

PAUL D. COVERDELL
GEORGIA

CONFERENCE SECRETARY

United States Senate
WASHINGTON, DC

CHAIRMAN
WESTERN HEMISPHERE SUBCOMMITTEE
FOREIGN RELATIONS COMMITTEE

CHAIRMAN
MARKETING, INSPECTION, AND PRODUCT PROMOTION SUBCOMMITTEE
AGRICULTURE COMMITTEE

SMALL BUSINESS COMMITTEE

000940

April 6, 1999

Major Brent Adams
EIS Project Manager, RETI
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

BR-6 Several constituents have contacted me to express concerns about the location of the Realistic Bombing Training Initiative. Enclosed is a copy of the correspondence I received.

I am sure you will afford these concerns full and fair consideration. If you have any questions regarding this matter, please feel free to contact my office at (202) 224-3643.

Again, thank you for your consideration.

Sincerely,

Paul D. Coverdell
United States Senator

PDC/tcf

000940

CCS.ID..: 3811934
CONST.ID: 617584.A
NAME....: John Hall
DATE: 30 Mar 1999
TIME: 09:44AM
MAIL MESSAGE:

The U.S. Air Force is currently considering flights over the Philmont Scout Ranch in New Mexico as a possible location for implementing its Realistic Bomber Traiing Initiative (RBTI). As a vetrean I certainly appreciate the need for combat readiness for our troops. As a Scoutmaster in Marietta, GA I also appreciate the beauty and serenity of God's creation that we seek to share with our Scouts every month. I will be taking a group of Scouts to the Philmont Scout Ranch this summer. Through the years, Philmont has been a haven from the civilized world, a chance to revel in the pristine qualities of our natural resources. Having low level jet bombers overhead day and night would definitely diminish the serenity and beauty of the ranch. I urge you to strongly oppose the use of the air space over the Philmont Scout Ranch for the RETI. Please encourage Major Brent Adams, RETI EIS Project Manager, HQ ACC/CEVPP, 129 Andrews Street, Suite 102, Langley AFB, VA 23665-2769 to consider other sites rather than spoil the outdoor experience of the Philmont Scout Ranch.

SUSAN M. COLLINS
MAINE

COMMITTEES
GOVERNMENTAL AFFAIRS
LABOR AND HUMAN RESOURCES
SPECIAL COMMITTEE ON AGING

United States Senate
WASHINGTON, DC

000941

April 14, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I recently received the enclosed e-mail message from my constituent, Mr. Douglas Flewelling of Bangor, Maine. Mr. Flewelling is concerned about a proposal to initiate realistic bomber training near the Boy Scout's Philmont Scout Ranch in New Mexico.

Specifically, Mr. Flewelling is worried that these low-level flights will be extremely disruptive to the scout ranch. I am writing to inquire as to the consideration that the Air Force has given this matter, and I would appreciate it if you would respond directly Mr. Flewelling at:

Bangor, ME

I would also appreciate it if you would send a copy of your response to the attention of Paul Howard in my Washington office.

Thank you for your attention to this matter.

Sincerely,

Susan M. Collins
United States Senator

SMC:pah

Enclosure

PRINTED ON RECYCLED PAPER

Author: Douglas Flewelling
Date: 3/31/99 12:20 PM
Priority: Normal
TO: Senator at Collins-DC
Subject: US Air Force vs Philmont Scout Ranch

000941

Dear Senator Collins,

It has come to my attention that the Air Force has a program called the Realistic Bomber Training Initiative (RBTI) that involves Air Force bomber training for low level bombing. The program is currently in the Public Hearing phase. One of the sites being considered for this program will adversely effect the Boy Scout's Philmont Scout Ranch in New Mexico. Philmont has a special place in the hearts of Scouts old and new as a place where Scouts can experience the wilderness of the southwest in relative peace and solitude. Training flights at the Mt. Dora Military Operations Area will pass directly over several of Philmont's key landmarks such as the Tooth of Time and Mt Baldy. The noise and intrusion of low level flights on this wilderness will destroy the basic character of the Philmont Scout Ranch.

I am urging you to call Major Brent Adams, who is the RBTI EIS Project Manager, and see what action can be taken to avoid using the air space above Philmont for these training flights. Major Adams can be contacted at:

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Thank you for your attention to this matter. It is my hope that we can preserve a piece of Scouting heritage for future generation of Boy Scouts.

Sincerely yours,

Douglas Flewelling

Bangor, ME

Douglas M. Flewelling, PhD
Research Scientist and Projects Manager
National Center for Geographic Information and Analysis

University of Maine
Orono, ME , USA

PATTY MURRAY
WASHINGTON

COMMITTEES:
APPROPRIATIONS
BUDGET
HEALTH, EDUCATION, LABOR AND PENSIONS
VETERANS' AFFAIRS

United States Senate
WASHINGTON, DC

000942

April 26, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

BR-6 I am forwarding a copy of a letter I received from Mr. Thomas Heavey. Mr. Heavey is from Tacoma, Washington and is a constituent of mine.

Mr. Heavey has concerns that the U.S. Air Force's selection of the Mount Dora Military Operations Area for bombing practice would have negative effects on Scouts who regularly use the area at the Philmont Scout Ranch. I would appreciate an update on the selection process and urge that the Air Force take into consideration the presence of a camp for children when making its final decision.

Thank you in advance for your consideration to this matter.

Sincerely,

Patty Murray
United States Senator

PM/jp

SEATTLE, WA SPOKANE, WA VANCOUVER, WA TACOMA, WA

000942

April 10, 1999

The Honorable Patty Murray
United States Senate
Washington, D.C.

Senator Murray:
I thank you for your recent letter to my son, congratulating him on achieving the rank of Eagle Scout. Among the many letters he has received, yours is among those most cherished, as he said "she's one of the good guys."

I write today to bring up another issue affecting scouting. The US Air Force is looking at several sites to conduct what they term "The Realistic Bomber Training Initiative" (RBTI). One of the four sites being considered is the Mount Dora Military Operations Area. Selection of the Mt. Dora MOA would necessarily cause the bomber training runs to fly directly over Philmont Scout Ranch.

Please know that the Philmont Scout Ranch is not just another Boy Scout summer camp. This is the National Training for Scouts and Scout Leaders. It is the "Mecca" of Scouting in the United States. Last year over 1.1 million phone calls were made trying to obtain coveted slots for Philmont expeditions and training courses. On any given day in the summer, there are 5,000 boys, girls and adults spread throughout Philmont's acreage. (Yes, girls too. A significant portion of the Venturing Program (formerly Exploring) participants are 14 to 21 year old girls, including this year's Queen of the Pasadena Rose Festival.)

The proposed bombing runs, according to the Air Force's own figures they are planning 2,660 flights a year, 365 days a year (that is just over 7 a day), 20% of which will be between the hours of 10:00PM and 2:00AM. Flights over Philmont will be at an altitude of three hundred to one thousand feet. The planes will all be B-52's andB-1 bombers. The intrusion of this bomber training into the wilderness at Philmont would inflict serious degradation on the rustic experience, the wildlife, and even the safety of the people at Scouting's premier camping and training center.

I encourage you to look further into this matter. A place to start might be with
Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

In advance, I thank you for your attention to this issue.

Sincerely,

Thomas Heavey, Sr.
Scoutmaster, Troop 299
4802 North Huson
Tacoma, WA 98407

000943

Major Brent Adams 6/15/99
RBTI EIS Project Manager
HQ ACC/CEVPP
Langley AFB, VA 23665-2769

Dear Major Adams;

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest. The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a Scouter, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaging in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect of that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which

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Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers, and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 20,000 foot range. Philmont has a tremendous fuel load of dead trees and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

David A. Hudson
Webelos Leader, Pack 81

Washington, MI.

000944

Rudy Carrasco

Portland, OR.

June 16, 1999

Maj. Brent Adams
RBTI-EIS Project Manager
HQACC/CEVPP
129 Andrews Street, Ste 102
Langley, VA 23665-2769

RE: West Texas Bomber Flights

Dear Major Adams:

This is to advise you that I am troubled by the missions you are so forcefully continuing to practice in West Texas. Why don't you stay along the Mexican/U.S. Border. Maybe you can help with the overtaking of the borders by the Mexican cartel. Having grown up in Balmorhea, Texas I see what your flights are doing to the area. Yes, you do spook livestock, startle old timers and children, pollute the environment among other things. I have witnessed your low level flights through the area and am not impressed when your hot shot pilots do their 90 degree turns to go north.

West Texas is harsh country and people out there are just trying to make a living. They do not benefit from your activities out there, nor do they want them. I would be at the forefront in attempts to fight your flights out there, but currently I have other priorities before I return to the area where I grew up in. Why does the US continue to train foreign pilots on our soil? Is this a way for you to fund your "project"? I do not see that it is necessary to extend a open hand to other countries in this manner, at our expense! Why don't you go train in their country and lets see how long you last there. Incidents such as the one in Italy doesn't give the U.S. Military any respect.

What happens when one of those aircraft crashes out in West Texas? Actually, you already have had one do that. It just so happened that it was in a remote location and nothing became of it. What is next? Endangerment of the communities out there is unacceptable. I hope that you reconsider and decide to

PD-20 play your games elsewhere, say out in the open waters of the Atlantic or Pacific. You have the capability to create terrain on your avionics systems to simulate land. Set up your buoys as targets and leave West Texans in peace. Air and noise pollution is one less thing they need to struggle with.

Sincerely,

Rudy Carrasco

000945

June 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665 2769

Subject: USAF Realistic Bomber Training Initiative (RBTI)
Comments on Draft EIS

Dear Sir,

BR-6 Thank you for the opportunity to comment on the alternatives and impacts of the United States Air Force's Realistic Bomber Training Initiative (RBTI.) I fully support the mission of the United States Air Force and understand the need for insuring that our pilots and crews receive the best training possible, at the least possible expense of limited defense dollars. I am very concerned, however, with RBTI Alternative D, and it's potential impacts to the wildlife and recreational areas of New Mexico, particularly Philmont Scout Ranch. I feel that the Draft Environmental Impact Study (DEIS) has not fully examined the environmental and social impacts on Philmont or the surrounding communities in sufficient detail to appreciate the value of this resource. My primary concern is the loss of the "wilderness feeling" that Scouts come to Philmont to experience, as well their actual health and safety.

Philmont Scout Ranch is a truly unique resource, unequalled anywhere in the world, and a vital part of the outdoor program of the Boy Scouts of America. Its 137,000 acres have provided a meaningful wilderness experience for over 600,000 boys and adults since 1938. Boy Scouts have emphasized the value of the wilderness experience in the growth and maturation of boys since it's founding. Philmont Scout Ranch represents the crown jewel of the Boy Scout outdoor program. In 1998, more than 25,000 youth and adults experienced its splendor.

Trekking through the rugged, majestic Sangre de Cristo Mountains, Philmont provides fascinating backcountry programs and 330 miles of remote trail to challenge and inspire both youth and adults who backpack this scenic and historic area. Established programs provide the opportunity for boys to engage in rock climbing, rappelling, horse back riding, spar pole climbing, gold panning and spar pole climbing on a daily basis. Programs provide rare educational opportunities to experience the life and history of early day gold miners and trappers, several varieties of Indian life, and the Old Western settlers.

What makes the Philmont Scout Ranch special is its "unestablished" program. The remote wilderness and mountain setting provide a true appreciation of the natural environment, low impact camping, mountainous terrain and abundant wildlife, not to mention the leadership, growth and team building that occurs within every crew, and every individual.

My concern is that the proposal is not only inconsistent with this natural environment, but would actually disrupt the natural balance of nature and the Scout's ability to appreciate it within this important area. The proposed route covers 114,600 of Philmont's 137,000 acres, including the most commonly hiked trails, the Ranch Headquarters, and Training Center

000945

areas. According to the Air Force's calculations, each Philmont overflight would average 3.3 minutes for B-52's (360 mmph) and 2.1 minutes for B-1's (540 mmph). A Scout participating in a 12-day trek would be exposed to 4 to 6 hours of overflight. Every Philmont participant would directly experience overflights.

I am very concerned with the potential noise impacts of the proposed plan on the ranch, it's inhabitants and it's environment. The DEIS projects noise levels (Segments EF – GH) will increase from a baseline noise level of 45 dBs to an average of 62 dBs. This increase is briefly stated, but largely dismissed throughout the route. The DEIS, however, also states that at the proposed altitude, the noise level of a B-52 is 111dBs at low altitude (B-1 is 116 dBs) as it flies overhead. I would argue that it is not the average noise level that is relevant, but rather the short duration shock or startle effect of individual overflights.

This dramatically increased noise level will undoubtedly interfere not only individual activities such as rock climbing and horseback riding, but with the prior training and instruction, safety or otherwise, offered by the ranch staff. Recognize that Scout participants are generally novices at most of the individual program activities, requiring specific instruction on procedures and safety. Any distraction can be critical when Scouts need to be devoting 100% of their attention to personal safety. Further, the sound from aircraft activity will interfere with the solemnity of important Scouting ceremonies and disrupt important team building interactions, both vital portions of Scouting and Philmont.

The DEIS suggests that residents in the flight path will get used to the overflights over time. While the majority of Philmont's participants are in residence for less than 2 weeks (living in tents) not only will they not "get used to it", they will likely become highly agitated and sarcastic, further compromising their health and safety. Of the greater concern may be that, within 2 weeks, the participants would become accustom to these flights.

While the DEIS does specifically reference the location of the Philmont Scout Ranch and other special land use management areas, it seems to greatly underrepresent these impacts. In fact, the portrayal of the noise impacts on the Philmont environment are greatly underrepresented when compared to studies conducted by the United States government on similar facilities – the National Parks. In a 1994 National Park Service report to Congress (*Report on Effects of Aircraft Overflights on the National Park System*), the noise impacts are noted as much more significant to the natural environment and the outdoor recreationalist than the DEIS describes.

The National Park Service manages "natural quiet" as a significant park resource. The indigenous sound levels at Philmont, as in national parks, is considerably lower than sound levels commonly experienced in most residential areas. In such areas, even distant aircraft can be easily heard. Preservation of natural quiet under these circumstances can mean that aircraft must fly several miles from the area to be protected. Natural quiet is an increasingly scarce resource in America.

The National Park System report includes an important discussion about the "high expectation of experiencing natural quiet" in wilderness/recreational areas. The use of the Philmont Scout Ranch clearly provides this type of area and experience. In fact, "natural quiet" may be even more important at Philmont than to many visitors of the National Parks. The most sensitive users of the park system are the backcountry activists - the primary user of

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Philmont Scout Ranch. Separated from car and other civilization noise, overflights are much more noticeable and intrusive.

While the vast majority of the Park System's overflights are scenic tourists, military overflights make up a sizeable portion of the complaints. The Park System survey reported 90% of backcountry users considered military overflights as inappropriate. Modifying the typical scenic overflight (70 – 90 dB's) to a 300' altitude simulated bombing run (111 116 dBs) would seem to greatly exaggerate the impacts. The Park System's report would recommend elimination of all overflights if not for the economic and social issues involved in scenic tours. Several National Parks have mandated a minimum ceiling of 2000' above the surface (considered the highest elevation). At Philmont, this ceiling would be over 14,500', which would presumably conflict with the low altitude training proposed.

The DEIS represents that Alternative D does not affect populated areas and that the areas under the airspace are used for livestock grazing. Philmont and the surrounding areas are depicted as "rangeland" with scenic mountainous areas. In fact, Philmont's mountainous terrain ranges in elevation from 6,600 feet at headquarters to 12,441 feet at the top of Baldy Mountain. This rugged terrain supports in excess of 5,000 people on a given day in the summer. These people are all participating in outdoor recreational and educational activities which may be disrupted by the proposed plan. Wildlife is abundant on Philmont's forested mountains and grassy plains. Deer, elk, mountain lion, bear, bobcat, buffalo, and antelope are frequently spotted by observant campers on the ranch.

Anyone, who has spent any time in the outdoors, understands how wildlife brings an excitement to the wilderness. Philmont has an abundant and varied wildlife. Low-level overflights are suspected to affect/reduce the wildlife's fitness and ability to survive by causing excessive arousal and alertness or stress. Indirect effects on wildlife such as accidental injury, energy losses, habitat avoidance and abandonment are very difficult to detect, but experts suspect they occur. The loss of area wildlife would compromise an important portion of the wilderness experience.

At Philmont, the additional prospect of the startle effect of aircraft on wildlife intermingled with youth is noteworthy. Simply image a frightened bear in the midst of a crew of 16 year old Boy Scouts as a B-52 passes 300' overhead. Philmont's backcountry program includes Western lore and horseback riding. Naturally the startle effect of low level overflights on horseback riding programs could be tragic. The National Park System report cites incidents of serious injuries to riders thrown from startled horses. Maintaining a "working ranch" is not only an important program element, but also one of the requirements put on the Philmont gift by benefactor Waite Phillips. Philmont maintains over 250 head of Hereford cows and a 60 head of buffalo ranging its pastures. For summer packing and riding, 100 burros and 250 saddle horses are maintained.

Another intricate component of Philmont's composition is it's rich supply of cultural and historical resources, which would be affected by the sight, and sound of overflights. The setting, ambiance, feeling or association can be disrupted, and vibrations may be induced that can be damaging to structures. The sound from aircraft activity has been proven to cause damage to archeological resources. Structures and artifacts vibrate resulting in fatigue

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cracking, and direct or indirect structural damage. Heavy subsonic aircraft (bombers) at close range can produce substantial low frequency energy. For example, the vortices from heavy aircraft are of concern at all major airports because of their ability to compromise the safety of smaller aircraft following in their wake.

The DEIS reports only five cultural sites under the entire route of Alternative D. Philmont alone has two sites on the National Register of Historic Places - the Villa and the Rayado community. Other significant resources include the ancient Anasazi petroglyph sites and the only known footprint of a Tyrannosaurus Rex in the world, both located in the Ponil Canyon area of Philmont and not included in the DEIS. The Baldy Town mining district around Baldy Mountain was one of the richest gold mining areas in the world and provides a unique window into this way of life. Clearly the remnants from this time period would be threatened, including the old mine shafts which are toured daily by campers.

Additional concerns that are not fully addressed in the DEIS and may create additional significant impacts include the potential effects of aircraft emissions, the potential for a serious aircraft mishap , the impact of the proposed plan on Philmont's emergency radio communications and impacts of a mishap and associated rescue/recovery efforts. The DEIS reports that the "effects from aircraft emissions and the potential for aircraft mishaps would be inconsequential for all alternatives," however emissions at 300' altitude cannot be negligible. A Class A mishap involving a B-1 could occur once every 15 years (DEIS). Philmont's has a history of violent thunderstorms, frequent lightening and mountainous wind sheers. The impacts of such a mishap can have extremely significant consequences (the impacts of an unfortunate 1942 crash of a B-24 are still very visible on Trail Peak).

I certainly do not object to the purpose of the United States Air Force's Realistic Bomber Training Initiative (RBTI,) and I fully support the mission of the United States Air Force and understand the need for insuring that our pilots and crews receive the best training possible. My troop features several former Air Force pilots and has proudly graduated several former Scouts into the Air Force. While at Philmont, I have occasionally witnessed military overflights with fascination.

The key is their relative impacts. Our crews of Scouts have enjoyed witnessing individual low level F-16 overflights, watched high level aerial refueling of B-1 bombers and still discuss the morning of high level F-117 overflights fondly. The 1942 crash of the B-24D Liberator at Philmont is visited reverently by thousands of Scouts each year (see article of the April 1942 crash at http://philmont.bowline.org/history/crash1.html). But these events were scattered, and with the exception of the tragic B-24 incident, did not significantly impact the environment or our ability to enjoy it. My understanding is that the USAF ceased its low altitude F-16/F-111 flights over the Ranch several years ago as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems.

It is impossible to experience two weeks in the Philmont wilderness without coming to a true appreciation of what the environment represents, and what our place in it should be. Many of the young participants are from large urban cities and never get an opportunity to experience the true wilderness environment. Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation.

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Just as the wilderness contains many tangible features, such as animals, plants, waters, geological features, historic buildings and archeological sites, they have intangible qualities as well. These qualities include solitude, space, scenery, clear night skies, sounds of nature and natural quiet. Such qualities are not only becoming increasingly rare in America; they are the foundation of upon which the Boy Scouts of America are based. The scarcity of these resources, their importance to the outdoor experience and their place in the Scouting program are what makes them so valued at Philmont. Philmont is 137,493 acres of challenging Scout adventure spread among the mountains and mesas of northeastern New Mexico. It was the gift of Waite Phillips, who "donated and dedicated it to the Boy Scouts of America for the purpose of perpetuating faith, self-reliance, integrity, freedom, principles used to build this great country by the American Pioneer."

From reviewing the DEIS (which I applaud the Air Force for making so readily available), it appears to me that the impacts of Alternative D are much more numerous and significant than the other proposed Alternatives, especially when discussing wilderness and recreational areas, both public and private. Please review the proposed Alternatives and their potential impacts to these unique and irreplaceable resources, particularly the Philmont Scout Ranch, and select an alternative other than RBTI Alternative D. Thank you for the opportunity to comment and voice my concerns.

Very truly yours,

Jon Wiley

Cincinnati, Ohio

000946

Donald Vandamme, Jr.
Saint Clair Shores MI

June 16, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying, B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program. -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing

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bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed. Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Respectfully

Donald J Vandamme, Jr.
District Committee
Lakeshore District
Detroit Area Council
Boy Scouts of America

000947

Robert S. Buck

Galesburg, IL

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Maj. Adams:

BR-6

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont

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c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI. There is too much at stake to allow RBTI to overfly Philmont. Please act now. Thank you for helping to see that alternative D is not selected.

Sincerely,

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OREGON TRAIL COUNCIL / Boy Scouts of America
Eugene, Oregon

June 14, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams;

TY

I am requesting your support in opposition of the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is considering as Alternative D, a route crossing the National High Adventure Base known as Philmont Scout Ranch, in Northeastern New Mexico, Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts. Each year, thousands of Scouts fill the trails and camps of this property.

The Air Force's Alternative D will establish a military training route directly over most of Philmont. We understand that more than 2600 flights each year, some as low as 300 feet above ground level, are proposed. During the summer months, as many as 5,000 Scouts on any given day, make use of the property.

I hope you will express your opposition to Alternative D to other defense officials who may be involved in this decision. I understand the public comment period ends in June.

Sincerely,

Jerry Dempsey
Scout Executive
Oregon Trail Council, Boy Scouts of America

JD/dsk

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June 12, 1999

Senator Don Nickles
U. S. Senate
Washington D. C

Dear Senator Nickles:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U. S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low level B -1 and B - 52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. This proposed route would result in more than 2,600 flights each year, with some flying as low as 300 feet above the ground, for the segment over Philmont. I have serious concerns about the impact of Alternative D on the health and safety of Scouts and the potential negative effects of these daily low level flights on the ranch

Philmont Scout Ranch is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the world participate in wilderness backpacking trips at Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

On any given day in the summer, as many as 5,000 Scouts and Scouters will hike and camp in Philmont's backcountry. Each day, several hundred will engage in activities such as rock climbing, rappelling, spar pole climbing, rifle range shooting, and mountain horseback riding. The sudden roar of a jet engine would have a high likelihood of distracting an inexperienced climber or shooter or causing a horse to bolt on a narrow mountain trail which could result in serious injuries or worse to the Scouts.

The Philmont experience instills in Scouts an appreciation of and protection of the wilderness and our natural resources. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers will have a damaging effect on the wildlife including the endangered species of bald eagle, peregrine falcon, and the Mexican spotted owl, as well as the Philmont herds of buffalo, horses, cattle, and burros. The noisy bomber overflights will also be disruptive to Philmont's famous living history programs in which Scouts experience the lifestyle of the West's mountain men, homesteaders, lumberers, and cowboys.

Most of Philmont is mountainous with many peaks between 10,000 and 12,000 feet high. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Unburned jet fuel finding its way to the ground or being dumped over such terrain in an emergency would create the potential for serious fires for the campers using backpacking stoves. That added possibility of a crash is simply not acceptable for the safety of the Scouts participating in the Philmont experience.

For these reasons, I ask your help in promoting the selection of a different RBTI route. Please express your opposition to Alternative D to the Secretary of the Air Force and other pertinent military and defense officials. Please act now as the public comment period ends in June and a final decision will be made this year. (Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, can be contacted for additional information.)

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Philmont is the largest and most famous Scout camp in the world and is a natural resource that has had a positive impact on the lives of thousands of our nation's youth for more than sixty years. It deserves and demands our protection.

I had the opportunity to participate in the Philmont experience with each of my two sons. It is a priceless experience I will treasure forever. Thank you for your help in seeing that Alternative D is not selected and for preserving the opportunity for other fathers and sons (or daughters) to enjoy this priceless experience.

Sincerely,

Don Allen

Stillwater, Oklahoma

cc: Major Brent Adams, Langley AFB, Virginia
Mr. F. Whitten Peters, Secretary of the Air Force, Washington, D. C.
Mr. Don Day, FAA Fort Worth, Texas
Congressman Wes Watkins

000950

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

Dear Major Adams,

I am writing as a member of the community which will be impacted by RBTI-Route D. I appreciate the opportunity and feel that it is my responsibility to comment on the Draft EIS for RBTI-Route D. Although I suspect otherwise, I truly hope that this process is taken very seriously by the USAF and not merely as a formality designed to placate the taxpayers in the name of saving taxpayer dollars and national security.

We taxpayers will not see a tax cut as a result of RBTI. Therefore, RBTI will not save taxpayers' dollars. RBTI will save the USAF dollars. While $10,000 per hour for jet fuel is a stunning amount, that amount becomes insignificant when compared with the stupendous cost of our national defense operation. One B-1 costs over $200 million, one B-52 costs $74 million. One B-2 costs $1.3 billion. The Department of Defense appropriations budget authorization for fiscal year 1998 was $251.4 billion. (Horatio Trujillo – Legislative Assistant on Foreign Policy and Economic Policy for Tom Udall, U.S. Representative, New Mexico, ___ *Congressional District.)*

Perhaps the need for operations such as RBTI could someday be reduced or even eliminated, saving billions of taxpayer dollars, and strengthening national security by using more energy and tax dollars to help our leaders further develop the techniques, skills, and tools for dialogue and communication in order to wage peace through conflict resolution without violence.

The Draft–EIS bases its findings on objective data and quantitative studies in order to arrive at its conclusions. It also includes advisories from the USFWS and the USFS. It appears that no conclusions were arrived at regarding some of the topics.

In this letter I wish to address some of these sensitive and controversial issues using the data and information I found in the Draft-EIS.

Section 4: Affected Environment and Environmental Consequences:
RBTI-Route D will fly over Mexican Spotted Owl habitats as low as 400 feet AGL, 12 times per day and over at least three active nesting sites for Peregrine Falcons 11 times a day at 400-1000 feet AGL. The bomber route flies over wintering habitat for bald eagles 12-14 times daily below 1,000 feet AGL.

According to the *Bird of Prey and Wildlife Monitoring Study of the Ute Mountain Section of the Rio Grande Gorge* (1986-1989), RBTI will cross two branches of the Rio Grande Flyway for migratory birds of prey and waterfowl. Also, the eastern fork of the Rio Grande is located

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directly over the Valle Vidal Unit of the Carson National Forest where a large elk herd is strictly protected and which is managed for its wildlife and recreation opportunities.

p.4- 107 "USFWS advisories have stipulated that the Air Force survey unsurveyed owl habitats underlying IR-153, segments AB and EF in order to determine owl populations (if any) and to avoid overflights by 1,600 feet AGL, March 1-August 31 annually." Additionally they have stated that "significant and adverse impacts would occur to peregrine falcons if they are overflown at levels below 1,600 feet AGL," and that" flights at or below 2,000 feet AGL from October 1 to March 1 could result in significant impacts to wintering bald eagles."

The writers of the Draft-EIS, on the other hand, found a number of studies of mammals and birds which they used to state that p.4-106, "Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant adverse impacts to wildlife or threaten endangered or sensitive species."

Also the safety section, p.4-50, Draft-EIS states that "neither the existing nor the proposed airspace in IR-153 Section AB would overlie or intersect any migration flyways or water bodies where birds congregate." Clearly, the land managing agencies, i.e. USFWS, BLM-USFS, are in conflict with the USAF or FAA regarding their missions. This conflict must be legally resolved in order for RBTI-D to be considered.

BI-5

Socio-Economic and Environmental Justice:
P. 4-109 The Draft-EIS describes socio-economics as "the general features of the economy, including employment, population, and income, that could be affected by the proposed alternatives." It states that "most direct and indirect socio-economic effects would occur in the immediate vicinity of where the electronic scoring sites and emitter sites would be constructed and operated."

P. 4-109 "The primary measures by which socio-economic impacts were identified include changes to employment, populations, and earnings associated with the proposed alternatives." They detailed their methods, assumptions and calculations in Appendix I.

The Draft-EIS states on p. 4-118, Table 4-4-1 for alternative D: "No measurable impacts to socio-economics. No disproportionate impacts to minority and low income populations."

BR-4 Taos County and others nearby were not considered in the Study, presumably because of the criteria used. Nevertheless, they could sustain adverse and devastating changes to employment, populations, and earnings as a direct result of the implementation of RBTI-Route D.

BR-3 Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i.e. feed and supply stores, equipment sales, etc.

Northern New Mexico is well known as a haven for seekers of solitude and quiet of many kinds. Sportsmen such as hunters, fishermen, trail riders, as well as hikers, bikers, campers, rafters, back-country skiers, snow shoers, families, mushroom hunters, and bird-watchers come from all over the world to enjoy the tranquility, beauty, and originality of the region, as do people

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searching for many types of physical and spiritual healing. We have retreats, spas, and gatherings, in beautiful wilderness settings.

More than 60 per cent of Taos County's fragile economy is based on tourism. The implementation of the RBTI Route D could cause many of our tourists (bread and butter) to find their "peace and quiet" elsewhere, far from the incredibly monstrous and loud machines of war. A reduction in tourism would impact nearly every person and industry in the county: outfitters and tour guides, camping and sporting goods stores, health spas, health professionals, spiritual retreats and healers, as well as all the supporting businesses, such as hotel, motel, bed and breakfast inns, restaurants, gas stations, gift shops, art galleries, movie theaters, and all of their employees (low income).

Similarly to tourism, Taos County's real estate and construction industries could be adversely and devastatingly impacted by RBTI-Route D. In recent years, many people have moved to Taos and the surrounding area to "get away from it all." Many of these people bring money and even the ones who don't contribute to the economy. These people, like the tourists, could take their dollars and find other places to live and retire, thereby impacting not only the real estate market but also the construction industry, one of the stronger parts of our economy at this time. People affected will be bankers, builders, building supply yards and stores, home decorating and furniture stores, and well as tradesmen of all kinds; i.e. plumbers, electricians, plasterers, adobe layers, tilers, excavators, landscapers, painters, laborers, etc.

BR-4 Property values could fall, not only as a result of fewer people moving to the area because of RBTI-Route D, but also people, such as myself, could choose to leave the area, further jeopardizing our tenuous economy.

The socio-economic impact of RBTI-Route D to Taos County and the neighboring counties must be studied before RBTI-Route D is allowed to move ahead.

P4-109: the EIS addresses environmental justice, as defined in Executive Order 12898: "Federal Actions to Address Environmental Justice in Minority and Low Income Populations." It looks at whether an action disproportionately affects these types of populations. According to1990 census data in the Community Profile Packet from the Taos County Chamber of Commerce, a large portion of Taos County's population is made up of Hispanic and Native American people., (65% Hispanic, 7% Native American, 27% Anglo, and 1% Other). Many of these are low wage earners or are unemployed. We currently have 27 percent earning below the poverty line and an unemployment rate of 18 percent, according to the Western Environmental Law Center.

There are hundreds of small entrepreneurial businesses in the Taos area. They struggle for survival. Many are "mom and pop" style operations. Many of the potential job losses would be among their employees. When business gets slow around here, the low wage earners are the first to go; i.e. during our off seasons, spring and late fall, the small business owners and managers can cover the duties themselves. Thus the employees are - at least temporarily – laid off. Among these workers would be shop helpers, fast food employees, construction laborers, hotel and motel service, restaurants, ski area gift shops, etc. These are the low income people. Many are minority members. They could become even poorer or unemployed. Potential impact regarding the Environmental Justice for Taos County must be carefully studied before the RBTI-Route D moves forward.

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Noise: "Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc.), or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho/socio-acoustic effects of the sound's loudness."

P.4-6: The Air Force uses three noise measuring techniques:
1. L-max and SEL = single noise events
2. DNL = Day Night Average sound levels and cumulative energy average noise.
3. DBA=A weighting in decibels.

There are tables, explanations, and diagrams showing SEL and L-max levels, as well as a number of tables. explanations, and diagrams of DNL (pgs. 4-6,4-7,4-8,4-47,4-49, appendix G, p. g-4).
The EIS states that "DNL has emerged as the most widely accepted metric for aircraft noise." P. 4-9

On P. 4-46, the EIS states that the noise levels on the 38 segments of IR-153 would range from less than 45 DNL to 64 DNL. 65 decibels is 50% louder than average conversation.

On P. 4-46, the EIS also states that sortie operations on all but three segments of IR-153 could generate SEL's ranging from 86 to 116 decibels.

Appendix G, p. G-2: "A change in sound level of about 10 decibels is perceived by the average person as a doubling (or halving) of the sound's loudness."

Therefore, to an average person, a sound that measured 70 decibels would be twice as loud as a sound of 60 decibels (average conversation). If you do the arithmetic, a sound of 120 decibels would be 64 times as loud to the average person as a sound of 60 decibels. According to pages, 4-6, table 4.1-1, a B-1 at 300 feet AGL produces an L-max of 117 decibels. Table 4-1-3: an SEL of 116 decibels.

AO-55 Although the DNL measurement is the most widely accepted measurement for aircraft noise, it is clear after careful study of the information provided by the EIS, (and also my own experiences of being overflown), that for these low-level types of flights, the single event level and the L-max factor must be given at least equal weight to DNL averages before the USAF is allowed to move forward with this project.

Cultural Resources:
P. 4-122: The EIS states that "the effects of noise on cultural resources may also be related to setting. Noise impacts to Native American traditional cultural properties may be related to interference with ceremonies and other traditional activities at sacred sites. Undisturbed habitats, resources, and settings are considered to be critical to religious practices. Potential impacts can be identified only through consultation with the affected groups."

The USAF has altered RBTI-Route D to avoid the Taos Pueblo and Blue Lake areas as a result of consultation with Taos Pueblo leaders. It is not necessary for the USAF to reveal sacred and religious sites to the general public: however, they must provide assurance that all issues regarding sacred and religious sites have been resolved to the satisfaction of the various Pueblos that were consulted before moving forward with RBTI-Route D.

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Cumulative Impact:
There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 flyovers per year. The USAF must study these cumulative impacts and the cumulative impacts of all low level training flights in the western U.S. in a programmatic EIS.

Public Safety:

The EIS addresses safety issues and on p.4-50, states that "since IR-153 does not currently exist, it is difficult to draw direct comparisons of baseline and projected mishap potential. Secondary MTRs that overlap or intersect segments of proposed IR-153 do provide a rough comparison. Estimated years between class A mishaps on these routes rage from 22-2,800. For proposed IR-153, estimated years between Class A mishaps for B-52's would fall into this range, whereas the potential for B-1's would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishaps per year and a 0.07 probability for the B-1's."

We know that there have been a number of military plane crashes over the years. There was one incident with a sailplane where the Air Force pilot didn't even see the glider because the difference in speed was so great. The wing wheel of the glider was found in the military aircraft. In our area, there are not only sailplanes but also small private and commercial planes and hang gliders.

AO-61 No Class A mishaps are acceptable. The USAF must be able to estimate a 0 percent probability for Class A mishaps. Also, the Air Force should provide a list description of all mishaps – Class A and otherwise – that have actually occurred over the lifespan of the military aircraft training programs before it moves ahead with this project.

In conclusion, in order to formulate my response to the Draft EIS for RBTI-Route D, I have read the report carefully. After having done the research necessary to write this letter, i have discovered that it is possible to use objective criteria and quantitative data in order to arrive at more than one conclusion. From my research, most of which comes directly from the Draft EIS, I conclude that the USAF must further study and resolve many of the issues addressed in the Draft-EIS, including potential harm to endangered, threatened and sensitive species and potential harm to other wildlife, ecology and livestock.

The noise level issue must be re-addressed and made to include L-max and SEL measurements. The public safety issue has not been adequately addressed re: military plane crashes, small aircraft and bird strikes. The study must make readily available to the public a list of all Class A mishaps that have actually occurred over the life of the military aircraft training programs.

The EIS must be made to include a socio-economic and environmental justice report on potential impact to the socio-economic structure of Taos County, New Mexico. Finally the USAF must complete their consultations with the various Native Americanindian Pueblos and resolve any issues regarding sacred and religious sites to the satisfaction of each tribal community consulted.

000950

It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,

Christine W. Earl

CHRISTINE W. EARL

C.W. BILL YOUNG
10th District, Florida

2407 Rayburn Building
Washington, DC

District Offices:
Suite 1480
St. Petersburg, FL

Suite 506
801 West Bay Drive
Largo, FL

000951

CHAIRMAN
Committee on
APPROPRIATIONS

Congress of the United States
House of Representatives
Washington, DC

June 9, 1999

Major Brent Adams
RPTI EIS Project Manager
U.S. Air Force
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

Enclosed is a letter from my constituent, John Cabeza of Seminole, Florida. In his letter, Mr. Cabeza outlines his concerns about the U.S. Air Force's Alternative D for the Realistic Bomber Training Initiative (RBTI) and I would ask that his views be included in the public comments portion of the official record.

Thank you for your assistance in this regard. With best wishes and personal regards, I am

Very truly yours,

C. W. Bill Young
Member of Congress

CWY:bks

Enclosure

539 940 000951

Pinellas Area Council of Boy Scouts of America, Inc. d/b/a
WEST CENTRAL FLORIDA COUNCIL, BSA
SEMINOLE, FLORIDA SCOUT SHOP

May 24, 1999

Congressman Bill Young

St. Petersburg, FL 1999, MAY 28 1999

Dear Congressman Young:

BR-6

I am writing to request your first support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers, cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 range. Philmont has a tremendous fuel load of dead trees on its forest and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

John Cabeza
Scout Executive

SERVING THE YOUTH OF PINELLAS AND WEST PASCO COUNTIES

000952

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: 7

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I strongly oppose Alternative D.
How could you comply w/ state in page 3-61 ~~text~~ "no likely effects to land use, recreation resources visual settings"?
The Rio Grande Wild & Scenic River "seeks preserve the natural state and beauty of an environmentally treasure." This river
"represents vestiges of primitive America and shall be protected for the benefit and enjoyment of present & future generations"
How can you say in the chart on pg. 3-61 - "no reasonable
BR-4 impacts to socioeconomics"? Choosing Alternative D would have a
negative socioeconomics. It would affect tourist business.
It would drive people & their $ out & drive them crazy of
low flying planes over "Rented over Canadian & the other" communities
People like Taos County & Mexico to come hunt & ski here.
The Valle Vidal Unit of the Carson National Forest provides elk
during the calving season. Bears are not allowed to leave their
cave? How would low flying ~~bombers~~ bombers affect these protected
birds?
NO NO NO TO ALT. D.

Over for more space →

Please Print
Name: ANNE KIGUS
Address: _____, QUESTA, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No_X_

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000953

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

Dear Major Adams,

I am writing as a member of the community which will be impacted by RBTI-Route D. I appreciate the opportunity and feel that it is my responsibility to comment on the Draft EIS for RBTI-Route D. Although I suspect otherwise, I truly hope that this process is taken very seriously by the USAF and not merely as a formality designed to placate the taxpayers in the name of saving taxpayer dollars and national security.

We taxpayers will not see a tax cut as a result of RBTI. Therefore, RBTI will not save taxpayers' dollars. RBTI will save the USAF dollars. While $10,000 per hour for jet fuel is a stunning amount, that amount becomes insignificant when compared with the stupendous cost of our national defense operation. One B-1 costs over $200 million, one B-52 costs $74 million. One B-2 costs $1.3 billion. The Department of Defense appropriations budget authorization for fiscal year 1998 was $251.4 billion. (Horatio Trujillo – Legislative Assistant on Foreign Policy and Economic Policy for Tom Udall, U.S. Representative, New Mexico. *Congressional District.)*

Perhaps the need for operations such as RBTI could someday be reduced or even eliminated, saving billions of taxpayer dollars, and strengthening national security by using more energy and tax dollars to help our leaders further develop the techniques, skills, and tools for dialogue and communication in order to wage peace through conflict resolution without violence.

The Draft-EIS bases its findings on objective data and quantitative studies in order to arrive at its conclusions. It also includes advisories from the USFWS and the USFS. It appears that no conclusions were arrived at regarding some of the topics.

In this letter I wish to address some of these sensitive and controversial issues using the data and information I found in the Draft-EIS.

"Eagles May Soar But Weasels Don't Get Sucked Into Jet Engines"

Section 4: Affected Environment and Environmental Consequences:
RBTI-Route D will fly over Mexican Spotted Owl habitats as low as 400 feet AGL, 12 times per day and over at least three active nesting sites for Peregrine Falcons 11 times a day at 400-1000 feet AGL. The bomber route flies over wintering habitat for bald eagles 12-14 times daily below 1,000 feet AGL.

According to the *Bird of Prey and Wildlife Monitoring Study of the Ute Mountain Section of the Rio Grande Gorge* (1986-1989), RBTI will cross two branches of the Rio Grande Flyway for migratory birds of prey and waterfowl. Also, the eastern fork of the Rio Grande is located

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directly over the Valle Vidal Unit of the Carson National Forest where a large elk herd is strictly protected and which is managed for its wildlife and recreation opportunities.

p.4-107 "USFWS advisories have stipulated that the Air Force survey unsurveyed owl habitats underlying IR-153, segments AB and EF in order to determine owl populations (if any) and to avoid overflights by 1,600 feet AGL, March 1-August 31 annually." Additionally they have stated that "significant and adverse impacts would occur to peregrine falcons if they are overflown at levels below 1,600 feet AGL," and that" flights at or below 2,000 feet AGL from October 1 to March 1 could result in significant impacts to wintering bald eagles."

The writers of the Draft-EIS, on the other hand, found a number of studies of mammals and birds which they used to state that p.4-106, "Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant adverse impacts to wildlife or threaten endangered or sensitive species."

Also the safety section, p.4-50, Draft-EIS states that "neither the existing nor the proposed airspace in IR-153 Section AB would overlie or intersect any migration flyways or water bodies where birds congregate." Clearly, the land managing agencies, i.e. USFWS, BLM-USFS, are in conflict with the USAF or FAA regarding their missions. This conflict must be legally resolved in order for RBTI-D to be considered.

BI-5

Socio-Economic and Environmental Justice:

P. 4-109 The Draft-EIS describes socio-economics as "the general features of the economy, including employment, population, and income, that could be affected by the proposed alternatives." It states that "most direct and indirect socio-economic effects would occur in the immediate vicinity of where the electronic scoring sites and emitter sites would be constructed and operated."

P. 4-109 "The primary measures by which socio-economic impacts were identified include changes to employment, populations, and earnings associated with the proposed alternatives." They detailed their methods, assumptions and calculations in Appendix I.

The Draft-EIS states on p. 4-118, Table 4-4-1 for alternative D: "No measurable impacts to socio-economics. No disproportionate impacts to minority and low income populations."

Taos County and others nearby were not considered in the Study, presumably because of the criteria used. Nevertheless, they could sustain adverse and devastating changes to employment, populations, and earnings as a direct result of the implementation of RBTI-Route D.

BR-4

Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i.e. feed and supply stores, equipment sales, etc.

BR-3

Northern New Mexico is well known as a haven for seekers of solitude and quiet of many kinds. Sportsmen such as hunters, fishermen, trail riders, as well as hikers, bikers, campers, rafters, back-country skiers, snow shoers, families, mushroom hunters, and bird-watchers come from all over the world to enjoy the tranquillity, beauty, and originality of the region, as do people

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searching for many types of physical and spiritual healing. We have retreats, spas, and gatherings, in beautiful wilderness settings.

More than 60 per cent of Taos County's fragile economy is based on tourism. The implementation of the RBTI Route D could cause many of our tourists (bread and butter) to find their "peace and quiet" elsewhere, far from the incredibly monstrous and loud machines of war. A reduction in tourism would impact nearly every person and industry in the county: outfitters and tour guides, camping and sporting goods stores, health spas, health professionals, spiritual retreats and healers, as well as all the supporting businesses, such as hotel, motel, bed and breakfast inns, restaurants, gas stations, gift shops, art galleries, movie theaters, and all of their employees (low income).

Similarly to tourism, Taos County's real estate and construction industries could be adversely and devastatingly impacted by RBTI-Route D. In recent years, many people have moved to Taos and the surrounding area to "get away from it all." Many of these people bring money and even the ones who don't contribute to the economy. These people, like the tourists, could take their dollars and find other places to live and retire, thereby impacting not only the real estate market but also the construction industry, one of the stronger parts of our economy at this time. People affected will be bankers, builders, building supply yards and stores, home decorating and furniture stores, and well as tradesmen of all kinds; i.e. plumbers, electricians, plasterers, adobe layers, tilers, excavators, landscapers, painters, laborers, etc.

Property values could fall, not only as a result of fewer people moving to the area because of RBTI-Route D, but also people, ~~such as myself~~, could choose to leave the area, further jeopardizing our tenuous economy.

BR-4

The socio-economic impact of RBTI-Route D to Taos County and the neighboring counties must be studied before RBTI-Route D is allowed to move ahead.

P4-109: the EIS addresses environmental justice, as defined in Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority and Low Income Populations." It looks at whether an action disproportionately affects these types of populations. According to 1990 census data in the Community Profile Packet from the Taos County Chamber of Commerce, a large portion of Taos County's population is made up of Hispanic and Native American people.. (65% Hispanic, 7% Native American, 27% Anglo, and 1% Other). Many of these are low wage earners or are unemployed. We currently have 27 percent earning below the poverty line and an unemployment rate of 18 percent, according to the Western Environmental Law Center.

There are hundreds of small entrepreneurial businesses in the Taos area. They struggle for survival. Many are "mom and pop" style operations. Many of the potential job losses would be among their employees. When business gets slow around here, the low wage earners are the first to go, i.e. during our off seasons, spring and late fall, the small business owners and managers can cover the duties themselves. Thus the employees are - at least temporarily – laid off. Among these workers would be shop helpers, fast food employees, construction laborers, hotel and motel service, restaurants, ski area gift shops, etc. These are the low income people. Many are minority members. They could become even poorer or unemployed. Potential impact regarding the Environmental Justice for Taos County must be carefully studied before the RBTI-Route D moves forward.

BR-4

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Noise: "Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc.), or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho/socio-acoustic effects of the sound's loudness."

P 4-6: The Air Force uses three noise measuring techniques:
1. L-max and SEL = single noise events
2. DNL = Day Night Average sound levels and cumulative energy average noise.
3. DBA=A weighting in decibels.

There are tables, explanations, and diagrams showing SEL and L-max levels, as well as a number of tables, explanations, and diagrams of DNL (pgs. 4-6,4-7,4-8,4-47,4-49, appendix G, p. g-4).
The EIS states that "DNL has emerged as the most widely accepted metric for aircraft noise." P 4-9.

On P. 4-46, the EIS states that the noise levels on the 38 segments of IR-153 would range from less than 45 DNL to 64 DNL, 65 decibels is 50% louder than average conversation

On P. 4-46, the EIS also states that sortie operations on all but three segments of IR-153 could generate SEL's ranging from 86 to 116 decibels.

Appendix G, p. G-2: "A change in sound level of about 10 decibels is perceived by the average person as a doubling (or halving) of the sound's loudness."

Therefore, to an average person, a sound that measured 70 decibels would be twice as loud as a sound of 60 decibels (average conversation). If you do the arithmetic, a sound of 120 decibels would be 64 times as loud to the average person as a sound of 60 decibels. According to pages, 4-6, table 4.1-1, a B-1 at 300 feet AGL produces an L-max of 117 decibels. Table 4-1-3: an SEL of 116 decibels.

Although the DNL measurement is the most widely accepted measurement for aircraft noise, it is clear after careful study of the information provided by the EIS, (and also my own experiences of being overflown), that for these low-level types of flights, the single event level and the L-max factor must be given at least equal weight to DNL averages before the USAF is allowed to move forward with this project.

AO-55

Cultural Resources:

P. 4-122: The EIS states that "the effects of noise on cultural resources may also be related to setting. Noise impacts to Native American traditional cultural properties may be related to interference with ceremonies and other traditional activities at sacred sites. Undisturbed habitats, resources, and settings are considered to be critical to religious practices. Potential impacts can be identified only through consultation with the affected groups."

The USAF has altered RBTI-Route D to avoid the Taos Pueblo and Blue Lake areas as a result of consultation with Taos Pueblo leaders. It is not necessary for the USAF to reveal sacred and religious sites to the general public; however, they must provide assurance that all issues regarding sacred and religious sites have been resolved to the satisfaction of the various Pueblos that were consulted before moving forward with RBTI-Route D.

CU-4

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Cumulative Impact:

There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 flyovers per year. The USAF must study these cumulative impacts and the cumulative impacts of all low level training flights in the western U.S. in a programmatic EIS.

Public Safety:

The EIS addresses safety issues and on p.4-50, states that "since IR-153 does not currently exist, it is difficult to draw direct comparisons of baseline and projected mishap potential. Secondary MTRs that overlap or intersect segments of proposed IR-153 do provide a rough comparison. Estimated years between class A mishaps on these routes rage from 22-2,800. For proposed IR-153, estimated years between Class A mishaps for B-52's would fall into this range, whereas the potential for B-1's would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishaps per year and a 0.07 probability for the B-1's."

We know that there have been a number of military plane crashes over the years. There was one incident with a sailplane where the Air Force pilot didn't even see the glider because the difference in speed was so great. The wing wheel of the glider was found in the military aircraft. In our area, there are not only sailplanes but also small private and commercial planes and hang gliders.

No Class A mishaps are acceptable. The USAF must be able to estimate a 0 percent probability for Class A mishaps. Also, the Air Force should provide a list description of all mishaps – Class A and otherwise – that have actually occurred over the lifespan of the military aircraft training programs before it moves ahead with this project. They can't do that in RMS.

In conclusion, in order to formulate my response to the Draft EIS for RBTI-Route D, I have read the report carefully. After having done the research necessary to write this letter, I have discovered that it is possible to use objective criteria and quantitative data in order to arrive at more than one conclusion. From my research, most of which comes directly from the Draft EIS, I conclude that the USAF must further study and resolve many of the issues addressed in the Draft-EIS, including potential harm to endangered, threatened and sensitive species and potential harm to other wildlife, ecology and livestock.

The noise level issue must be re-addressed and made to include L-max and SEL measurements. The public safety issue has not been adequately addressed re: military plane crashes, small aircraft and bird strikes. The study must make readily available to the public a list of all Class A mishaps that have actually occurred over the life of the military aircraft training programs.

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It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,

ALS
ANI SCHWARTZ
6/12/99

Epitaphs ~ "The world faces a great dilemma:
It is a sin to lie,
But no one wants to hear the truth;"
(Raccoon)

000954

Mark Blakemore

Chama NM

June 14, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews Street, Suite 102
Langley Air Force Base VA 23665-2769

Dear Sir:

I received a copy of the Draft EIS for the RBTI several weeks ago. I have read it thoroughly and am writing to you today to express some of the concerns I have.

I live in Chama, NM about 15 miles from Segment AB of the IR-153 Corridor. Alternative D of the RBTI will directly affect me and many neighboring communities. I believe it is without question the worst choice of the four alternatives. Even the DEIS states "Alternative D would result in the greatest amount of change from baseline conditions". I believe Alternative D is also the poorest choice for the following reasons:

- It is the only alternative that will result in overflights of Threatened or Endangered Species.
- It is the only alternative that will overfly a nationally designated Wild and Scenic River (Rio Grande) while the approach to the flight corridor will overfly another Wild and Scenic River (Rio Chama).
- It will result in the largest noise increase (up to 64 DNL) for areas under any of the four alternatives.
- The largest number of cultural sites is found under flights in Alt. D.
- The potential for soil erosion on emitter sites is highest under Alt. D.
- It offers the lowest reduction in low value transit times for crews of B-1 Bombers (by a significant margin).
- It will lead to the lowest increase in combat training time of any of the four alternatives.
- There are more candidate emitter sites on Prime Farmland under Alt. D.
- Although not listed in the DEIS, areas under Alt. D are migratory corridors for waterfowl and thereby increase the likelihood of a Bird-aircraft strike.
- It WILL lead to the highest percentage of "Highly Annoyed Population" of the four alternatives.
- It will lead to a major increase in emitted pollutants over sensitive wildlife areas.
- It will intersect jet routes and Federal Airways and require increased airspace management. The other alternatives do not require increased management.
- Low altitude, high-speed aircraft are considered the most annoying to see or hear, this is precisely the sort of aircraft that will be overflying our communities.
- Although they will be directly affected (overflown), there were NO towns or communities in the Chama Valley included in the scoping process. I know for a fact that towns that lie directly under the path of low level flights have no idea B-1 and B-52 bombers might be flying over them in the near future. I think the Air Force has done a great injustice to these citizens.
- Changes of 3 DNL can be perceived as negatively affecting quality of life. Segment AB of the IR-153 Corridor will experience an increase of 15 DNL!

GE-2

The Chama Valley is a very rural area. It is renowned for it's big game hunting, fishing, rafting/kayaking, and other outdoor activities. Many people come here to experience the natural

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beauty and scenery of the area. I believe that overflights of large, noisy bombers will result in a significant degradation of these resources and visits by people that come to experience them.

BI-1

The subject of overflights of big game is completely glossed over in the DEIS. Some comment is made to the effect that the effects of direct overflights of Elk and Mule Deer is unknown at this point. I believe that common sense dictates that large animals that are free to roam as they wish will tend to avoid areas where massive, noisy aircraft are flying as low as 300 feet above them and simply move to other areas where they are not overflown. This may not seem like a big issue, but a large percentage of the local economies depend on revenues generated by people coming to hunt and fish in the area. What will these people do when the big game moves on to some other area? How can you claim that there will be "no impacts to socioeconomics" in the area? Page 4-81 clearly states that "Most visitors to these areas would notice the change in noise levels due to aircraft." There are many businesses that depend on visitors and the money they spend in the area. If visitors choose to vacation in some other rural mountainous area these businesses will be severely impacted.

Although the DEIS fails to mention it, the approach to IR-153 dictates that up to 3,020 aircraft a year would be flying over the Rio Chama Wild and Scenic River. The corridor actually begins just east of the river but it is obvious that aircraft do not just "appear" at the start of a corridor, they must fly into it. Since the minimum flight altitude is just 300 feet in the first segment, it is possible that 3,020 B-52 and B-1 bombers a year flying at speeds of over 350 mph may overfly a Wild and Scenic River at altitudes under 1000 feet. This is totally unacceptable. The whole reason people GO to a Wild and Scenic River is to escape such intrusion.

In conclusion, I want to state that I am not "anti-military". I realize that it is important to have an effective and well-trained military. At the same time, I believe that any rational person can see that Alternative D is by far the poorest choice in the RBTI. I hope you will wisely choose another alternative.

Thank you for your time.
Sincerely,

Mark Blakemore

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Major Brent Adams
RBTI EIS Project Manager
HQ ACC CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

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BI-5

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BR-4

Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i.e. feed and supply stores, equipment sales, etc.

BR-3

Northern New Mexico is well known as a haven for seekers of solitude and quiet of many kinds. Sportsmen such as hunters, fishermen, trail riders, as well as hikers, bikers, campers, rafters, back-country skiers, snow shoers, families, mushroom hunters, and bird-watchers come from all over the world to enjoy the tranquillity, beauty, and originality of the region, as do people

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searching for many types of physical and spiritual healing. We have retreats, spas, and gatherings, in beautiful wilderness settings.

More than 60 per cent of Taos County's fragile economy is based on tourism. The implementation of the RBTI Route D could cause many of our tourists (bread and butter) to find their "peace and quiet" elsewhere, far from the incredibly monstrous and loud machines of war. A reduction in tourism would impact nearly every person and industry in the county: outfitters and tour guides, camping and sporting goods stores, health spas, health professionals, spiritual retreats and healers, as well as all the supporting businesses, such as hotel, motel, bed and breakfast inns, restaurants, gas stations, gift shops, art galleries, movie theaters, and all of their employees (low income).

Similarly to tourism, Taos County's real estate and construction industries could be adversely and devastatingly impacted by RBTI-Route D. In recent years, many people have moved to Taos and the surrounding area to "get away from it all." Many of these people bring money and even the ones who don't contribute to the economy. These people, like the tourists, could take their dollars and find other places to live and retire, thereby impacting not only the real estate market but also the construction industry, one of the stronger parts of our economy at this time. People affected will be bankers, builders, building supply yards and stores, home decorating and furniture stores, and well as tradesmen of all kinds: i.e. plumbers, electricians, plasterers, adobe layers, tilers, excavators, landscapers, painters, laborers, etc.

Property values could fall, not only as a result of fewer people moving to the area because of RBTI-Route D, but also people, such as myself, could choose to leave the area, further jeopardizing our tenuous economy.

BR-4

The socio-economic impact of RBTI-Route D to Taos County and the neighboring counties must be studied before RBTI-Route D is allowed to move ahead.

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There are hundreds of small entrepreneurial businesses in the Taos area. They struggle for survival. Many are "mom and pop" style operations. Many of the potential job losses would be among their employees. When business gets slow around here, the low wage earners are the first to go: i.e. during our off seasons, spring and late fall, the small business owners and managers can cover the duties themselves. Thus the employees are - at least temporarily – laid off. Among these workers would be shop helpers, fast food employees, construction laborers, hotel and motel service, restaurants, ski area gift shops, etc. These are the low income people. Many are minority members. They could become even poorer or unemployed. Potential impact regarding the Environmental Justice for Taos County must be carefully studied before the RBTI-Route D moves forward.

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Noise: "Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc.), or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho/socio-acoustic effects of the sound's loudness."

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On P. 4-46, the EIS also states that sortie operations on all but three segments of IR-153 could generate SEL's ranging from 86 to 116 decibels.

Appendix G, p. G-2: "A change in sound level of about 10 decibels is perceived by the average person as a doubling (or halving) of the sound's loudness."

Therefore, to an average person, a sound that measured 70 decibels would be twice as loud as a sound of 60 decibels (average conversation). If you do the arithmetic, a sound of 120 decibels would be 64 times as loud to the average person as a sound of 60 decibels. According to pages, 4-6, table 4.1-1, a B-1 at 300 feet AGL produces an L-max of 117 decibels. Table 4-1-3: an SEL of 116 decibels.

Although the DNL measurement is the most widely accepted measurement for aircraft noise, it is clear after careful study of the information provided by the EIS, (and also my own experiences of being overflown), that for these low-level types of flights, the single event level and the L-max factor must be given at least equal weight to DNL averages before the USAF is allowed to move forward with this project.

AO-55

Cultural Resources:

P. 4-122: The EIS states that "the effects of noise on cultural resources may also be related to setting. Noise impacts to Native American traditional cultural properties may be related to interference with ceremonies and other traditional activities at sacred sites. Undisturbed habitats, resources, and settings are considered to be critical to religious practices Potential impacts can be identified only through consultation with the affected groups."

The USAF has altered RBTI-Route D to avoid the Taos Pueblo and Blue Lake areas as a result of consultation with Taos Pueblo leaders. It is not necessary for the USAF to reveal sacred and religious sites to the general public: however, they must provide assurance that all issues regarding sacred and religious sites have been resolved to the satisfaction of the various Pueblos that were consulted before moving forward with RBTI-Route D.

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Cumulative Impact:

There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 flyovers per year. The USAF must study these cumulative impacts and the cumulative impacts of all low level training flights in the western U.S. in a programmatic EIS.

Public Safety:

The EIS addresses safety issues and on p.4-50, states that "since IR-153 does not currently exist, it is difficult to draw direct comparisons of baseline and projected mishap potential. Secondary MTRs that overlap or intersect segments of proposed IR-153 do provide a rough comparison. Estimated years between class A mishaps on these routes rage from 22-2,800. For proposed IR-153, estimated years between Class A mishaps for B-52's would fall into this range, whereas the potential for B-1's would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishaps per year and a 0.07 probability for the B-1's."

We know that there have been a number of military plane crashes over the years. There was one incident with a sailplane where the Air Force pilot didn't even see the glider because the difference in speed was so great. The wing wheel of the glider was found in the military aircraft. In our area, there are not only sailplanes but also small private and commercial planes and hang gliders

No Class A mishaps are acceptable. The USAF must be able to estimate a 0 percent probability for Class A mishaps. Also, the Air Force should provide a list description of all mishaps – Class A and otherwise that have actually occurred over the lifespan of the military aircraft training programs before it moves ahead with this project.

AO-61

In conclusion, in order to formulate my response to the Draft EIS for RBTI-Route D, I have read the report carefully. After having done the research necessary to write this letter, I have discovered that it is possible to use objective criteria and quantitative data in order to arrive at more than one conclusion. From my research, most of which comes directly from the Draft EIS, I conclude that the USAF must further study and resolve many of the issues addressed in the Draft-EIS, including potential harm to endangered, threatened and sensitive species and potential harm to other wildlife, ecology and livestock.

The noise level issue must be re-addressed and made to include L-max and SEL measurements. The public safety issue has not been adequately addressed re: military plane crashes, small aircraft and bird strikes. The study must make readily available to the public a list of all Class A mishaps that have actually occurred over the life of the military aircraft training programs.

The EIS must be made to include a socio-economic and environmental justice report on potential impact to the socio-economic structure of Taos County, New Mexico. Finally the USAF must complete their consultations with the various Native America Indian Pueblos and resolve any issues regarding sacred and religious sites to the satisfaction of each tribal community. Carson Head

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It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,

Betsy Schwartz

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Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

Dear Major Adams,

I am writing as a member of the community which will be impacted by RBTI-Route D. I appreciate the opportunity and feel that it is my responsibility to comment on the Draft EIS for RBTI-Route D. Although I suspect otherwise, I truly hope that this process is taken very seriously by the USAF and not merely as a formality designed to placate the taxpayers in the name of saving taxpayer dollars and national security.

We taxpayers will not see a tax cut as a result of RBTI. Therefore, RBTI will not save taxpayers' dollars. RBTI will save the USAF dollars. While $10,000 per hour for jet fuel is a stunning amount, that amount becomes insignificant when compared with the stupendous cost of our national defense operation. One B-1 costs over $200 million, one B-52 costs $74 million. One B-2 costs $1.3 billion. The Department of Defense appropriations budget authorization for fiscal year 1998 was $251.4 billion. (Horatio Trujillo - Legislative Assistant on Foreign Policy and Economic Policy for Tom Udall, U.S. Representative, New Mexico, __ *Congressional District.*)

Perhaps the need for operations such as RBTI could someday be reduced or even eliminated, saving billions of taxpayer dollars, and strengthening national security by using more energy and tax dollars to help our leaders further develop the techniques, skills, and tools for dialogue and communication in order to wage peace through conflict resolution without violence.

The Draft–EIS bases its findings on objective data and quantitative studies in order to arrive at its conclusions. It also includes advisories from the USFWS and the USFS. It appears that no conclusions were arrived at regarding some of the topics

In this letter I wish to address some of these sensitive and controversial issues using the data and information I found in the Draft-EIS.

Section 4: Affected Environment and Environmental Consequences:
RBTI-Route D will fly over Mexican Spotted Owl habitats as low as 400 feet AGL, 12 times per day and over at least three active nesting sites for Peregrine Falcons 11 times a day at 400-1000 feet AGL. The bomber route flies over wintering habitat for bald eagles 12-14 times daily below 1,000 feet AGL.

According to the *Bird of Prey and Wildlife Monitoring Study of the Ute Mountain Section of the Rio Grande Gorge* (1986-1989), RBTI will cross two branches of the Rio Grande Flyway for migratory birds of prey and waterfowl. Also, the eastern fork of the Rio Grande is located

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directly over the Valle Vidal Unit of the Carson National Forest where a large elk herd is strictly protected and which is managed for its wildlife and recreation opportunities.

p.4- 107 "USFWS advisories have stipulated that the Air Force survey unsurveyed owl habitats underlying IR-153, segments AB and EF in order to determine owl populations (if any) and to avoid overflights by 1,600 feet AGL, March 1-August 31 annually." Additionally they have stated that "significant and adverse impacts would occur to peregrine falcons if they are overflown at levels below 1,600 feet AGL," and that" flights at or below 2,000 feet AGL from October 1 to March 1 could result in significant impacts to wintering bald eagles."

The writers of the Draft-EIS, on the other hand, found a number of studies of mammals and birds which they used to state that p.4-106, "Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant adverse impacts to wildlife or threaten endangered or sensitive species."

Also the safety section, p.4-50, Draft-EIS states that "neither the existing nor the proposed airspace in IR-153 Section AB would overlie or intersect any migration flyways or water bodies where birds congregate." Clearly, the land managing agencies, i.e. USFWS, BLM-USFS, are in conflict with the USAF or FAA regarding their missions. This conflict must be legally resolved in order for RBTI-D to be considered.

BI-5

Socio-Economic and Environmental Justice:
P. 4-109 The Draft-EIS describes socio-economics as "the general features of the economy, including employment, population, and income, that could be affected by the proposed alternatives." It states that "most direct and indirect socio-economic effects would occur in the immediate vicinity of where the electronic scoring sites and emitter sites would be constructed and operated."

P. 4-109 "The primary measures by which socio-economic impacts were identified include changes to employment, populations, and earnings associated with the proposed alternatives." They detailed their methods, assumptions and calculations in Appendix I

The Draft-EIS states on p. 4-118, Table 4-4-1 for alternative D: "No measurable impacts to socio-economics. No disproportionate impacts to minority and low income populations."

Taos County and others nearby were not considered in the Study, presumably because of the criteria used. Nevertheless, they could sustain adverse and devastating changes to employment, populations, and earnings as a direct result of the implementation of RBTI-Route D.

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Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i.e. feed and supply stores, equipment sales, etc.

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It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,

Betty Penne

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H. Wayne and Therese A. Ludvigson

El Prado, NM

June 14, 1999

Maj. Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: A Realistic Psychological Assessment of the Impact of Bomber Flights in Northern New Mexico

Dear Major Adams:

Like many, if not most, residents of Taos County, NM, I have been dismayed by the prospect of additional air flights over the county, especially by low-flying, relatively loud and large planes. Recently, as I watched and listened to a low-flying United States Air Force plane make a couple of passes over me and the nearby Taos airport, I wondered whether the impact of such flights had been realistically assessed in terms of the psychological reality of the human animal.

Having been a professor of experimental psychology for the last 39 years, I am keenly aware that the psychology of debated issues governs the ultimate success of their resolution. Because I have some understanding of how at least some aspects of psychological impact should be assessed, I'd like to share that understanding with you, just in case these thoughts may strengthen or clarify some of the implications of the bomber initiative and the reaction to it.

I am particularly concerned that decision-makers understand the source of much opposition to the bomber training initiative, and that they not dismiss it as local or idiosyncratic to people of a particular region. The opposition arises from basic and universal human factors that should not be ignored. Though much more could be said, I'll limit this analysis to a brief discussion of only a few factors.

1. The first factor, the absolute sound level of overflights in decibels (dB), must be acknowledged because of its overriding importance, but only in passing since it has necessarily been adequately addressed. I understand peak intensities are anticipated to be high, but not high enough or sufficiently prolonged to cause pain or neural damage. That anticipation is comforting for one's physical well-being, but it is not useful for assessing the psychological impact of sound below thresholds of pain or damage.
2. Much more relevant is the *relative* sound level, that is, the sound intensity relative to the ambient or background sound intensity. A sound of, for example, 80 dB varies greatly in its impact depending on the background ambient level of sound. If the ambient level is already

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high, a noise of 80 dB might evoke little or no reaction. However, imposed on a very quiet environment, the same sound would be highly distracting, causing the person (or other animal) to attend to it at the expense of all other activity. Other activity would ordinarily be disrupted, at least temporarily.

BR-1 Thus, a proper psychological assessment of a sound must consider the *relative change in intensity* of sound, not just its absolute peak value. In fact, for sounds below around 85-90 dB, relative intensity is the only relevant intensity factor. The *percentage change* in sound intensity from a background level must be considered the most crucial measure of psychological impact. And, it is easily calculated.

The importance of relative stimulus intensities has long been recognized, at least since the last century when Ernst Heinrich Weber and Gustav Fechner roughly quantified it in the so-called Weber-Fechner law. Relative intensity, or change in intensity, is crucial for all the sense modalities, not just audition. And, in the last century, it has become increasingly clear the nervous system is built in many ways to detect and be particularly sensitive to changes or contrasts in stimulation. Changes, after all, are usually the signs of impending events of importance for any animal, including a human one, and good adaptation requires alert scrutiny of them.

3. The last factor I'll mention is that of the psychological value or worth of something, its "goodness" or "badness." Our attitudes, voluntary acts, and decisions are governed by the values we attach to things. This cannot be overemphasized.

However, as with stimulus intensity, it is not absolute value, but *relative value* that is critical. Value is assessed relative to need or expectation. A dollar bill may be of great value to a child or a pauper, but virtually worthless to a person of wealth. A new automobile would seem of great intrinsic value, but it would be a serious disappointment to one expecting something more or different. In general, the degree of pleasure or displeasure, emotional excitement, or stress experienced from an event depends greatly on one's prior expectations and experience. The hubbub of Manhattan may be exhilarating or maddening if you are from New Mexico, but a non-event to one raised in Boston. A single mosquito may be totally ignored by a resident of the South, but a matter of considerable irritation to a desert dweller. Furthermore, it is not just humans that react in this way: All higher animals judge items of significance to them, such as a piece of food or a mate, relative to their experience and need.

The implications of the latter two of these factors are clear.

1. Bombers flying over Taos county would cause a great *relative* disturbance. The ambient level of sound over most of the county is very low; any sudden, fairly loud sound would be sensed as unduly obtrusive. The same flights over New York or Chicago or near a breaking surf might not even be noticed. Virtually all sensitive creatures, particularly the human ones, are going to be acutely aware of the overflights.
2. Because the people of Northern New Mexico, as well as more than 150,000 visitors yearly from all over the world, have become accustomed to or expect a quiet and peaceful environment--many having been attracted to the area because of exactly that peaceful environment--the value of the flights will be perceived as highly aversive. Their relative aversiveness will be further exacerbated by the well-recognized fact that the

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Taos area possesses a unique constellation of cultural, physical, and climatic assets. In short, it is a national treasure and showcase to the world.

Given that assessment, the overflights will be seen as more than just aversive, but indeed a national disgrace. This sort of aversiveness produces genuine distress. I emphasize its genuineness, because some might be tempted to consider it "phony" or liken it to something concocted in an advertising agency. Just because it is "psychological" does not mean it is not real or without actual physical consequences on the body. Incidentally, this distress will then become translated into very negative attitudes toward the United States Air Force and probably lots of related institutions and activities.

The upshot is, if the flights proceed in this area, there are going to be many very angry citizens, angry because of genuine psychological factors that are universal to humans, and not whimsical or peculiar to Northern New Mexico. These factors apply to persons in other areas, too, of course. However, the level of anger and genuine distress will be particularly high in Taos county because of high levels of *relative* aversiveness coupled with high *relative* noise levels. Multiply that level of distress by the number of people affected, and then consider the negative effect on potential visitors (affected by the same relative factors as residents), and there are good, real reasons for people here to be unhappy.

We trust the decision makers will not forget the function of the armed forces is to protect national treasures, not degrade or destroy them. National treasures, by their nature, are psychological treasures, and relative assessments are critical for all matters psychological.

Sincerely,

H. Wayne Ludvigson, Ph.D.
Professor of Psychology (Retired)
Texas Christian University
Fort Worth, TX

Copies to:
Senator Pete V. Domenici
Senator Jeff Bingaman
Congressman Tom Udall

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RE: AIR FORCE REALISTIC BOMBER TRAINING INITIATIVE

TY APPROXIMATELY 25 YRS AGO, TWO FRIENDS AND I HAD A HUNTING LEASE OF ABOUT 3600 ACRES 20 MILES SOUTH OF BIG LAKE, TX. ON THE SHANNON ESTATE. EACH FRIDAY WHEN OUR SONS LEFT SCHOOL UNTIL SUNDAY EVENING WE WERE AT THE LEASE. WE OBSERVED DEER, SCALED QUAIL, WILD TURKEY AND JAVALINA HOGS BOTH IN THE PASTURE AND AT OUR FEEDERS. CATTLE WERE ALSO IN THE PASTURE. AIR FORCE PLANES USING TERRAIN FOLLOWING RADAR CAME OVER AT 100 TO 200 FT SEVERAL TIMES A DAY. THEY WERE ON US AND GONE SO QUICKLY WE HEARD THEM FOR JUST A FRACTION OF A SECOND. THE CATTLE AND GAME PAID NO ATTENTION WHATSOEVER. THE DEER WOULD FLICK THEIR TAILS, LOOK SKYWARD THEN GO BACK TO FEEDING. OUR REACTION WAS ABOUT THE SAME AS TO A SMALL UNEXPECTED NOISE SOME 30 FT. AWAY.

Frank B. Webb, M.

MIDLAND, TX.
6-16-99

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6/10/99

To Major Brent Adams:

I am strongly opposed to the low level bombing training route over Scurry and surrounding counties (Lancer, option B, in the DEIS). I think the noise will disturb both humans and animals and it will endanger small aircraft. It will also impact property values in that hunters will no longer lease land for hunting. Please use the thousands of acres of air space already under your control.

BR-4

Sincerely,

Drew Bullard

Drew Bullard

Snyder, TX

000960

Date June 9 '99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

My family and I have endured decades of nuisance noise and activity, especially while living near Dyess A.F.B. in Tye, Buffalo Gap and other areas of Taylor and Fisher Counties. Any increased activity would be a gross misapprehension of the impact on humans, livestock and wildlife in some of the more valuably remote areas of Texas. Continued illegal "sonic booms" have damaged my own families property (i.e. every piece of china in Kitchen cabinet), the low-level and other flights are a threat to the many migrating birds and, furthermore, enough public land has already been usurped in other states.

BI-2

Sincerely yours: Brandon Young
(Signature)

Name: Brandon Young

Address:

City/Sate/Zip Odessa, TX

000961

Anthony Sforza, M.D.
Family Practice

Alpine, TX
June 14, 1999

Maj. Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP,129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Maj. Adams:

TY I am still opposed to the RTBI. There was no viable alternative presented. One viable alternative that should have been presented was to move these flights to be flown over currently owned federal government lands. These flights should not be conducted over private property, over state highways and freeways, and certainly not where any people could possibly be.

Sincerely,
A. Sforza, MD
Anthony Sforza, MD

000962

June 5, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams,

I am writing to voice my opinion about the Draft Environmental Impact Statement for the Realistic Bomber Training initiative, which was put out on March 19th. I feel this plan is unfair and unjust! As a resident of the Big Bend for 18 years, I have witnessed an ever-increasing amount of military flights over my home and work. With 800 other locals consisting of over one million square miles where training can take place, why must our lives in the Big Bend be sacrificed and subjected to the noise, pollution, and violations? We become military game targets to the pilots who find play in buzzing our homes, even to the point where we can see into the cockpit of their low flying planes. A close friend of mine who rounds-up maverick cattle deep in the desert tells me of the dangers he's had to deal with when his horses and the wild steers get spooked due to these bomber flights. It is noted that the German government has banned these low-level flights in Germany. Admiral Eugene Carroll of the Center for Defense Information testified that the training continues because it "justifies flight hours, training funds, and it's fun for the flight crews".

AF-25 Excuse me, but I do believe our taxes pay for your salaries and training funds, and I do not appreciate sacrificing our safety, standard of living and peace of mind so your pilots can " have fun" practicing tactics which have been abandoned since the Persian Gulf War.

Outside of my personal preferences, I look with great concern toward the environmental impact and safety issues caused by these flights. Independent noise experts and pollution experts state that the RBTI Draft EIS is a beautifully presented document, BUT the environmental information is flawed. I know many people who moved here due to their environmental-diseases, hoping to avoid the air borne pollution which is so prevalent in more populated areas. There are also many organic gardeners and the spent fuel residue from these low-level flights will not be dissipated as with higher elevation flights, not to mention the dangers of potential brush fires should an aircraft crash. The military holds no accountability

BR-2 for the tragedies occurred in its wake, as demonstrated by the gondola event in Italy. Potential dangers are increased to civilian, Border Patrol, and Customs pilots, as there is no "see and avoid" with jets or bombers travelling that fast.

I have looked over the four alternatives offered in the RBTI, and find none of them acceptable. Even the "no-action" alternative shows flights all over West Texas on illegally formed military training routes. Why are the training flights not restricted to military owned bases? Why will the Marines, Navy,

PD-22 Coast Guard also be allowed to train in the designated routes? What will prevent these acquired routes from being exploited by increasingly military use?

GE-29 In addition to the concerns I have expressed here, I want it known how dissatisfied I was/am with

GE-22 the whole procedure used for the Scoping and Public Hearing Process here in West Texas. There was not

GE-23 adequate notice of when the meetings were to be held: only one newspaper notice, and no radio announcement. Even in that, the Air Force notice stated that the Alpine Public Hearing would last until 5:00, and at 3:00 the Air Force personnel had changed clothes, packed up and were loading to leave. The Air Force prevented all interested parties from hearing everyone else's opinions, experiences, and knowledge. There was no recording of the "one on one" dialogues with the Air Force personnel. Therefore, it did not become part of the official documents. I was appalled with the opening statement that stated "the terms of engagement" for the meeting, like we were engaged in some kind of war! As a US citizen I demand my right for a fair and open hearing process, and that the people representing the military be decent and have some kind of integrity in their contact with the citizens of this country.

Janelle Brady

Janelle Brady

Terlingua, Tx

TY LOW LEVEL BOMBING IS A THING OF THE PAST USE KOSOVO AS AN EXAMPLE. ALSO WE DON'T NEED ALL THAT POLLUTION.

WE NEED THESE YOUNG MEN IN THE SCOUTING PROGRAM. THEY WILL BE OUR FUTURE LEADERS. WHAT YOU NEED IS A BETTER REASON FOR LOW LEVEL BOMBING, AND YOU CAN'T FIND ONE. LET THESE YOUNG BOYS & MEN ENJOY GOD'S CREATION. LET THEM HIKE, CAMPOUT, LEARN TO GET ALONG WITH EACH OTHER & TO RESPECT WHAT GOD HAS CREATED.

JUST LEAVE THIS 10 SQUARE MILES OF GOD'S CREATION AS IT IS.

Respectfully Yours
D. P. Hunter

000963

000964

June 12, 1999

Virginia Haynes

DeSoto, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June.

Thank you for helping to see that alternative D is not selected.

Sincerely,

Virginia Haynes

Virginia Haynes

000965

June 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 **I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI).** The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousand of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Forces proposed Alternative D would establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment of Philmont. As my son plans to go to Philmont in two years, I have serious concerns about the impact of the Air Force's proposal on the health and safety of him and other Scouts attending Philmont as well as the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury or worse.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers can not help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 ranges. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route, I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nations' youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Kathryn J. Murphy

Kathryn J. Murphy

Irving, TX

E. JAMES BOWLES

000966

June 14, 1999

Major Brent Adams
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 It has come to my attention that the United States Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Louisiana and Texas. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

As a Member-at-Large of Circle Ten Council, Boy Scouts of America, I am writing you to request your affirmative support in opposing the selection of Alternative D under U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI).

Philmont Scout Ranch is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year thousands of scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former adult scout leader and user of the facilities at Philmont, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, cattle, horses and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Dallas, TX

E. JAMES BOWLES

000966

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defence officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundred of thousands of our nation's youth for more that sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

E. James Bowles,
Member-At-Large
Circle Ten Council
Boy Scouts of America

Dallas, TX

000967

14 June 1999

Raymond G. Jackson

Chandler, Texas

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street Suite 102
Langley AFB, Va. 23665-2769

Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U. S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D would establish a military training route directly over most of Philmont. More than 2600 flights a year, some as low as 300 feet above ground level are proposed for the segment over Philmont. I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

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000967

creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nations youth for more than sixty years. It deserves and demands our protection. You can't talk about camping or backpacking at a Scout meeting without Philmont being mentioned. It is every Scout's dream to one-day take a trek at Philmont. My son is hoping to make such a trek next year. If Alternative D is chosen his dream, as well as the dream of thousands of other Scouts will forever be destroyed. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Raymond G. Jackson

000968

June 15, 1999

Steven Brooks

San Angelo, TX

Maj. Brent Adams
RBTI/EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

RE: Realistic Bomber Training Initiative

Dear Maj. Adams,

I'm writing to oppose RBTI.

TY I respectfully request that the Air Force consider using existing MOAs in more remote areas for low-level bomber training.

I've heard that the rationale for using West Texas skies for RBTI includes the fact that there are bombers stationed at bases which are relatively far away from existing MOAs. Rather than to disrupt life in our tranquil West Texas, please consider looking at relocating the bombers.

Sincerely,

Steven W. Brooks, Ed.D.

A192
Toon.

000969

Maj. Brent Adams
RBTI/EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2269

This is a letter of complaint about the unfair actions of the United States Air Force and their Realistic Bomber Training Initiative on the Toone Family and other residents in our area of southern Reeves County.

We are not against the United States Air Force or the training that is absolutely necessary for the pilots and other personnel , but we feel the training could be done elsewhere, possibly over more isolated land that already belongs to the United States Government. **PD-4**

Today is the last day to protest your low flying war machines that come over our area. We thought the problem had been solved at the meeting in Pecos when the officer in charge assured us that we were not on the route and that we would not have any more bombers coming over our home and farms. But that was not true. The bombers have been regularly flying over us.. Yesterday, June 15, at 10:27 a.m., there was another flight just a tad to the west of our home, but we got the noise and the black stuff that comes out of your jet.

Then, low and behold, at 10:37 a.m. another low-flying bomber came directly over our home and we got an even louder, horrific noise and even more of your black stuff spread over the our home, our farmland, our ground water, and the all the folks in the surrounding communities.

The day became night and at 10:07 p.m., the LOWEST-FLYING war machine we had ever had flew directly over our home and this time everything in our home shook as if we were experiencing an earthquake. I cannot think of any words to describe the sound. It seems as if there were millions of noises all wrapped up into one horrifying sound. It was horrible. My neighbors a quarter of a mile away were awakened by the sound, too. I talked to folks in Balmorhea and they talked about how low and loud the bomber was and about windows rattling. Not only do you fly over homes, in Saragosa you fly over the Head Start and scare the four-year-old children, and in Balmorhea you fly over the school and disrupt classes.Why do you want to do this stuff to us?

P.2/2
Toone

000969

You cannot imagine what misery and suffering all these flights heap upon us. We, in this area, feel we are being discriminated against because we live in small-populated area, farmers, ranchers, and residents of small Hispanic communities like Verhalen, Saragosa, Brogado, Balmorhea, Toyahvale, and Toyah. You are absolutely guilty of taking away our Constitutional right to peace and tranquility.

BR-5 Your taking control of our air space is another violation of our rights. If you, the Air force gets its way in this matter, what is there to keep you from coming to southern Reeves County and taking acres of our crop lands, or place your men in peoples' homes so the men "will be closer to the practice area"? Is this not your stated reason for not using the already available United States Government land? The people's Constitution states there will be "...no quartering"... so it seems to me, a little old lady in Saragosa area, that you are in violation.

AO-11 Perhaps the most awful thing you are doing to us is polluting our area with the jet fuel residue you leave all over our land. You are already doing a great injustice to us with the three or so flights a day and night. And now you want to increase it to ten. Do you have no conscience? This jet fuel will ruin our health, our groundwater, our wildlife, our Lake Balmorhea and the new bird watching area, and our Balmorhea State Park swimming pool at Toyahvale. Our lives, as we once had before the low-flying bombers, will never be the same.

Sue Toone
Toone Farms Sue Toone

Saragosa, Tx

000970

KAREN REIMERS

TERLINGUA, TEXAS

June 12, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

RE: Realistic Bomber Training Initiative (RBTI), Draft Environmental Impact Statement (DEIS)

To Whom It May Concern:

I am writing to express my concerns regarding the RBTI Draft Environmental Impact Statement (DEIS). After much study and deliberation, I find the RBTI DEIS to be unfair and unjust. My objections include but are not limited to the following:

GE-10

* the RBTI DEIS and it's scoping and public hearing processes are not in accordance with the National Environmental Policy Act (NEPA).

Many of the concerns I heard expressed at the scoping meetings were NOT addressed in the DEIS.

NEPA 1500.1 (a) "Section 102 (2) contains 'action-forcing' provisions to make sure that federal agencies (USAF) act according to the letter and spirit of the Act."

GE-22 The public hearing held in Alpine was NOT well publicized and the notice in the paper did not make the format of the meeting clear. Times were listed for a morning and afternoon session.

GE-23 The 'open house' was held during the morning hours and the 'public hearing' began shortly after the start of the afternoon session at 1:00p.m. I arrived at 1:00p.m. and was thus ***UNABLE to get my questions answered satisfactorily*** before the 'hearing' was called to order.

The military judge (Col. Berg?) presiding over the Public Comment portion of the hearing was hostile and intimidating in his demeanor and had a chilling effect on the proceedings as he

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exerted his authority and explained the "rules of engagement" for our public comments. He went on to instruct us NOT to ask any questions during our 3 minute comment period and stated that he would decide when and if our comments were to be limited or curtailed.

My understanding of the public hearing process is that it is my opportunity to voice my opinion and have my comments on the DEIS made a part of the record to be considered in the preparation of the Final EIS and in the decision making process.

A quote from the inside cover of the RBTI DEIS states, *" The hearings provide an open forum for discussion of the initiative and its alternatives and provides a direct feed back mechanism for the public and agencies to orally address or submit written comments directly to the Air Force. We provide a written response to all of the written issues submitted during the public comment period as well as the issues presented at the public hearings."*

GE-30 I feel I was denied this open forum for discussion, that my questions went unanswered and that the presiding military judge attempted to intimidate those of us desiring to make public comments. This colonel is obviously used to giving orders. He needs to be reminded that we, the people, don't take orders from him. He is here to protect and serve our country and it's citizens.

GE-23 Two final complaints about the public hearing: The published notice stated that the afternoon session would be held from 1:00p.m. to 5:00p.m.; however, after the public comments ended, Air Force personnel were turning late arriving people away at the door, while other USAF personnel were changing into civilian clothes and packing up to leave at 3:00p.m. Some of these citizens had traveled great distances to attend a meeting they believed would be an open house until 5:00p.m.

GE-11 Also, I do not believe that simply mailing a copy of the Final EIS to all who make written comments serves as a "written response" or satisfies the "letter and spirit" of NEPA as outlined above. The NEPA process is designed to allow the public to be fully informed and to participate in these decisions. The way in which the USAF has handled these proceedings has not allowed either full disclosure or public participation in the way that NEPA intends.

* the DEIS contains numerous seriously flawed studies which are then used to justify conclusions of "minimal or negligible impact" or "no impact" of the RBTI to our living environment. These findings are extremely controversial.

Again, to quote the CEQ for NEPA, Section 1500.1 (b): *NEPA procedures must insure that*

000970

Page 3

environmental information is available to public officials and citizens before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail. Section 1500.2 : *Federal agencies shall to the fullest extent possible: (b) Implement procedures to make the NEPA process more useful to decisionmakers and the public; to reduce paperwork and the accumulation of extraneous background data; and to emphasize real environmental issues and alternatives.*

AO-62 I do not feel that these requirements have been satisfied. The air quality analysis data relies heavily upon the Multiple Aircraft Instantaneous Line Source (MAILS) Model which assumes a mixing height of 5000 ft. for the various emissions and pollutants. These Low Level Realistic Combat Training Flights (LLRCTFs) will be occurring at altitudes of 200 ft A.G.L. I do not believe that the LLRCTFs are in compliance with the Clean Air Act.

AO-65 I believe that there are Environmental Justice issues that must be addressed. I do not accept the adjusted noise levels as a basis for the finding of "No Impact" on the human environment. The "Onset-Adjusted Monthly Day-Night Average Sound Level" is simply an attempt to finagle the figures down to the 65 dB "acceptable level" thus freeing the USAF from having to mitigate the effects of flights with a verifiable noise impact of up to 120 dB. The DEIS states *"The lands under the affected airspace currently support higher proportions of these* (minority and low-income) *groups than is found, on average, nationwide."* I believe that

SE-5 minority and low-income populations ARE being subjected to noise levels of 65 dB or higher; therefore, further assessment of environmental justice IS warranted.

* The designation of RBTI Alternative A as a "No Action" alternative is deceptive and misleading.

Alternative A has undergone several significant modifications from what was initially presented and later published in *RBTI Newsletter One - January 1998* to the form it appears in

PD-23 with the publication of the DEIS. These changes have NOT been clarified or explained to the public. The use of the words "No Action" to describe Alternative A are deliberately deceptive.

AF-26 This "No Action" Alternative would result in an increase in the number of sorties and types of aircraft flown, at altitudes as low as 200 ft. A.G.L. Modification of existing air space is ongoing. I have personally witnessed three different maps of IR-178 in use by USAF personnel since 1996.

000970

Page 4

* The presentation of RBTI Alternative D: IR 153/ MT. Dora as affecting only New Mexico is deceptive and misleading.

Alternative D is represented graphically on a map of New Mexico. No where in the presentation of this alternative is the continued use of IR-178 in West Texas highlighted. Only by reading through the entire DEIS, did I discover that under Alternative D, LLRCTFs will continue in west Texas.

* There are many other issues in the DEIS that I could address, but allow me to proceed to what I feel to be the most important issue: Air Safety & Air Space Management

As a resident of south Brewster county for the past six years, the issues of Air Safety and Air Space Management are what I have found to be most disconcerting when dealing with the USAF and their LLRCTFs. My residence is located near IR-178. I have witnessed many air space and air safety violations committed by USAF pilots training on this MTR.

Since July of 1996, I have been requesting that my residence be designated a Noise Sensitive Area (NSA) on your maps and flight charts. I was assured by Mr. Don King at the Holloman scoping meeting in Alpine that this would be done and that it would cause flights occurring directly over my house to cease. I was also instructed to call and report any further violations so that pilots could be reprimanded and these unsafe practices halted.

Not only have these violations continued, but I never received so much as a return phone call for all my efforts and expense. At the RBTI scoping meeting in February of 1998, I again attempted to rectify this situation. My location was again noted on your maps and I was again told that these illegal unsafe flights would stop. I was shocked to discover that the width of the MTR corridor of IR-178 had somehow expanded during the past two years so that now my residence was under the MTR. No USAF personnel could tell me how or when this expansion had occurred, but all agreed that it was irrelevant since my home was a NSA and would be avoided by all pilots flying the MTR.

In June of 1998, I was contacted by Captain Greg Meyers of Dyess AFB. He wanted to come to my residence with his military GPS equipment so that he could plot the exact coordinates of my location on the USAF maps and flight charts. This was done and I was told that the information would be published within 90 days. Captain Meyers also asked my husband if he knew of any land for sale in the area. Captain Meyers stated he wanted to purchase 15 acres. He never mentioned that this would be for the Electronic Emitter & Scoring Sites for RBTI.

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In April of 1999, I attended the public hearing in Alpine for the RBTI DEIS. Major Meyers was there and was unable to find the GPS coordinates he had taken 10 months earlier noted on his maps or in the flight charts. I gave the coordinates to several USAF personnel at the map table and proceeded into the hearing room as the hearing was being called to order.

On April 29, 1999, an incident occurred involving 2 B-1 Bs, one of which was directly over my residence and flying at so low an altitude that I could see the pilot in the cockpit. This incident was reported to Dwight Williams at Dyess AFB. He said that he would speak to the offending pilots and get an explanation from them. He also stated that since the meeting in Alpine on April 10, 1999 that all pilots had been instructed to avoid my residence by an altitude of 1000 ft. A.G. L. and a distance of 1/4 mile. He could not verify whether the coordinates of my location had been included for publication with the most recent maps and flight charts. These maps and charts are updated every 54 days. I do not think it unreasonable to expect that this information, gathered one year ago, should be published by now.

BR-2 I also do not feel that it is unreasonable to demand that pilots flying these Low Level High Speed Combat Training Flights be expected to **stay within their designated air space and follow the accepted international, FAA and Military Flight Regulations.** When pilots are allowed to violate these rules, they endanger my life, the lives of my family, my property and my community. ***THIS IS NOT ACCEPTABLE - especially in a training situation.***

Air Space and Air Safety violations also endanger civilian aviation in our area. There are numerous small private landing strips in the area surrounding IR-178. LLRCTFs are a real danger when they are miles outside of the designated air space.

Both the Air Safety Officer and the Assistant Chief of Air Operations for the Marfa Sector of the U.S. Border Patrol (INS) have expressed grave concerns regarding the potential for mishaps and air space conflicts when INS agents are flying missions and unexpectedly encounter USAF aircraft outside of the MTR. I am told that INS was contacted about RBTI and that a letter was drafted (why was it not included in the DEIS??) outlining a plan to minimize these conflicts, but that the agreed upon ongoing communication from USAF personnel necessary to coordinate these missions was not happening.

Again, this is simply unacceptable. If LLRCTFs were occurring only when and where they are supposed to, this would not be an issue. Conflicts of air space would occur only when INS needed to cross the MTR and communication with ATC could prevent even that. The fact that a few renegade pilots can endanger the lives of Border Patrol pilots, private pilots, tourists and residents is unconscionable.

000970

Page 6

Must we have another tragedy with loss of lives before this issue is adequately addressed? The recent incident at Aviano, Italy, only serves to highlight the systemic nature of this problem. Within the USAF, it is cultural - a problem of mentality - if you will... "Aim High" push the limits, etc... These pilots are considered 'top gun', elite and, in the past, they have answered to no one. This might be acceptable EXCEPT where CIVILIANS & PRIVATE PROPERTY are endangered! In the wake of the Aviano tragedy, I must ask: where are RESPONSIBILITY, ACCOUNTABILITY AND LEADERSHIP?

Gentlemen, I support our nations' military personnel and understand their need for adequate training to maintain a strong defense and the freedoms we all cherish. However, we are not a nation at war. We are not a nation under siege. The citizens of Brewster county, Texas are not here for target practice and I do not choose to live in a war zone.

The USAF currently conducts these same types of training missions in Utah and South Dakota. Alternative A will continue to use facilities in Arkansas and Colorado. I see no reason to subject additional citizens and private lands to the negative impact these missions have on our living environment.

Further, it has been stated that this type of low altitude training has been rendered obsolete and unnecessary in light of current technology and sophistication of ground-fired anti-aircraft weapons. The tactic of low-altitude flying in actual combat situations as already been abandoned and the USAF did NOT use these tactics in the Persian Gulf war. No other NATO country even allows these low level combat training flights. Low Level Combat Flights have not been allowed in Kosovo or anywhere in Europe. I can see no reason to subject United States citizens in the sanctity of their private property to this invasive activity.

Currently, on IR178 in Brewster county, Texas, B-1 bombers from Dyess AFB are the most frequent offenders, committing air safety violations on a regular basis.

Until the USAF can demonstrate responsible use of air space and accountability to the citizens they serve, I must protest, in the strongest possible terms, any attempt to expand these missions. ***I therefore OPPOSE RBTI in all four of the stated Alternatives.***

I will be in close contact with Congressman Bonilla and Senator Hutchison in Washington, D.C. The USAF has shown themselves to be unresponsive to our valid concerns. We will push to have funding for these missions stopped unless and until compliance and accountability are restored.

I anxiously await you thoughtful reply!

Karen Reimes

June 17 1999

000971

H.E.P.A., Inc. **Heritage-Environmental Preservation Association**

Snyder, TX

June 10,1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, suite 102
Langley AFB, VA. 23665-2769

Dear Major Adams:

First and foremost I am for the best trained Air Force in the World but these eight counties are not the place to do it!

As President of HEPA and land owner:

GE-24 #1: I am opposed to the Air Force's proposed RBTI known as Lancer - B in the DEIS. My concern(s) about the proposal and the DEIS are as follows: Their has been NO study in our area ever! For all the paper in the DEIS, no one ever stepped foot on our land or looked at our economy when preparing the study. All of the conclusions were based on broad assumptions.

BR-4 #2:No one knows the full effects on the economy of our small towns if they were to be cut off from the use of private planes. Boll Weevil Programs and Aerial Spraying Services with our area under a Perpetual Bombing Raid. These eight counties economy cannot stand NOW what the Air Force states as minimal hindrance let alone maximum hindrance. What CEO of a large company is going to start a new business in these eight counties.

#3: As a rancher and businessman who operates about 50,000 acres I have had to diversify in order to stay profitable. I have 3 legs that are the main support or my operation.

A: Intensely managed set of cows. I sell around 1200 high quality feeder calves each year. Because of the methods I use to ranch I am able to sell to specialty meat operations that bring a higher premium than generic cattle.

B: Our horse breeding and training operation which is renowned world wide demands top dollar in this industry. While running them on the range we are very vulnerable to stampedes through fences as well a danger to us and our personnel.

000971

C:Hunting and entertaining is a big business in this day and time. I generate about 15 percent of my income from this activity. I lease 16,000 acres to a professional dog trainer who pays me above market price for the PEACE and QUIET of this ranch to train his top young dogs on.

We have just completed about 6 weeks of intensive cow work out on the range with a cow crew. At one point we worked 7 days sorting out and gathering 450 head of cows and calves. We were very vulnerable to any disruption particularly on the day of delivery. Five big trucks all the way from Iowa waiting to load the calves, everything had to go just right. If a bomber had flown over us at low-level and startled the herd, all our work would have been in vain.

We are out on the ranch every day, working cows and calves, shipping, training horses, moving and balancing our cattle for conservation reasons as the rain and weather dictates.

I know its hard for the average layman to comprehend what an intense business this is and success is achieved ONLY by top management and control of the working environment. With bombers flying overhead it is very hard, if not impossible to control a herd of cattle.

We must also address what this low-level bomber training will do to the value of our land.

I am concerned that the draft EIS did not adequately address these issues.

Sincerely,

Buster Welch

cc:Mr. Don Day FAA
cc:Congressman Charles Stenholm:
cc:Congressman Larry Combest
cc:Congressman Mac Thornberry

000972

Jack E Brown
Marfa, TX

Presidio County,

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

For a long time now we have read and studied your Draft Environmental Impact Statement, and do not agree with many things in it. The study is flawed, and of course was slanted in favor of the Air Force; was not done by independent professionals qualified in the highly specialized field to work on the facts to arrive at unbiased conclusions. No one has talked to us or been to study the effect of low flying bombers on our fragile environment, wild life etc.

You have flown various types of planes over our property for a good many yrs all without permission or notice, but not in great numbers and not as low as now. Once, long ago, I considered the bombers somewhat of a novelty and exotic, but no more. Now they are a great menace, affecting us in many negative ways such as noise, pollution and fright.

BR-5 You are violating our basic rights as private property owners, spoiling the clear airspace above our land and contaminating our beautiful, pristine County in general; all without compensation. We have rights in the sub-surface beneath the land and the air space above it, but your planes come low directly over our house in increased numbers and you are telling us you will add more flights. This is a travesty of Justice. Please Consider our rights. Your Impact statement is a cruel farce to us private land owners who had a right to choose this lovely area with peace and tranquility to live in all our days and then pass it on to Children and Grand Children. We don't believe such low level flights are a necessary part of your training program, and know it could Logically be done elsewhere with less invasion of privacy. Please Consider moving the route elsewhere.

Respectfully Yours

Jack E. Brown

000973

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: 9 miles SW Marfa or 25 miles NE Ft Stockton
Date: 15 June 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

For several years low level Training flights by the Military has flown over my ranch where I live. On more than two occasions I have called Dyess AFB, Texas as well, An Air Force in Barksdale, La. I believe it was I complained about low level Aircraft flying over my residence as well as frightening cattle causing the cattle to run over my fence & ruining it & entering A neighbors ranch. Each party who answered my Telephone call was very polite & assured me Agent would return my call. No one called me

AF-15 If these low level flights continue I demand compensation for their consequence

Louis Woodward

(over for more space →)

Please Print

Name: Louis Woodard
Address: Marfa, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No ✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Betsy L. Brown June 14, 19

Marfa, Tx.

000974

Dear Sirs,

This is to inform you that I strongly object to the proposed Air Force RBTI. I also object to the current number of flights that the Air Force is making in IR-178. According to the draft EIS, since overflights have been made in this area since the 1940's, there is no change in the environment & it is a negligible change. This statement is a farce! Until the mid 1990's there were fewer than one flight a month that came over my house. Now are more often three or four flights in one day that come directly over or very close to my home. This is a very definite & drastic change, which does have a very negative impact on our quality of life. I also believe that this has to have a negative impact on birds, animals, hunting, tourists and visitors. The draft EIS states that the Air Force is planning to increase the flights in IR-178 by over 1000 flights annually, and quite possibly to have them fly at even lower altitudes. This is really unconscionable. We are pleased that we have properties and not private

PD-4

by a majority of people who have attended the meetings which is hard to argue that there are better alternatives. Until the Air Force could find a better solution that the Air Force should make every effort to find a more acceptable solution for training their pilots.

Sincerely

Betsy L. Brown

000974

000975

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Alpine Texas
Date: April 10th 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Dear Major Adams and whomever may be concerned:

As an interested party living in the Trans-Pecos of Texas I am writing to protest the totally unfair proposed "Realistic Bomber training initiative". I believe the Department of Defense & the U.S. Air Force flying 500 ft above ground level is trespassing over private property and will create a negative environmental impact over the privately owned property. I also believe more information needs to be given to local landowners & private citizens about plans for such training who will be exposed to excessive noise that can be deafening and chemical pollutants that can kill.

Please reconsider your plans for the bomber training out in the Trans Pecos area.

BR-5

Over for more space →

Please Print

Name: David S Edwards
Address: Largent Ranch, Fort Davis, Texas

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000976

TRANS-PECOS PROTECTION GROUP, INC.

ALPINE, TEXAS
Facs

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

We feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI) is unfair and unjust.

The Scoping process and meetings and the Public Hearings for the Draft RBTI did not comply with the National Environmental Policy Act (NEPA) requirements. We attended the Fort Davis "Community Meeting" in December 1997 and all of the scoping meetings and public hearings in Snyder, Big Lake, Pecos, Van Horn and Alpine for this proposal.

There was not adequate notice of the meetings. There was no real "meeting". The "Open House" format prevented all interested parties that did find out about the meetings from sharing their experiences, questions and knowledge with everyone present. The media did not hear what everyone had to say. The charming Air Force public relations personnel could not/would not answer any questions about the environmental impact on the people on the ground or the real dangers of non-military pilots sharing the same airspace with these bombers and their jet fighter escorts. None of the Open House exchanges between the Air Force and the citizens was recorded so the decisionmaker will not have access to those statements.

GE-30

The 3-minute time limit for comments with no questions allowed during the public hearings was a direct violation of NEPA. In July 1997, during the public hearings for the Draft EIS for the Proposed Expansion of German Air Force Operations at Holloman AFB, New Mexico there was a panel of 5 to 7 military personnel that we could address questions to in a real meeting. The presiding officer running the meeting stated that they would be there "until the last question was answered". That was complying with the NEPA--making sure that the impacted public fully understood the proposal. (Of course, the military could afford to do that back in 1997 because the public did not have any background information and did not know what questions to ask. More recently, with this RBTI, the military is dealing with a more educated and less tolerant public. This has made them go to the "non-meeting" and "open house" formats in order to try to keep the people

GE-6

000976

confused and in the dark about the real effects this proposal will have on them.)

The RBTI Draft itself is a beautifully-presented document but the contents are flawed. The military continues to use incorrect studies and data that justify their position. Independent noise experts and pollution experts inform us that this data is a farce and a fiction.

No where in this draft, or any others we have analyzed, is there a true accounting of how these Low Level Combat Training Flights affect the safety, livlihoods, quality of life or the mental and physical health of the impacted public.

The whole draft is fraught with misleading statements that could be vigorously disputed by anyone who has experienced one of these Low Level Realistic Combat Training Flights.

The required No-action alternative, Alternative A, appears to be trying to justify the present illegal use of part of the airspace in West Texas. Parts of the illustrated routes are not found on aeronautical maps used by non-military pilots.

The military will not provide us with a Programatic EIS to give us the big picture of what they want to do to our area. Their piecemeal actions of adding more planes, then expanding more military airspace, then adding more planes, etc. is a direct violation of the NEPA.

We want our military to have the best training available. Locating these "Realistic" flights over the human environment is unreasonable. You are stomping on our constitutional rights by proposing to subject us to this war time experience.

Respectfully,

Kay Kelley

Kay Kelley, spokesperson

000977

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

① The emotional environment needs complete documentation. The complete justification of the Department of Energy has must be laid into our state over a lengthy history. To add the airforce training. We know that this proposal is only phase one with jet fighters and much more explosive, chemically initiations, toxic, corrosive, reactive and more possible threats on the ground. Will earth, ground support vehicles being an more hazardous highways looking out for TRY Pac waste from Doe and the best of this will overload servicing of airforce facilities which transect, where? of what freeways, to the researcher to see the planned bombing transportation by air as well. Having with on ground things, will such facilities require environmental assessment. Over for more space →

in the site selection process.

Please Print
Name: Bonnie Bonneau
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000977

GE-24 We are entitled to an environmental assessment on one and each and alternatives to all construction and maintenance procedures.

And the big picture of telling ourselves that the way to settle our problems is to bomb God Kill. This is a terrible role model for our age where violence is prevalent. To kill is to take away a life that God has given us Creator and to kill any one of our earth or Contaminate Earth and water is suicide as you fail free to kill the earth. Our mother provider, shelter, loves all great and small what matters how many studies done on each DoD or DoE test ranges no study can bring back a life be it bird, fish or human. The migratory bird treaty must be being violated by this proposal Q. Does it affect other alternatives for the Rio Grande and what other flyways - the great plains

BI-2 migratory birds can be inspected by all July alternatives I liked the suggestion for an alternative to move these planes close to Nevada or Wyoming maybe some new ideas for non violent crisis management.

AO-27 The Rio Grande gorge is the biggest fault on our continent it is a cliff. The reverberation and wake force of military flights can destabilize the rocks of boulders and fall on the people who engage this wild and scenic habitat. The way noise effects tourism is one thing but being bombed by falling rocks will cause big trouble.

000977

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 4-17-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I personally believe that these airplanes effect the weather by increasing wind velocities and causing wind directions. The wind storms are quite serious those tornados might be accelerated by passing jet wakes, heavy wind and dust blows always. Hold power. How do you think dust clouds on the surface these impact the airplanes. Have dust analysis considered the cumulative with to include pesticides (obsolete) pesticides, jet fuel fallout, nuclear fallout, acid rain, and the dangerous new studies in climate control experiments. These cumulative impacts endanger most, if not all species and adversely impact our health. Add this to the panic nervous system response to the loud noise terror torment. Over for more space →

Please Print
Name: Bonnie Bonneau
Address: El prado nm

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

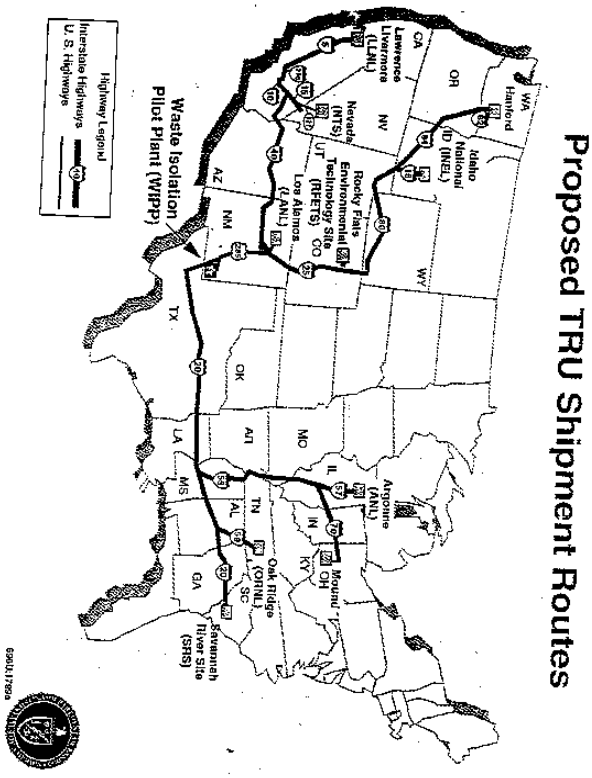
Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000977

So Enclosed is a map of the WIPP Routes for radioactive waste and you need to note the places where bomber flights cross these highways. Also you need to research and map the over land routes of Nuclear weapons and note where bomber flights would interact these in each alternative too, along with the potential environmental impact. I feel that the emotional impact is huge as folks feel threatened, invaded and violated by the noise and brute force, this must be acknowledged and understood. Social I hope our planet and nation will turn to peaceful ways of dealing with our precieved problems and humanity will become evolve to be kind & humane, to live in peace,

Thank you
Bonnie Bonnano

000977



000978

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: May 23, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY As a Co-ordinator of an Organization that deals with issues of radioactive dumping, & object to locating the realistic bomber training initiative in our state, New Mexico, which has a high level of nuclear activity. Since airplanes land on highways in emergencies, the fact that bombs and nuclear waste are traveling on our highways should eliminate us as a candidate for this program. This should also be true of any area where nuclear bombs are being transported or tested or where nuclear waste is being transported or stored.

Over for more space →

Please Print

Name: Janet Greenwald
Address: , Alb NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

000979

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: April 8 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I absolutely oppose RBTI Alternate D! I implore you to choose A - no action.

Alternate D would severely and negatively impact many aspects of Northern New Mexico. Alternate D low level flights would significantly degrade and disrupt our environment, our economy, our quality of life, and our precious historical and spiritual cultural sites.

Low level bomber flights would markedly disrupt our ecology, wildlife, and environment in areas including:

- Carson and Santa Fe National Forests
- Rio Grande Wild & Scenic Rivers Area
- Urraca and Elliot Baker Wildlife Areas
- Cimarron Canyon, Villanueva, and Summer Lake State Parks
- Kiowa and Rita Blanca National Grasslands
- Philmont Scout Ranch

These beautiful and environmentally fragile areas are enjoyed by New Mexicans and thousands of visitors to our state. Of course, these areas are home to

Over for more space →

Please Print

Name: Kyoko M. Hummel
Address: , El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Page 2

000979

BI-5 numerous wildlife and livestock. Bombers flying low over peregrine falcon and mexican spotted owl habitats, could send these birds into extinction in our area. The U.S. Fish and Wildlife Service has advised you (the Air Force) that flying any craft under 1600' less than a mile away is extremely harmful for these species.

BI-5 Also, bomber flights (about 10 per day!) below 1000' over Bald Eagle wintering habitat (October → march) could significantly harm our Bald Eagle population.

BI-1 Besides the various bird species, other wildlife such as elk, deer, and antelope herds would be disrupted by the frequent low level bombers. Bison and

BR-3 livestock would also be impacted. Bison have an extremely acute sense of hearing.

The adverse and potentially devastating effects on our economy in this region is also reason enough to abandon Alternative D. Your Draft EIS Appendix I "Socioeconomics" only talks of the construction dollars and handful of jobs that could come about from Alternative D.

BR-4 It seems you completely ignore our tourist based economy. Taos county unemployment rate of 18% and 23% of the population living below the poverty like means that we cannot afford to loose any of our tourist economy.

My business relies on 95% on tourists to the Taos area. Clients often comment on the peaceful serenity here. If our quiet rural setting is altered, many of us could be "wiped out" financially. Year round people come from all over to enjoy our outdoors, and not just in all the areas (forests, parks, scenic areas) that I mentioned on the first page. People enjoy quiet days and a deeply restful sleep without blasting decibels of bomber aircraft. Enclosed are two charts from Draft EIS Appendix G: Noise. These charts show the unacceptability of low level flights.

Page 3

000979

To fill our skies with 2,600 flights per year, six days a week which would include night flights, will surely impact our tourism. The miniscule positive construction economic impact is far outweighed by the detrimental negative economic impact of RBTI Alternative D.

The distress and disruption that tourists will notice will be magnified by those people living directly under and in close proximity of the route and flight corridor. The people living in Ocate, Anton Chico, Mosquero, Wagon Mound, Clayton, Roy, Abbott, and Mount Dora will all be appalled at the severe degregation of their quality of life if low level bombers are to fly directly overhead. When I lived in Albuquerque near the airport, the inssedible noise of military aircraft from Kirtland AFB was so much more disruptive than commercial aircraft. There are many more people beyond those specific towns I listed that will suffer if Alternative D is approved.

Northern New Mexico is fortunate to be home to many historical and spiritually rich cultural sites. Alternative D emitters and scoring sites would affect 4 prehistoric sites, 4 isolate prehistoric sites and 1 historic sight. Plus, living cultural sites would be affected such as Taos Pueblo, Santa Clara Pueblo, San Juan Pueblo, Picuris Pueblo and Jicarilla Apache Reservation. Many of the Pueblo structures are made of adobe brick and mud mortar

CU-1 and mud plaster. Vibration from bomber noise would accelerate decay of the very homes of these people.

No one can put a price on the quality of life and the spiritual affinity that many of us enjoy and cherish in Northern New Mexico. Please do not endorse RBTI Alternative D!

Thank you,

Kristen M. Hall

000980

June 16, 1999

Maj. Brent Adams, RBTI-EIS Project Manager
HQACC/CEVPP
129 Andrews St.
Ste 102
Langley AFB, Va 23665-2769

Dear Maj. Adams,

TY We protest both the current low-level bomber flights in the Trans Pecos area and the proposed expansion of these flights.

These training flights should be flown over unpopulated government land.

Yours truly,

Mrs. K. M. Hall

000981

DONALD R. WILSON
Director, Jamboree Division

June 16, 1999

Major Brent Adams
RBTIEIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY **I write this letter not in the role of a professional executive with the Boy Scouts of America, but rather as a concerned former Philmont Scout Ranch summer staff member (1958-1963).**

The draft environmental impact study regarding low-level flights over northeast New Mexico and in particular the corridor over the Philmont Scout Ranch is not logical and in fact, detrimental to both the human and physical environment.

I would ask that this letter go on record that I am diametrically opposed to the Alternative D plan presented by the United States Air Force.

Sincerely yours,

Donald R. Wilson

NATIONAL OFFICE • BOY SCOUTS OF AMERICA
IRVING, TEXAS

000982

Bernadette Devine

Terlingua, TX

June 1, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

I feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI) is unfair and unjust.

As a patriotic American I must voice my concern regarding the ways in which the Air Force has dealt with the public with regards to this issue. Though our small community is spread out over many miles, local people received no notice of the Air Force's plans regarding our area. Perhaps you could have considered radio announcements and placed several notices in all our area newspapers. Luckily, vigilant citizens used the proper channels to contact citizens and did what government agencies ought to have done – informed the public of the Air Force's plan.

GE-22

I write to you today to voice my specific concerns regarding the increase in military flights in West Texas. As a resident of the tranquil Terlingua Ranch, I have long enjoyed the solitude and peace of West Texas. It has been the intrusion of military flights that have interrupted our seclusion. The noise has disturbed many of my neighbors, their families, and their livestock.

As an educator and child advocate, I am concerned with the effect these flyovers will have on the property values in Brewster County. Our tax base is small enough, and devalued property could seriously affect school revenues in already under-funded districts.

The number one industry in South Brewster County is tourism, and these flyovers will affect the experience of our visitors. People from around the country and around the world come to Big Bend to "get away from it all." Big Bend is one of few places left in our country that is free from the hustle and bustle of the city, from the throngs of people, the noises of traffic and airports. The increased flights in our area will influence the impression visitors have of our area, and may deter future visits. The noise will impact birdwatchers, horseback riders, cyclists, campers, and hikers, Americans who work hard and hope to find a brief respite from the sounds and aggravations of "civilized life". I am especially concerned about the welfare of the many civilian pilots that visit our area. The many reports of USAF pilots veering off their routes is alarming to the civilian pilot, who would have little time to react if he/she found him/herself in the wrong place at the wrong time.

BR-4

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But, my concerns are greater than those that related to my personal comfort and local affairs. Frankly, I am disturbed that West Texas is becoming a training area for pilots from all over the world. I find it odd that the United States government would train foreign military personnel around our borders. I am disturbed to discover that some of these countries do not allow this type of training in their own countries and I question why my own government would sacrifice the security, health, and tranquility of its own citizens to the training of foreign pilots.

As a member of a variety of international organizations I understand the desire of the United States government to assist in the training of pilots with whom we will work. But, I know that there are many other areas where this training could take place. The military has access to hundreds of thousands square acres under government jurisdiction. Why does the USAF insist upon disturbing the tranquillity of West Texan private landowners?

For these reasons, and a few others I wish to restate that I believe that the proposed RBTI is **unfair** and **unjust**. I do not believe that the USAF has respected the concerns of American taxpayers and landowners. West Texas is historically a very patriotic place. Local citizens would not express so much concern and outrage over these proposed flights if we felt that it would somehow assist our national security. But, the USAF has not yet put energy into finding an alternative that we can all live with. Please, Major Adams, I implore you. Reconsider all the options and relocate these flights (if deemed necessary) to government-owned land. Preserve the unique silence of the desert and the solitude and seclusion that must prevail. Thank you.

Sincerely,

Bernadette Devine

6/1/99

000983

Daniel Williams
Taos NM

16 June 1999

Maj. Adams,

Thank you very much for the professionalism and courtesy that you and your team have shown throughout the EIS process.

I'm including my final written comments on the RBTI Draft EIS. Please include these as part of the final EIS.

In addition, I'm including a copy of the sectionals that cover the entire route for Alternative D. While the full copy is for your team's use, I'd greatly appreciate it if you would publish the entire route map that I've provided at full size. Although it will take eight to ten pages (8½" x 11"), this will allow people to see just where the route runs in relation to their homes and the places that they love. It will also help satisfy the complaint by many citizens, including Sen. Jeff Bingaman, that the USAF's maps have shown insufficient detail.

I'm also forwarding a copy of a letter written by the BLM to the USAF requesting "no flyovers between April 15 and September 15 in the Ute Mountain area." As it happens, the northern-most leg of Alternative D directly overflies Ute Mountain. Although the BLM's letter was submitted during the USAF RBTI scoping process, it was not included in the "correspondence section of the draft EIS.

In addition, I'm including a list of seventy-one questions and sub-questions. Some, but not all, of these were addressed by the draft EIS. As you can see, I compiled the list prior to the draft EIS being published.

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Included also are copies of an address and phone number list that individuals can use for writing their legislators and other individuals who can help defeat Alt. D.

Dive also included an RBTI fact sheet which summarizes a list of reasons for opposing Alternative D. Please publish each of these items in full.

As Dive stated publicly, I do not oppose RBTI — rather, I oppose Alt. D. RBTI makes sense as you seek to provide realistic training for your aircrews. However, I'm convinced that the devastating impact of Alt. D on Northern New Mexico's environment, economy, and quality of life, outweighs the training and operational benefit to the USAF.

Again, thank you,

Richard D. Williams, Major, Ret.
U.S. Air Force Reserve

000983

Mai. Richard D. Williams, Ret.
, Taos, NM

27 April 1998

Lt Col Wheeless,

Thank you for the courtesy and professionalism that you and your team demonstrated during your April visit to New Mexico. I've put together a list of questions, comments, and requests which follow.

Questions:

AO-63 1) What is the full length of the route prior to the B-1's turning into the Mt. Dora MOA? It appears that the B-1 route is approximately 310nm and that the B-52 route is up to several hundred nm longer.

AO-63 2) What is the full length of the entire route including the portion which the B-52's will fly after the B-1's turn into the Mt. Dora MOA?

AO-63 3) What is the minimum route corridor width? Maximum corridor width?

AO-63 4) What is the total number of square nm of land that falls below the B-1 route corridor? Below the entire corridor included the extended B-52 route?

AO-63 5) Are you restricted to using existing air routes in the Moreno Valley (Angel Fire) Area? In order to keep your promise to the people of Angel Fire that the RBTI, Alt. D route, would be at least 5nm from Angel Fire, would create a route section not using an existing air route?

AO-63 6) What will be your minimum route corridor width in the Moreno Valley area?

AO-64 7) Where will the emitter sites be located?

AO-64 8) Will the DOD seek to place the emitter sites on public or private land?

AO-64 9) How far apart will the emitter sites be located?

10) How will the bomber aircrew receive feedback from the emitter sites? Electronic pod? Radio receivers? Verbal/visual debriefing on the ground?

11) How will the electronic sites score the aircrew performance? Info based on visual/optical sighting? Transponder data? Electronic pod carried by aircraft?

AF-28 12) Will there be any weapons or ordnance of any kind stored at the emitter sites?

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13) What electronic frequency bands and strengths will the emitter sites use for acquisition, targeting, ECM/ECCM, etc.?

14) What electronic frequency bands and strengths will the aircraft use for acquisition, targeting, ECM/ECCM, etc. during the route and upon entering the Mt. Dora MOA?

AF-27 15) What effect will the electronics used as part of RBTI or by aircraft participating in RBTI missions have on the existing radio, tv, satellite, microwave, and other electronic systems currently in place?

PD-24 16) How will the land for the emitter sites be obtained? My understanding is that the Federal Government will offer to purchase the land, and that if the current owner refuses to sell, that it will be legally condemned and taken? Is that correct?

AF-29 17) Will there any ordnance of any kind, nuclear or conventional carried on board the aircraft flying the RBTI route?

AF-29 18) Will aircraft carrying ordnance for a live bombing mission ever be diverted to fly the RBTI route while carrying live ordnance?

AF-29 19) Will aircraft carrying nuclear, biological, or chemical weapons ever fly the RBTI route?

AF-29 20) Will the aircraft carry any kind of payload/additional weight to simulate the combat weight of an aircraft carrying bombs?

21) Some years back, a USAF bomb was found in a farmer's field near Roy, NM in the Mt. Dora MOA. Was that bomb live? Conventional or nuclear? How long had it been since it was dropped there? What type of aircraft dropped it? What type of mission was the aircraft on? What has been done since to prevent similar incidents in the future?

AF-29 22) Where will the simulated weapons delivery area be for RBTI aircraft? Somewhere along the route or in the Mt. Dora MOA?

AF-29 23) Will the bombers be participating in ACT/DACT or other training during which other aircraft simulate attacking them during the route? After entering the Mt. Dora MOA?

24) If so, will the attacking aircraft ever be carrying any type of ordnance? If so, conventional or unconventional and what type?

PD-14 25) Will the night missions involve night vision goggle training? If so, will pilots be flying under visual or instrument conditions during night missions?

PD-14 26) Will the daytime missions be under visual or instrument conditions?

AF-31 27) What are the weather and visibility minimums for aircraft flying on the RBTI route? Within the Mt. Dora MOA?

AF-32 28) When will 300' AGL be used as the minimum altitude? When will 500' AGL be used as the minimum altitude?

PD-15 29) What will be the training level of pilots/aircrews flying on the RBTI routes?

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PD-15 30) Will RBTI be connected with initial B-1 or B-52 training programs? Are the bombers stationed at each Dyess AFB, TX and Barksdale AFB, LA assigned to operational squadrons or training squadrons?

PD-16 31) During which hours will the USAF fly missions along the MTR proposed for RBTI? Within Mt. Dora MOA?

AO-65 32) Will there be any supersonic missions along the route or within the Mt. Dora MOA?

AO-65 33) What airspeeds will the B-1's fly along the route? B-52's?

AO-5 34) Under what conditions would the B-1's dump fuel? Under what conditions would the B-52's dump fuel? How will the USAF insure that fuel dumped during emergency or other procedures is cleaned up? How will the USAF comply with the "Clean Waters Act" regarding either emergency or non-emergency fuel dumping?

AO-66 35) What chemicals are contained in the fuel? What are the chemical ratios of these chemicals?

AO-16 36) What HAZMAT considerations, precautions, and procedures must local agencies observe if responding to a plane crash as part of RBTI missions? What would be the risk to "first on the scene" Search and Rescue personnel, and what precautions should they take? Firefighter and ambulance crews? Others?

AO-1 37) What chemicals and pollutants are in the exhaust of each B-51's and B-52's? What are the chemical components and ratios of these pollutants? What will be the amount of pollution created by each B-1's and B-52's per hour while flying on the RBTI route and within the Mt. Dora MOA? How will the USAF comply with the "Clean Air Act"?

38) At 300' how much reaction time would the aircrew have to an emergency prior to crashing? What if the emergency involved loss of flight controls?

AF-6 39) Will the data received by the emitter sites be provided to the FAA to help ensure that aircraft are within the flight corridor and at, or above, minimum assigned altitudes? If not, then what accountability will the aircrews have to insure they comply with airspace restrictions?

BR-3 BR-5 40) What impact will the flights have on cattle, sheep, chickens and other livestock at farms and ranches along the route? What means of compensation will the USAF use for compensating farmers, ranchers, and individuals who suffer losses due to RBTI? What agencies will handle the compensation for these losses and what are the mailing addresses and phone numbers for those agencies?

AF-8 41) What agencies should individuals contact to report aircraft that they feel are below or outside of corridor boundaries? What are their addresses and phone numbers?

GE-31 42) What agency will be responsible for scheduling RBTI and Mt. Dora MOA operations? What is there address and phone number?

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CU-1 43) What effect will the low-flying aircraft have on adobe structures to include homes, pueblos and kivas?
CU-4 44) How will the USAF mitigate the impact to cultural and religious practices by the Taos Pueblo Indians and others?
45) Will the RBTI EIS be a comprehensive EIS including past, present, and future activities of a similar nature?
GE-32 46) Will the RBTI EIS be programatic, that is, to include not only USAF flight activity, but also Air Force Reserve, Air National Guard, Navy, USMC, and Army flight activities on past, existing, and proposed fight training routes and activities?
PD-16 47) Will the RBTI missions be limited to certain days of the week or open to flying Monday through Sunday of each week? Will there be a moratorium on flying on any days of the week?
AO-41 48) Will Air National Guard/Air Force Reserve/Navy/USMC/Army flights conducted within the RBTI route count against the 2,660 maximum number of missions proposed for RBTI?
GE-1 49) What is the total proposed cost for RBTI? How does this break down? Does this include flying and operational related costs?
AO-64 50) Will the emitter sites be manned or unmanned?
SE-4 51) How many jobs, if any, will RBTI create in New Mexico? Will these positions be filled by military, civilian, or DOD contract personnel?
SE-4 52) How much revenue, if any, will RBTI bring to New Mexico?
53) What benefits, if any, will RBTI offer the people of New Mexico?
BR-4 54) Since RBTI is likely to reduce the attractiveness to tourists, lower property values, and affect ranching (thereby reducing the ability of the people of northern New Mexico to make a living) does this create a tacit taxation—that is a special tax on a subset of the population through which the people of northern New Mexico will in effect pay a higher price for national defense than people in other areas?
55) Can the USAF/DOD legally withdraw RBTI, Alternative D, from the "area of consideration" prior to completion of the Draft RBTI EIS? If so, at what level could such a decision be made and by whom? What is the address and phone number for that individual/agency?
56) What is the operating cost per hour for each a B-1 and B-52 flying at 300' to 500' AGL?
PD-1 57) Citizens attending the initial RBTI meeting in Santa Fe, NM were told by USAF representatives that the USAF has sufficient training routes and areas in existence now, but that RBTI is needed to resolve the scheduling conflicts of existing airspace and routes. Is this true? If so, where are those conflicts and what options have been explored?
PD-1 58) Why does the USAF need RBTI?

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AO-67 59) Is it true that the USAF has 4-6 bomber sorties per day flying the existing air routes which fall within RBTI alternatives B and C (in Texas) now?
60) What benefits, if any, will RBTI bring to northern New Mexico?
GE-29 61) Would a new EIS be required for aircraft other than B-1 and B-52 aircraft to use the RBTI route and the Mt. Dora MOA?
AO-67 62) What is the current usage of each existing air route which will comprise the RBTI alternative D route? Alternative B and C routes?
AO-67 63) What will be the resulting increase in usage for each route?
AO-67 64) What has been the previous usage for the routes along each of the proposed alternatives? Please provide documents reflecting the actual use showing using agencies, types of aircraft, numbers of sorties and flights, altitudes, etc.
BI-10 65) How will the USAF comply with the "Migratory Bird Treaty"?
CU-6 66) How will the USAF comply with the "Historical Preservation Act"?
AF-35 67) Has the USAF ever had any reported incidents of B-1 aircraft going supersonic without authorization? If so, when and how was this resolved?
AO-65 68) What effect would unauthorized supersonic B-1 flights have on the pueblos, kivas and adobe homes in northern New Mexico?
BR-1 69) How does the USAF measure noise impact as part of the RBTI EIS? How have the USAF's noise study techniques been changed since the Brooks AFB document declaring that the USAF's noise models and techniques were inadequate, was used in court against the USAF?
BR-1 70) Will the RBTI EIS noise impact studies involve actual measurements at various places along the route or use computer models?
AO-68 71) Does ACC use a set dB level for noise studies or measure the difference between the existing noise level in the environment and the noise level created by the bombers?

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Thanks again for the professionalism that you and your team have shown, and thanks again for your assistance with the above.

RICHARD D. WILLIAMS, Major, Ret.
U.S. Air Force Reserve

cc: Senator Bingaman
Senator Domenici
Representative Redmond

2 Atch.

Atch. 1. Cover sheet for my previous RBTI EIS Inputs.

Atch. 2. "Bombers in Our Backyard... will our Bald Eagles Survive"

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LETTER WRITING CAMPAIGN TO DEFEAT RBTI-ALERNATIVE D

It is vital that people comment at U.S. Air Force hearings and send written comment to: **Major Brent Adams, RBTI EIS Project Manager, HQ ACC/CEVP, 129 Andrews Street, Suite 102, Langley AFB VA 23665-2769.** The comment period will run until mi June.

Equally important are letters to politicians and government agencies in opposition to RBTI-Alternative D.

WHO TO WRITE TO:

U.S Senator Pete Domenici
Washington, D.C.

U.S. Senator Jeff Bingamon
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Washington, D.C.

U.S. Rep. Tom Udall
Washington, D.C.

F. Whitten Peters
[address as "Secretary Peters"]
Acting Secretary of the Air Force
Washington, D.C.

Federal Aviation Administration
Southwest Regional Headquarters
Attn: Don Day
Ft. Worth, TX

Pres. Bill Clinton
The White House
Washington, D.C.

Gov. Gary Johnson
Office of the Governor
State Capitol Building
Santa Fe, NM

Typed or handwritten letters have more impact than email or phone calls

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Healing the Sacred Silence

Snow-capped mountains—Blood of Christ, you touch the hand of God.
You're watching over Taos, your infant child.

My heart cries for you Mother.
Sacred temple of the earth, men worship you.

I hear the bombers coming—screaming through the sunset.
The silence shatters.
The deer race wild-eyed at the sound.
The eagles leave their nests—rising to meet an unbeatable foe.
A sick child, almost asleep, cries out in pain.

I stand before you Mother. Sword laid down. Pen in hand.
Arms outstretched, I reach for you.
Cracking voice, I cry for you.

The bombers are coming.
I hear them now.

A thousand voices echo out my cry.
Ten-thousand voices—now the bombers fade.

Together, your children stand—nursing at your breasts.
Arms locked, we hold fast—circling round your feet.

The bombers are gone now.
Silence blankets your virgin soul once more.
You sigh.
We smile.
And we both know you are loved.

Richard Daniel Williams
©1998, Taos, New Mexico

000983

FACT SHEET

FACTS ABOUT REALISTIC BOMBER TRAINING INITIATIVE PROPOSAL-D (Northern New Mexico Route)

What: 2,600 flights per year
6 days per week
10 flights per day
15% of flights will occur AFTER 10 PM, until 6 AM

Who: B-52 Bombers=185 ft. wing span
160 ft. wingspan = 2/3 of a football field
B-1 Bombers= roughly equivalent to B-52

HOW HIGH DO THEY FLY? As Low As 200 ft Above Ground Level (AGL)

Where: The route affects 9 counties and some of the most beautiful areas in northern New Mexico, including: Carson National Forest, Rio Grande Wild and Scenic River Area, Urraca Wildlife Area, Elliott Barker Wildlife Area, Philmont Scout Ranch, Colin Neblett Wildlife Area, Cimarron Canyon State Park, Santa Fe National Forest, Villaneuva State Park, Sumner Lake State Park, Kiowa National Grassland, Rita Blanca National Grassland, Chicosa Lake State Park, Clayton Lake State Park. See Attached map for flight route.

How Much? $10,000/hour spent on jet fuel per flight

WHY OPPOSE RBTI-PROPOSAL-D

RBTI-Proposal D is ill-conceived and fraught with danger on every side. Here is a list of ten compelling reasons to oppose RBTI-Proposal D.

1) Disruption and damage to northern New Mexico's wildlife, ecology and livestock due to 2,600 low level bomber flights per year over wilderness and ranch areas.

2) Disruption and distress to local populations of people directly under and in close proximity to the route and flight corridor. The route will fly directly over Ocate, Anton Chico, Mosquero, Wagon Mound, Clayton, Roy, Abbott, and Mt. Dora, and will fly near many more communities and residences.

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3) Extremely high noise levels as they fly over Northern New Mexico at 300-500 feet above ground level. Recent studies show that jet aircraft flying at such altitudes produce sound levels at just be low the pain threshold.

4) Adverse and potentially devastating effect on the already fragile economy of the region, more than 60% based on tourism. This would effect each and every person in the region, already suffering 18% unemployment (Taos County), and 27% of the population below the poverty line (Taos County).

5) Direct flights over numerous state or federally protected areas, including wild and scenic areas, states parks, national forest, and state wildlife areas.

6) Depreciation of land values which would be diminished by 2,600 B-52 low level flyovers each year.

7) Impacts on endangered species. The bomber route flies over Mexican Spotted Owl habitat, as low as 400 ft AGL, 12 times a day, and over at least three active nesting sites for the Peregrine Falcon, 11 times a day at 400-1000 feet AGL. The U.S. Fish and Wildlife Service has advised the Air Force that anything less than 1600 ft. AGL and less than 1 mile away laterally will harm these species.

8) The bomber route flies over wintering habitat for bald eagles 12 to 14 times per day below 1,000 ft AGL. The U.S. Fish and Wildlife Service has advised the Air Force that anything at or below 2000 ft AGL between October 1 and March 1 could result in significant impacts to wintering bald eagles.

9) There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 fly-overs per day The Air Force must study these cumulative impacts, and the cumulative impacts of all low-level training flights in the western U.S. in a programmatic EIS.

10) The public safety is at risk. Numerous military aircraft have crashed on domestic training missions, some within New Mexico, within the past 3 years. Crashes have the potential to start forest fires.

000984

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

Dear Major Adams,

I am writing as a member of the community which will be impacted by RBTI-Route D. I appreciate the opportunity and feel that it is my responsibility to comment on the Draft EIS for RBTI-Route D. Although I suspect otherwise, I truly hope that this process is taken very seriously by the USAF and not merely as a formality designed to placate the taxpayers in the name of saving taxpayer dollars and national security.

We taxpayers will not see a tax cut as a result of RBTI. Therefore, RBTI will not save taxpayers' dollars. RBTI will save the USAF dollars. While $10,000 per hour for jet fuel is a stunning amount, that amount becomes insignificant when compared with the stupendous cost of our national defense operation. One B-1 costs over $200 million, one B-52 costs $74 million. One B-2 costs $1.3 billion. The Department of Defense appropriations budget authorization for fiscal year 1998 was $251.4 billion. (Horatio Trujillo – Legislative Assistant on Foreign Policy and Economic Policy for Tom Udall, U.S. Representative, New Mexico, _ *Congressional District.*)

Perhaps the need for operations such as RBTI could someday be reduced or even eliminated, saving billions of taxpayer dollars, and strengthening national security by using more energy and tax dollars to help our leaders further develop the techniques, skills, and tools for dialogue and communication in order to wage peace through conflict resolution without violence

The Draft EIS bases its findings on objective data and quantitative studies in order to arrive at its conclusions. It also includes advisories from the USFWS and the USFS. It appears that no conclusions were arrived at regarding some of the topics.

In this letter I wish to address some of these sensitive and controversial issues using the data and information I found in the Draft-EIS.

Section 4: Affected Environment and Environmental Consequences:
RBTI-Route D will fly over Mexican Spotted Owl habitats as low as 400 feet AGL, 12 times per day and over at least three active nesting sites for Peregrine Falcons 11 times a day at 400-1000 feet AGL. The bomber route flies over wintering habitat for bald eagles 12-14 times daily below 1,000 feet AGL.

According to the *Bird of Prey and Wildlife Monitoring Study of the Ute Mountain Section of the Rio Grande Gorge* (1986-1989), RBTI will cross two branches of the Rio Grande Flyway for migratory birds of prey and waterfowl. Also, the eastern fork of the Rio Grande is located

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directly over the Valle Vidal Unit of the Carson National Forest where a large elk herd is strictly protected and which is managed for its wildlife and recreation opportunities

p.4- 107 "USFWS advisories have stipulated that the Air Force survey unsurveyed owl habitats underlying IR-153, segments AB and EF in order to determine owl populations (if any) and to avoid overflights by 1,600 feet AGL. March 1-August 31 annually." Additionally they have stated that "significant and adverse impacts would occur to peregrine falcons if they are overflown at levels below 1,600 feet AGL," and that" flights at or below 2,000 feet AGL from October 1 to March 1 could result in significant impacts to wintering bald eagles."

The writers of the Draft-EIS, on the other hand, found a number of studies of mammals and birds which they used to state that p.4-106, "Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant adverse impacts to wildlife or threaten endangered or sensitive species."

Also the safety section, p.4-50, Draft-EIS states that "neither the existing nor the proposed airspace in IR-153 Section AB would overlie or intersect any migration flyways or water bodies where birds congregate." Clearly, the land managing agencies, i.e. USFWS, BLM-USFS, are in conflict with the USAF or FAA regarding their missions. This conflict must be legally resolved in order for RBTI-D to be considered.

BI-5

Socio-Economic and Environmental Justice:
P. 4-109 The Draft-EIS describes socio-economics as "the general features of the economy, including employment, population, and income, that could be affected by the proposed alternatives." It states that "most direct and indirect socio-economic effects would occur in the immediate vicinity of where the electronic scoring sites and emitter sites would be constructed and operated."

P. 4, 109 "The primary measures by which socio-economic impacts were identified include changes to employment, populations, and earnings associated with the proposed alternatives." They detailed their methods, assumptions and calculations in Appendix I.

The Draft-EIS states on p. 4-118, Table 4-4-1 for alternative D: "No measurable impacts to socio-economics. No disproportionate impacts to minority and low income populations."

Taos County and others nearby were not considered in the Study, presumably because of the criteria used. Nevertheless, they could sustain adverse and devastating changes to employment, populations, and earnings as a direct result of the implementation of RBTI-Route D.

BR-4

Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i.e. feed and supply stores, equipment sales, etc.

BR-3

Northern New Mexico is well known as a haven for seekers of solitude and quiet of many kinds. Sportsmen such as hunters, fishermen, trail riders, as well as hikers, bikers, campers, rafters, back-country skiers, snow shoers, families, mushroom hunters, and bird-watchers come from all over the world to enjoy the tranquility, beauty, and originality of the region, as do people

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searching for many types of physical and spiritual healing. We have retreats, spas, and gatherings, in beautiful wilderness settings.

More than 60 per cent of Taos County's fragile economy is based on tourism. The implementation of the RBTI Route D could cause many of our tourists (bread and butter) to find their "peace and quiet" elsewhere, far from the incredibly monstrous and loud machines of war. A reduction in tourism would impact nearly every person and industry in the country: outfitters and tour guides, camping and sporting goods stores, health spas, health professionals, spiritual retreats and healers, as well as all the supporting businesses, such as hotel, motel, bed and breakfast inns, restaurants, gas stations, gift shops, art galleries, movie theaters, and all of their employees (low income).

Similarly to tourism, Taos County's real estate and construction industries could be adversely and devastatingly impacted by RBTI-Route D. In recent years, many people have moved to Taos and the surrounding area to "get away from it all." Many of these people bring money and even the ones who don't contribute to the economy. These people, like the tourists, could take their dollars and find other places to live and retire, thereby impacting not only the real estate market but also the construction industry, one of the stronger parts of our economy at this time. People affected will be bankers, builders, building supply yards and stores, home decorating and furniture stores, and well as tradesmen of all kinds; i.e. plumbers, electricians, plasterers, adobe layers, tilers, excavators, landscapers, painters, laborers, etc.

Property values could fall, not only as a result of fewer people moving to the area because of RBTI-Route D, but also people, such as myself, could choose to leave the area, further jeopardizing our tenuous economy.

BR-4

The socio-economic impact of RBTI-Route D to Taos County and the neighboring counties must be studied before RBTI-Route D is allowed to move ahead.

P4-109: the EIS addresses environmental justice, as defined in Executive Order 12898: "Federal Actions to Address Environmental Justice in Minority and Low Income Populations." It looks at whether an action disproportionately affects these types of populations. According to1990 census data in the Community Profile Packet from the Taos County Chamber of Commerce, a large portion of Taos County's population is made up of Hispanic and Native American people., (65% Hispanic, 7% Native American, 27% Anglo, and 1% Other). Many of these are low wage earners or are unemployed. We currently have 27 percent earning below the poverty line and an unemployment rate of 18 percent, according to the Western Environmental Law Center.

There are hundreds of small entrepreneurial businesses in the Taos area. They struggle for survival. Many are "mom and pop" style operations. Many of the potential job losses would be among their employees. When business gets slow around here, the low wage earners are the first to go; i.e. during our off seasons, spring and late fall, the small business owners and managers can cover the duties themselves. Thus the employees are - at least temporarily – laid off. Among these workers would be shop helpers, fast food employees, construction laborers, hotel and motel service, restaurants, ski area gift shops, etc. These are the low income people. Many are minority members. They could become even poorer or unemployed. Potential impact regarding the Environmental Justice for Taos County must be carefully studied before the RBTI-Route D moves forward.

BR-4

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Noise: "Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc.), or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho/socio-acoustic effects of the sound's loudness."

P.4-6: The Air Force uses three noise measuring techniques:
1. L-max and SEL = single noise events
2. DNL = Day Night Average sound levels and cumulative energy average noise.
3. DBA=A weighting in decibels.

There are tables, explanations, and diagrams showing SEL and L-max levels, as well as a number of tables, explanations, and diagrams of DNL (pgs. 4-6,4-7,4-8,4-47,4-49, appendix G, p. g-4).
The EIS states that "DNL has emerged as the most widely accepted metric for aircraft noise." P 4-9.

On P. 4-46, the EIS states that the noise levels on the 38 segments of IR-153 would range from less than 45 DNL to 64 DNL., 65 decibels is 50% louder than average conversation

On P. 4-46, the EIS also states that sortie operations on all but three segments of IR-153 could generate SEL's ranging from 86 to 116 decibels

Appendix G, p. G-2: "A change in sound level of about 10 decibels is perceived by the average person as a doubling (or halving) of the sound's loudness."

Therefore, to an average person, a sound that measured 70 decibels would be twice as loud as a sound of 60 decibels (average conversation). If you do the arithmetic, a sound of 120 decibels would be 64 times as loud to the average person as a sound of 60 decibels. According to pages, 4-6, table 4.1-1, a B-1 at 300 feet AGL produces an L-max of 117 decibels. Table 4-1-3: an SEL of 116 decibels.

Although the DNL measurement is the most widely accepted measurement for aircraft noise, it is clear after careful study of the information provided by the EIS, (and also my own experiences of being overflown), that for these low-level types of flights, the single event level and the L-max factor must be given at least equal weight to DNL averages before the USAF is allowed to move forward with this project.

AO-55

Cultural Resources:
P. 4-122: The EIS states that "the effects of noise on cultural resources may also be related to setting. Noise impacts to Native American traditional cultural properties may be related to interference with ceremonies and other traditional activities at sacred sites. Undisturbed habitats, resources, and settings are considered to be critical to religious practices. Potential impacts can be identified only through consultation with the affected groups."

The USAF has altered RBTI-Route D to avoid the Taos Pueblo and Blue Lake areas as a result of consultation with Taos Pueblo leaders. It is not necessary for the USAF to reveal sacred and religious sites to the general public; however, they must provide assurance that all issues regarding sacred and religious sites have been resolved to the satisfaction of the various Pueblos that were consulted before moving forward with RBTI-Route D.

CU-4

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Cumulative Impact:
There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 flyovers per year. The USAF must study these cumulative impacts and the cumulative impacts of all low level training flights in the western U.S. in a programmatic EIS.

Public Safety:

The EIS addresses safety issues and on p.4-50, states that "since IR-153 does not currently exist, it is difficult to draw direct comparisons of baseline and projected mishap potential. Secondary MTRs that overlap or intersect segments of proposed IR-153 do provide a rough comparison. Estimated years between class A mishaps on these routes rage from 22-2,800. For proposed IR-153, estimated years between Class A mishaps for B-52's would fall into this range, whereas the potential for B-1's would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishaps per year and a 0.07 probability for the B-1's."

We know that there have been a number of military plane crashes over the years. There was one incident with a sailplane where the Air Force pilot didn't even see the glider because the difference in speed was so great. The wing wheel of the glider was found in the military aircraft. In our area, there are not only sailplanes but also small private and commercial planes and hang gliders.

No Class A mishaps are acceptable. The USAF must be able to estimate a 0 percent probability for Class A mishaps. Also, the Air Force should provide a list description of all mishaps – Class A and otherwise – that have actually occurred over the lifespan of the military aircraft training programs before it moves ahead with this project.

AO-61

In conclusion, in order to formulate my response to the Draft EIS for RBTI-Route D, I have read the report carefully. After having done the research necessary to write this letter, I have discovered that it is possible to use objective criteria and quantitative data in order to arrive at more than one conclusion. From my research, most of which comes directly from the Draft EIS, I conclude that the USAF must further study and resolve many of the issues addressed in the Draft-EIS, including potential harm to endangered, threatened and sensitive species and potential harm to other wildlife, ecology and livestock.

The noise level issue must be re-addressed and made to include L-max and SEL measurements. The public safety issue has not been adequately addressed re: military plane crashes, small aircraft and bird strikes. The study must make readily available to the public a list of all Class A mishaps that have actually occurred over the life of the military aircraft training programs.

The EIS must be made to include a socio-economic and environmental justice report on potential impact to the socio-economic structure of Taos County, New Mexico. Finally the USAF must complete their consultations with the various Native America Indian Pueblos and resolve any issues regarding sacred and religious sites to the satisfaction of each tribal community consulted.

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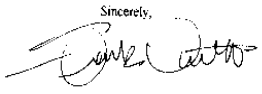
It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,



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000985

Suzanne Schwartz

El Prado. NM

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

Dear Major Adams,

I am writing as a member of the community which will be impacted by RBTI-Route D. I appreciate the opportunity and feel that it is my responsibility to comment on the Draft EIS for RBTI-Route D. Although I suspect otherwise, I truly hope that this process is taken very seriously by the USAF and not merely as a formality designed to placate the taxpayers in the name of saving taxpayer dollars and national security.

First, we taxpayers will not see a tax cut as a result of RBTI. Therefore, RBTI will not save taxpayers' dollars. RBTI will save the USAF dollars. While $10,000 per hour for jet fuel is a stunning amount, that amount becomes insignificant when compared with the stupendous cost of our national defense operation. One B-1 costs over $200 million, one B-52 costs $74 million. One B-2 costs $1.3 billion. The Department of Defense appropriations budget authorization for fiscal year 1998 was $251.4 billion. (Horatio Trujillo – Legislative Assistant on Foreign Policy and Economic Policy for Tom Udall, U.S. Representative, New Mexico, ___ *Congressional District.)*

Second, there is the subjective issue of national security. These bombers are used to drop bombs. The United States and NATO use them to wage war on smaller, weaker countries. These relentless bombings complete with "regrettable but inevitable collateral damages," could backfire. Consider the recent mistaken bombing of the Chinese Embassy in Belgrade. China, along with it's ally Russia, has significant nuclear technology. Continued bombing activity, combined with arms sales to other small countries, often followed by acts of military aggression and intervention (war) against the same, could actually threaten rather than strengthen national security. One of these many small, weak countries could decide to turn against us and attack us, using our own weaponry and technology.

Perhaps the need for operations such as RBTI could someday be reduced or even eliminated, saving billions of taxpayer dollars, and strengthening national security by using more energy and tax dollars to help our leaders further develop the techniques, skills, and tools for dialogue and communication in order to wage peace through conflict resolution without violence.

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The Draft–EIS bases its findings on objective data and quantitative studies in order to arrive at its conclusions. It also includes advisories from the USFWS and USFS. It appears that no conclusions were arrived at regarding some of the topics.

In this letter I wish to address some of these sensitive and controversial issues using the data and information I found in the Draft-EIS.

Section 4: Affected Environment and Environmental Consequences:
RBTI-Route D will fly over Mexican Spotted Owl habitats as low as 400 feet AGL, 12 times per day and over at least three active nesting sites for Peregrine Falcons 11 times a day at 400-1000 feet AGL. The bomber route flies over wintering habitat for bald eagles 12-14 times daily below 1,000 feet AGL.

BI-5 According to the *Bird of Prey and Wildlife Monitoring Study of the Ute Mountain Section of the Rio Grande Gorge* (1986-1989), RBTI will cross two branches of the Rio Grande Flyway for migratory birds of prey and waterfowl. Also, the eastern fork of the Rio Grande is located directly over the Valle Vidal Unit of the Carson National Forest where a large elk herd is strictly protected and which is managed for its wildlife and recreation opportunities.

p.4- 107 "USFWS advisories have stipulated that the Air Force survey unsurveyed owl habitats underlying IR-153, segments AB and EF in order to determine owl populations (if any) and to avoid overflights by 1,600 feet AGL, March 1-August 31 annually." Additionally they have stated that "significant and adverse impacts would occur to peregrine falcons if they are overflown at levels below 1,600 feet AGL," and that" flights at or below 2,000 feet AGL from October 1 to March 1 could result in significant impacts to wintering bald eagles."

The writers of the Draft-EIS, on the other hand, found a number of studies of mammals and birds which they used to state that p.4-106, "Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant adverse impacts to wildlife or threaten endangered or sensitive species."

Also the safety section, p.4-50, Draft-EIS states that "neither the existing nor the proposed airspace in IR-153 Section AB would overlie or intersect any migration flyways or water bodies where birds congregate." Clearly, the land managing agencies, i.e. USFWS, BLM-USFS, are in conflict with the USAF or FAA regarding their missions. This conflict must be legally resolved in order for RBTI-D to be considered.

Socio-Economic and Environmental Justice:
P. 4-109 The Draft-EIS describes socio-economics as "the general features of the economy, including employment, population, and income, that could be affected by the proposed alternatives." It states that "most direct and indirect socio-economic effects would occur in the immediate vicinity of where the electronic scoring sites and emitter sites would be constructed and operated."

P. 4-109. " The primary measures by which socio-economic impacts were identified include changes to employment, populations, and earnings associated with the proposed alternatives.". They detailed their methods, assumptions and calculations in Appendix I.

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The Draft-EIS states on p. 4-118, Table 4-4-1 for alternative D: "No measurable impacts to socio-economics. No disproportionate impacts to minority and low income populations."

BR-4 Taos County and others nearby were not considered in the Study, presumably because of the criteria used. Nevertheless, they could sustain adverse and devastating changes to employment, populations, and earnings as a direct result of the implementation of RBTI-Route D.

BR-3 Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i..e. feed and supply stores, equipment sales, etc.

Northern New Mexico is well known as a haven for seekers of solitude and quiet of many kinds. Sportsmen such as hunters, fishermen, trail riders, as well as hikers, bikers, campers, rafters, back-country skiers, snow shoers, families, mushroom hunters, and birdwatchers come from all over the world to enjoy the tranquility, beauty, and originality of the region, as do people searching for many types of physical and spiritual healing. We have retreats, spas, and gatherings, in beautiful wilderness settings.

More than 60 per cent of Taos County's fragile economy is based on tourism. The implementation of the RBTI Route D could cause many of our tourists (bread and butter) to find their "peace and quiet" elsewhere, far from the incredibly monstrous and loud machines of war. A reduction in tourism would impact nearly every person and industry in the county: outfitters and tour guides, camping and sporting goods stores, health spas, health professionals. spiritual retreats and healers, as well as all the supporting businesses, such as hotel, motel, bed and breakfast inns, restaurants, gas stations, gift shops, art galleries, movie theaters, and all of their employees (low income).

Similarly to tourism, Taos County's real estate and construction industries could be adversely and devastatingly impacted by RBTI-Route D. In recent years, many people have moved to Taos and the surrounding area to "get away from it all." Many of these people bring money and even the ones who don't contribute to the economy. These people, like the tourists, could take their dollars and find other places to live and retire, thereby impacting not only the real estate market but also the construction industry, one of the stronger parts of our economy at this time. People affected will be bankers, builders. building supply yards and stores, home decorating and furniture stores, and well as tradesmen of all kinds; i.e. plumbers, electricians, plasterers, adobe layers, tilers, excavators, landscapers, painters, laborers, etc.

BR-4 Property values could fall, not only as a result of fewer people moving to the area because of RBTI-Route D, but also people, such as myself, could choose to leave the area, further jeopardizing our tenuous economy.

One of the major reasons for my living here is my love of the outdoors and finding solitude and quiet in nature. I have visited many of the areas which will be overflown. Although the EIS claims through the use of quantitative averaging that the likelihood of a person being overflown is highly unlikely, I have been overflown on a number of occasions by I don't know what types of military aircraft over the years. These few experiences were traumatic for me, which is unacceptable. Increasing the odds by 2,600 flights per year of even bigger, scarier, lower and louder machines is also unacceptable.

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The socio-economic impact of RBTI-Route D to Taos County and the neighboring counties must be studied before RBTI-Route D is allowed to move ahead.

P4-109: the EIS addresses environmental justice, as defined in Executive Order 12898: "Federal Actions to Address Environmental Justice in Minority and Low Income Populations." It looks at whether an action disproportionately affects these types of populations. According to1990 census data in the Community Profile Packet from the Taos County Chamber of Commerce, a large portion of Taos County's population is made up of Hispanic and Native American people., (65% Hispanic, 7% Native American, 27% Anglo, and 1% Other). Many of these are low wage earners or are unemployed. We currently have 27 percent earning below the poverty line and an unemployment rate of 18 percent, according to the Western Environmental Law Center.

There are hundreds of small entrepreneurial businesses in the Taos area. They struggle for survival. Many are "mom and pop" style operations. Many of the potential job losses would be among their employees. When business gets slow around here, the low wage earners are the first to go: i.e. during our off seasons, spring and late fall, the small business owners and managers can cover the duties themselves. Thus the employees are - at least temporarily – laid off. Among these workers would be shop helpers, fast food employees, construction laborers, hotel and motel service, restaurants, ski area gift shops, etc. These are the low income people. Many are minority members. They could become even poorer or unemployed. Potential impact regarding the Environmental Justice for Taos County must be carefully studied before the RBTI-Route D moves forward.

BR-4

Noise: "Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc.), or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho/socio-acoustic effects of the sound's loudness."

P.4-6: The Air Force uses three noise measuring techniques:
1. L-max and SEL = single noise events / sound exposure level
2. DNL = Day Night Average sound levels and cumulative energy average noise.
3. DBA−A weighting in decibels.

There are tables, explanations, and diagrams showing SEL and L-max levels, as well as a number of tables, explanations, and diagrams of DNL (pgs. 4-6,4-7,4-8,4-47,4-49, appendix G, p. g-4).
The EIS states that "DNL has emerged as the most widely accepted metric for aircraft noise." P. 4-9

On P. 4-46, the EIS states that the noise levels on the 38 segments of IR-153 would range from less than 45 DNL to 64 DNL, 65 decibels is 50% louder than average conversation.

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Therefore, to an average person, a sound that measured 70 decibels would be twice as loud as a sound of 60 decibels (average conversation). If you do the arithmetic, a sound of 120 decibels would be 64 times as loud to the average person as a sound of 60 decibels. According to pages, 4-6, table 4.1-1, a B-1 at 300 feet AGL produces an L-max of 117 decibels. Table 4-1-3: an SEL of 116 decibels.

I have been overflown and experienced the "startle effect" of military aircraft here in the Taos area—both out hiking and over my house. I don't know what type of planes they were To my ears, the noise was extremely loud, disruptive and frankly terrifying. One time a friend gave me a flight in his little bush plane. We flew over Arroyo Seco at approximately 300 feet AGL. This was illegal although I didn't know it at the time. There were a number of complaints called in to the Taos Municipal Airport. People were extremely annoyed. A bush plane is very small. A B-52 has a wingspan of 185 feet, and, no doubt, produces many, many times the noise of a bush plane.

AO-61

Although the DNL measurement is the most widely accepted measurement for aircraft noise, it is clear after careful study of the information provided by the EIS, (and also my own experiences of being overflown), that for these low-level types of flights, the single event level and the L-max factor must be given at least equal weight to DNL averages before the USAF is allowed to move forward with this project.

Cultural Resources:
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CU-4

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potential for B-1's would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishaps per year and a 0.07 probability for the B-1's."

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AO-55

No Class A mishaps are acceptable. The USAF must be able to estimate a 0 percent probability for Class A mishaps. Also, the Air Force should provide a list or description of all mishaps – Class A and otherwise – that have actually occurred over the lifespan of the military aircraft training programs before it moves ahead with this project.

In order to formulate my response to the Draft EIS for RBTI-Route D, I have read the report carefully. I attended one of the public hearings held in Taos in late March. I also had conversations with a number of experts including a local bird-of-prey researcher who has worked extensively throughout the area for a number of years, the Taos Pueblo Warchief's Office, an environmental lawyer (local), a legislative assistant to U.S. Representative Tom Udall in Washington, D.C. In addition, I call on my own experiences as a Northern New Mexico resident of 15 years, as well as the experiences of friends that might relate to this issue.

In conclusion, after having done the research necessary to write this letter, I have discovered that it is possible to use objective criteria and quantitative data in order to arrive at more than one conclusion. From my research, most of which comes directly from the Draft EIS, I conclude that the USAF must further study and resolve many of the issues addressed in the Draft-EIS. including potential harm to endangered, threatened and sensitive species and potential harm to other wildlife, ecology and livestock.

The noise level issue must be re-addressed and made to include L-max and SEL measurements. The public safety issue has not been adequately addressed re: military plane crashes, small aircraft and bird strikes. The study must make readily available to the public a list of all Class A mishaps that have actually occurred over the life of the military aircraft training programs.

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It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,

Suzanne Schwartz

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000986

June 15, 1999

Nancey Anderson
Assistant Scoutmaster

Plano, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB. VA 23665-2769

Dear Major Adams:

TY

I am enclosing for your consideration a number of letters written by the Boy Scouts in my troop concerning Alternative site D for the RBTI project over Philmont Scout Ranch. Our troop has over 80 scouts and 30 adults. We are unanimous in our protest of this site. We respectfully request that you reconsider. Personally, for me, my trek at Philmont was one of the most rewarding and enriching experiences in my life as I shared this wilderness experience with my oldest son. It could not have been so if our honorable USAF were conducting bombing runs with B-1 and B-52s flying overhead. Please do not invade the peace, natural beauty and quiet of this national treasure.

Respectfully submitted,

Nancey Anderson
Assistant Scoutmaster, Troop 261

NBA/se
Enclosures

RBTI Comment

Number 000987

This letter was written in light-blue, highlighter marker and was not readable when scanned. Below is a verbatim copy of the letter. The original is on file.

Dear Major Adams:

TY We in the Boy Scouts of America are deeply concerned in the Bomber test over Philmont Scout Ranch. If you consecrate this area for bombing runs, it will upset natural balance and affect the lives of not only the local citizens, but hundreds of thousands of Boy Scouts' lives. Philmont, also known as "Alternative D," is the biggest most prestigious Scout camp in the world. Its sanctity will be damaged by noise and jet fuel pollution, and so will the Air Force's reputation. Boy Scouts has prepared many boys *(illegible word)* into the Armed Forces. Please reconsider your decision to use "Alternative D" for bombing practice.

Sincerely,

David (*last name illegible*)
Scout Patrol Leader (Temp.)
Troop 261

Another Person's signature illegible

Chris Bosserman

Robert Sherwin

000988

Dear Major Grent Adams:

TY We, the undersigned, strongly believe that alternative site D is an unacceptable choic for the Air Force's R, B.T.I project. Though your studies show that Philmont Scout Ranch is sparcely populated it is a fact that on any given day there are more than 5,000 Boy Scouts on any given spot on the ranch. We, the Boy Scouts of America, would appreci the Air Force to concider other alternative

Thank you for your consideration,

Grant Denton Eagle Scout

John Beck

000989

Dear Major Adams:

Sir, it has come to our attention that you have chosen Philmont, one of the most respected scout camps in the world, a bombing. My associates and I feel that in bombing Philmont, you are doing two things that are against what we stand for as the United States. Destroying endangered animals, including our nations symbol, will send a message that we can do what we want, including killing endangered animals, is acceptable as long as we have money and government backing.

BI-5

Sincerly,

Star Scout Kenny Hughes
First Class Scout

000990

Dear Major

TY As you know Philmont Scout Ranch A.K.A. Selection D is selected as your primary site of bombing simu rings. Philmont is a highly popular scout camp whe lets many many scouts experience real nature. Thi ranch is one of the few places that are not industrialized. At any giventime there are 500 scouts on Philmont that want an experience in the wilderness. So please, co bombing Philmont. Thank you for your time.

Sincerely,

Craig Johnston
Jacob Hunt
Casey Hughes
&
Tyler [illegible]

000991

Major Brent Ad
RBTI EIS Manag
HQ ACC/CEVPP
129 Andrews St
Suite 102
Langley AFB, VA

Troop 261
6/14/99

Dear Major Adams:

BR-6 We are writing in regards of making Philmont Scout Ranch a part of a bombing run. None of the people that have signed this letter have been to Philmont before, but hope to someday. When we go to Philmont we would hope to see the three endangered species that live there. With the bombir We fear that their lives would be in more danger, and the animals might die off.

Sincerely,
Chris Fenton
Patrol Leader
David Wells
Dylan Jeffries
Joshua Hicks
Jonathan Ridder

000992

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA

Dear Major Adams,

BR-6 We are the lighting patrol of troop 261. We are concerned abo your choice of Philmont as a testing site. It has been used as a scout camp for many years. The bombs could have many devasta effect/on the animal. The fuels could cause bad pollution of th agd.

Jeremy Smith
Sincerely,
Patrick
David Poorman

000993

Date June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 1. The effect on my property values and the fact that this has not been adequately addressed in the DEIS.

2. The effect the bomber training will have on my ranching and farming operations and the fact that the DEIS did not provide for any actual study of this impact on my operations or anyone else's in the area. No one ever visited the area for the study!

AO-55 3. the fact that the DEIS did not adequately study the impact that noise wi... have in our community. Over 2,000 flights at 3,000 feet or less are currently planned annually, with more on the way. They have said this will not have a noticeable noise impact.

BR-4 4. Hunting is big business in this area. Yet the DEIS made no attempt to quantify the impact this would have on our economy- see the recent Texas Wildlife article.

Sincerely yours: S.H. Hart
(Signature)
Name: S. H. Hart
Address:
City/State/Zip Agpermont Tex

000994

Date June 8, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

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Sincerely yours: Donna Westbrook
(Signature)
Name: DONNA WESTBROOK
Address:
City/State/Zip OLD GLORY TX

000995

Questa NM
June 10, 1999

Major Brent Adams,
RBTI EIS Project Manager,
HQ ACC/CEVPP
129 Andrews Street, Suite 102,
Langley AFB, VA 23665-2769

Dear Major Adams,

I live in El Rito, eight miles north of Questa. My home is a log cabin on 20 acres of wooded mountain land between the Rio Grande Wild and Scenic River and the Latir Peak Wilderness Area. My windows look out on Ute Mountain, which is right on your proposed flight path.

I am opposed to the northern New Mexico route for the RBTI. My reasons are personal and passionate.

I first settled here in 1975. After ten years, I took a long hiatus to complete my Ph.D. and become a licensed psychotherapist and a published writer. I risked a great deal to return here. I lost income, professional and financial security, gave up the comforts of the city, left my clients and students, neighbors and friends, all for one thing: quality of life.

The bombers will destroy the very qualities I came here for.

I came here, first of all, for silence. Silence is not just the absence of noise. Silence is a crucial medium for coming to truth. If I can't hear myself think, how can I clarify my thinking? If I am constantly distracted, how can I refine my perceptions? If I am numb from noise, how can I listen to the urgent things other voices have to tell me?

I came here to live in one of the few places in the country that is still pristine and wild, to experience the world largely unaltered by human purposes. I came here for privacy and solitude. I came here for safety. I came here for peace of mind. I came here for empty skies, skies a little girl in a writing class described as, "full of the mind of God."

I have not been disappointed. Everything I sought here, I have found. This place teaches and inspires me daily, as a person seeking a vision of how to live, and as a writer committed to living in circumstances that allow me to explore deeply what it means to be human in this world.

000995

I will fight to stay here. I built this cabin with my own hands. I have tended and protected this land for almost 25 years, and plan to pass it on to my daughter. This land is my home, my nest egg, my legacy. I will oppose anything that damages its beauty and its value.

I am happy here. I feel nurtured and strengthened, not just by the inexhaustible beauty of this earth and this sky but also by the human community. In Taos I have found my kin, people who love this land and will do whatever it takes to stay here.

This is my version of "the pursuit of happiness," a right guaranteed to me by the Constitution. Our government was designed to uphold our freedom to create lives worth living according to our personal values.

Isn't that what the military is for?

The Air Force was never intended to endanger our lives, damage our environment, and diminish the value of our property. Yet the Air Force is coming into an area as traditional and wild as northern New Mexico and threatening to do just that, as if it had a right to.

How can you justify this unwanted intrusion? "High-quality" training facilities exist in Utah and South Dakota. The only stated reason is to cut some transit time out of the training runs--a matter of convenience, efficiency, and money. You are asking me to sacrifice the quality of my life for these values. But I don't share them. If I did, I wouldn't be living here--and neither would most of my neighbors. It is certainly neither convenient, efficient nor lucrative to live in these mountains. It is simply worth it.

PD-25 If the pilots need more training, why not give them a few additional weeks of flying time? However "fixed" the flying hours may be, they can't be half as fixed as the migration path of the whooping crane, the nesting ground of the peregrine falcon, and the site of Taos Pueblo.

My life matters, to me and to the founders of this country. My neighbors' lives matter. Let the Air Force do what it was created to do: protect our freedom to live good lives in the place we have chosen.

Sincerely,

Morgan Farley

Morgan Farley, Ph.D., LPCC

000996

June 15, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Abdrews Street, Ste. 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U. S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in north-eastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont leader, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000'to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

James E. Craig

Charlottesville, Virginia

000997

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street,Suite 102
Langley AFB,VA 23665-2769 June 15,1999

Dear Major Adams:

BR-6 During the 1970's I was fortunate to have led a group of Boy Scouts on a 10 day hiking adventure in the Philmont Scout Ranch in Cimarron, New Mexico. This experience will remain in my memory for years to come. The 15 boys of varying ages started the trek as a disparate group and completed the hike as a cooperative unit. I feel that the Philmont Experience is a positive influence in the development of these young citizens.

Recently I became aware of a frightening plan by the Government/Air Force to use the Philmont Ranch as a training area for bomber flights. I sincerely believe that this plan, if consummated, would led to significant disruption of the Scouting Program at Philmont, and indeed, nationally. The noise and vibration, deposition of unburned fuel, the deleterious effect upon wildlife and flora(especially endangered species), and the adverse effects upon hikers would be substantial. Serious accidents to both flight crews and scouts may very well result.

I believe that this flight training plan would lead to permanent damage to the Philmont Ranch and to its scouting programs, both national treasures as they now exist.

Please consider using some alternative plan and site rather than using the Philmont Ranch.

Thank you for this consideration.

Sincerely yours,

Francis E. Cuppage,M.D.
Professor Emeritus of Pathology
University of Kansas Medical Center

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VITTZ-JAMES RAMSDELL

PORTLAND, OREGON

June 11, 1999

Major Brent Adams,
RBTIEIS, Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Subject: Realistic Bomber Training Initiative Alternative D
Draft Environmental Impact Statement March, 1999

Dear Major Adams,

BR-6 I am writing to express concern about a safety at Philmont Scout Ranch, Cimarron, New Mexico, under Alternative D. The program at Philmont includes horseback riding for young people who have little or no experience on horseback. During the summer season as many as 9,500 such rides take place. The concern is how the horse and rider on the hillside trail will react when a B-1 bomber comes over a mountain and flies down the valley at the projected elevations and speeds.

Page 7-4 of the Draft Environmental Impact Statement refers to two studies on the impact of aircraft on animals - "Effects of Jet Aircraft on Mountain Sheep" and "The Effects of Low Altitude Jet Aircraft on Desert Ungulates". I've read the reports on these tests that were published in the Journal of Wildlife Management. For the most part the test results published related to changes in heart rate beat of the animals.

The report on "Effects of Jet Aircraft on Mountain Sheet says that, "On 54 occasions our flights caused animals to run". While most of the running episodes were short, on one occasion the sheep ran 40 meters.

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I have reviewed two other reports on the effects of aircraft on wild animals that have appeared in the Journal and have talked with one of the people involved in these tests.

He tells me after animals become accustomed to the noise they no longer reacted to it. Referring to the Philmont program, I asked, "How much time of trail exposure would it take for a horse to gain such immunity and how long would the immunity last when there is no longer an exposure?" He declined to speculate on the answer. The horses at Philmont would not be exposed to loud noise for a time frame of about five months during the non-camping season. This would mean that probably the horses would have to get used to the noise every summer. In response to another question, he thought that early season exposures to the sudden loud noise would cause a horse to react in such a way as to throw an inexperienced rider.

Because of the safety hazard Alternate D should not be recommended over the other alternatives which do not appear to have a similar safety problem.

Sincerely,

Vittz-James Ramsdell

VJR:las

000999

Mr. & Mrs. Stephen A. Barbier

New Orleans, LA

June 14, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to express my opposition to the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I support RBTI since it is a valuable program; my only complaint, as a Philmont biker and Boy Scout leader, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Thank you for helping to see that alternative D is not selected.

Sincerely,

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Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally

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sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Deborah A. Kelln

Shattuck, Oklahoma

001001

VITTZ-JAMES RAMSDELL

PORTLAND, OREGON

June 11, 1999

Major Brent Adams,
RBTIEIS, Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB. Virginia 23665-2769

Subject: Realistic Bomber Training Initiative Alternative D
Draft Environmental Impact Statement March, 1999

Dear Major Adams.

The appendix to the Impact Statement includes a number of communications from the U. S. Fish & Wildlife Service, none of which appear to be definitive in identifying their view or position on your RBTI.

The side bar on Page 4-106 says, "The USFWS based on consultation has indicated that low-altitude flights could result in adverse impacts on sensitive bird species, including Peregrine Falcon and Mexican Spotted Owl".

On page 4-108 paragraph 4.3.6 states that, "None of the alternatives would have more than moderate effects on natural resources". However, Table 4.1-4.3-1 contradicts that statement. It says that the USFWS considers low altitude over-flights as potentially significant to Peregrine Falcon, Bald Eagle, and American Spotted Owl.

Based on USFWS past positions on activities that interfere with the Northern Spotted Owl in Oregon and Washington and the Peregrine Falcon in Alaska, one would expect a more definitive reaction.

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Because of the potential under Alternative D for impact on endangered and threatened species, one of the other three alternatives, which has less potential impact, should be selected.

GE-33 Will the USFWS formal response to RBTI be a matter of public record and if so, where will it be published?

Sincerely,

Vittz-James Ramsdell

VJR:las

001002

CDR David A. White USCG (Ret)

Washougal, WA,

10 June, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

BR-6 I am writing to express my concern about, and strenuous opposition to, Alternative D of the Realistic Bomber Training Initiative which would result in low-level flights over the Philmont Scout Ranch in Cimarron, New Mexico. Looking back to my childhood experiences, I can truthfully say that my fondest memories, as well as some of the most important lessons I learned about life, came from my association with the Boy Scouts, and many of these occurred during the several summers that I was fortunate enough to spend at Philmont Scout Ranch, both as a camper and as a staff member. It would be a real tragedy if the wilderness experience that Philmont has offered to hundreds of thousands of young men were to be destroyed by low-level bomber flights over that area. I am confident that if you were to inquire among your brother officers in the Air Force, you would find some former scouts who have been to Philmont, and I would be very surprised if any who have been to Philmont would support this proposal.

Respectfully.

David A. White
CDR, US Coast Guard (Ret)

001003

June 13, 1999

President Bill Clinton
The White House
Washington, D.C.

Dear President Clinton:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scoters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

The Philmont experience instills in Scouts an appreciation of and protection of the wilderness and our natural resources. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on wildlife including endangered species of bald eagle, peregrin falcon, and the Mexican spotted owl, as well as herds of buffalo, horses, cattle and burros on the Philmont Ranch. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indian, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

As Scoutmaster of Troop 814, Stillwater, Oklahoma, I have participated in the Philmont experience since 1983 not only with my two son that became Eagle Scouts, but also with many other Scouts from Oklahoma and Texas. I will treasure those experiences forever. Thank you for your help in seeing that Alternative D is not selected and for preserving the Philmont experience for future scouts and scouters from around the world.

Sincerely,

Robert L. Ochrtman
Scoutmaster Troop 814

Stillwater, OK

cc: Major Adams, Langley AFB, VA
Mr. F. Whitten Peters, Secretary of the Air Force
Mr. Don Day, FAA, Fort Worth, Texas
Senator Don Nickles
Congressman Wes Watkins

001004

Charles S. Berglund

Grand Prairie, Texas

June 12, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Intiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As an adult leader and future Philmont camper, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing and mountain horseback riding. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail, with resulting serious injury (or worse).

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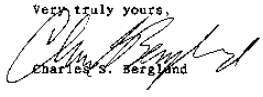
Appreciation for and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in natural habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs (in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys) are obvious.

Most of Philmont is mountainous with many peaks is the 10,000 to 12,000 foot range. Philmont has a tremendous fuel load of dead trees in it's forests and is in the midst of a long-term drought. Unburned jet fuel finding it's way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made later this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundred of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Very truly yours,



Charles S. Berglund

001005

PATHWAY COMMUNITIES
THE DEVELOPERS OF PEACHTREE CITY

Douglas B. Mitchell
[illegible]
Team Member

June 14, 1999

Major Brent Adams
RBTI EIS Project manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route to low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over the most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment of Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

[illegible] • Peachtree City, Georgia

001005

June 14, 1999 Page 2

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in the decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout Camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Douglas B. Mitchell

001005

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.
2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7,500 to 9,500 most inexperienced riders each summer on step and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.
3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pol climbers, and rifle range shooters. The noise level of a B52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.
4. The high noise levels generated by B1 and B52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.
5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at once every 15 years for a B1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.
6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmont.
7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The US Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.
8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.
9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams of Philmont. The effects of a plan in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.
10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

001006

J. ROBERT GARRETT

GARLAND, TX
USA

June 14, 1999

Major Brent Adams
RBTI EIS Proj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769
USA

Dear Sir:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative

(RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in

northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of

America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to

16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer.

Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet

engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness

preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The

effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but

believed to be anything but beneficial.

001006

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The

smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a

tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber

will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around

mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately,

Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less

environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who

has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that

alternative D is not selected.
Sincerely:

J. Robert Garrett

J. Robert Garrett

001007

John W. Corpany

Keller, Texas

10 June 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams;

BR-6 In response to the invitation for public comment on the RBTI, please find enclosed my recent correspondence with both of my U.S. Senators, Mr. Gramm and Ms. Hutchison of Texas. I would greatly appreciate your entering this correspondence into the official record as my comment on this matter.

Sincerely,

John W. Corpany

TO: The Honorable Senators Phil Gramm and Kay Bailey Hutchison of Texas

Dear Senators Gramm and Hutchison;

I'm writing you today to urgently request your firm support in opposing the selection of Alternative 'D' under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative 'D', traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, literally thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking and horse packing trips in the Sangre de Cristo mountain range, in which the property is situated. Many of them also camp, trek and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson

001007

National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, and a current adult Scout leader, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts and their leaders attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback riding. The sudden roar of jet engines has an unreasonably high likelihood of distracting an inexperienced teenage climber or causing a horse carrying an inexperienced teenage or adult rider to bolt on a narrow mountain trail, with the scarcely escapable result being the very high potential for serious injury – or far worse.

Appreciation and protection of the wilderness and our natural resources is a key part of both the Philmont, and also the larger Scouting programs. Scouts from around the world have a unique opportunity to see and experience wildlife in its native habitat. Noise and emissions from bombers cannot help but have a detrimental effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious -- and unacceptable in view of the lower-impact alternatives available to the Air Force.

Most of Philmont is mountainous, with many peaks in the 10,000 to 12,000 foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an in-flight emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for, at the very least, a serious fire that would endanger hundreds of lives, and at the very most, an unspeakable tragedy. Moreover, the possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts. There can be no statistical probability, however insignificant, that could justify the potential consequences of taking such a risk. The ends simply do not justify the means.

For these reasons, I again seek your help and support (my previous letter to you on this subject dated 8 April '99 is included below,) in advocating the selection of a different RBTI route for the essential training that I agree our service men and women of the Air Force must have. I ask that you express your vehement

001007

opposition to Alternative D to the Secretary of Defense, the Secretary of the Air Force and any other Defense officials who may be involved in this decision. PLEASE ACT NOW, as the public comment period expires on Tuesday, June 15th, and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has had an enormous positive impact on the lives of hundreds of thousands of our nation's youth for more than sixty years. it deserves and requires – demands -- our attention and protection.

I've been pleased and proud to vote for each of you in the past. However, as one of your many thousands of voting constituents who will be closely watching your respective offices for any public comment on this subject over the next weeks (not to mention the outcome of the Air Force's ultimate route selection,) I want you to know that I'm counting on each of you to not only get involved but also to do the right thing. There are not many things about which I feel strongly enough to even consider becoming a "one issue voter". You should both rest assured however, that this is without question one such issue.

Please don't let the Scouting program down now in its time of urgent need.

Respectfully,

John W. Corpany

Keller, Texas

Earl Gonzales

001008

5th.

June 1, 1999

To whom it may concern:

My name is Earl Gonzales, I am in the 10th grade, and I have lived in Taos my whole life. I very concerned with the B-52 Bombers flying over our home of Taos.

There is no need for B-52 Bombers flying over Taos, once it is dangerous in every way. Our historic Taos Pueblo is home to many Native Americans, and every flight would destroy the pueblo more and more. As you know our major income in Taos is our tourists. With your disruptance going on 10+ times a day, tourism will decrease immensely.

CU-2

BR-4

The extremely high noise levels will not only affect people and pueblo, but also our wildlife. It is a proven fact that the noise endangers the Mexican Spotted Owl, but also the bald eagle that flies over wintering habitats 12 to 14 times a day.

BI-3

I hope you take my concerns into consideration. Thank you for taking the time to read my letter.

001009

June 3, 1999

Laura Montoya

Taos High

TY

To whom it may concern,
I am eighten years old and I have lived in Taos New Mexico my whole life. Taos is one of the most beautiful places I've ever seen. There has been much controversy over the air force bombers flying routine flights over us in our English class we were assigned to write letters about it and our point of view. I'm concerned about the environment, but more so I'm concerned about how our community has been torn apart due to conflicting views from free today because of the power and courage of people who came before me. My father was in Vietnam and I believe strongly in the Armed Forces, but to take advantage of New Mexico because we are a poor State is wrong. I believe the military needs to practice to remain strong. But couldn't you do it somewhere else? If not I understand and I will endure what I must. Thank you for your time.

Sincerely,
Laura Montoya

001010

Travis Hanna
5/28/99

To whom it may concern,
In my opinion, I don't feel that you should send the bombers to give us hair cuts. It will kill the tourism in Taos. Taos is a community strictly dependant on tourism. When will make all of our businesses loose money. What if one of them crashed and started fires on our streets and killed people? It is also a danger to our wildlife, ecology and livestock. The noise pollution is another issue. Personally I don't want to hear 7600 low level bombers per year flying 300 feet over my head. Our land values will also go down. Who wants to live in a place where bombers fly overhead every twenty minutes. To me, this is a bad choice.

BR-4

AO-16

BR-4

Sincerely,
Travis Hanna

001011

Heather Gonzales

June 1st 1999

To whom it may Concern;

I am very worried about the bomber jets flying low to the ground it may cause a few problems. For being that we can hear jets when their way up high, if they were low it could cause people to go deaf or really bad ear aches. It can also cause windows to break if they are low. In response to this tourists may not want to visit and some businesses may ~~not~~ go out of business. As for wildlife, they to may be in danger. This may cause animals to fly away farther. Oh yes another thing is they will be flying from 10:pm to 6:am, this is not right people would not be able to sleep and get there rest. One more concern is what if the jet crashed, its a possibility. This could cause a fire or lead to injury of ~~the~~ people & animals. I hope they don't fly right over New Mexico, because I'm really not looking forward to it.

AO-20

BR-4

BI-3

AO-7

RBTI Comment Number 001012

This letter was written in pencil and was too light to be read when scanned. Below is a verbatim copy of the letter. The original is on file.

Name: Melany Gallegs
Full Address: Arroyo Seco, NM
Date: June 1st

To Whom It May Concern:

As a society we have asked you to please consider soloping the Air Force Bombers that you wish to fly over our heads causing loud noises and distruction of the economy this very tourist town depends on.

We asked as a society now we ask individually. "Please stop the bombers." As an individual I ask. I beg, and I pray that they will not fly right above our heads. As a future tax payer I want something done.

BR-4 By sending them over our heads and not higher than the mountains in this land. It willl distroy the tourist population. Without that w would be not better off living in a locked away poverty strucken desert.

The land that you will be distroying is a land of beauty. If you have been to the north you will se what I mean. Our land mixes from green to almost desert like qualitie. Yet even the driest desert holds its moment of beauty.

If you have taken my letter into any consideration I thank you. Yet if not maybe there will be another letter that will touch you. I can almost garuntee you that, you the government will recive many a letter from us the society.

RBTI Comment Number 001013

This letter was written in pencil and was too light to be read when scanned. Below is a verbatim copy of the letter. The original is on file.

Bomber Letter

Jessical Adame
Ranchos De
Taos, NM
June 1, 1999

To Whom It May Concern:

PD-1 I am Jessica Adame and I am hoping there is going to be a change. I will be explaining how bad I think the bombs are to the New Mexico land. It is very dangerous for the bombs to fly so low because here in Taos, New Mexico people come to tour and visit the Taos Pueblo. It will make our economic go really bad. We also can't afford to

BR-4 have any tourists and people be frighten to leave home until the bombs have passed at a very low height 2,600. You guys are spending just to much on fuel for the jets. (10,000/hrs fuel). Taos will have a very bad economic if those bombs go through Taos. In my final thought I think you should think of the consequences because people are getting really angry are are going to ruin a really beautiful land of a lot of work.

Amanda Greathouse

001014

Wellsley NM
June 1, 1999

To Whom It May Concern:

I do not agree with you flying plains over our heads. It could destroy our wildlife. We could lose all of the animals that we are famous for. We will destroy a very good it is. The animals and people have lived together for hundreds of years.

BI-3 If you fly your planes over head you will scare of our wildlife. If the animals are scared off some people will not be able to survive because they hunt them for food and even write about them. We should not be a state known for having all or most of there wildlife scared off because someone needed flying lessons.

Amanda
Greathouse

Bomber Letter

001015

Pearl Lujan
Taos, NM
June 1, 1999.

To whom it may concern.

My concern about the Air Force bomber is not a good idea for most people. It also will not be right for the children and also for the reservation of Taos Pueblo. If the Air Force bombers

CU-2 went over Taos Pueblo the Ruins will fall over with the vibrations.

People would not feel comfortable with all the Air Force bombers flying over even if you had to Rest up.

I think that it is not right at all to bring the Air Force bombers here into New Mexico.

I wish that I could do more to bring the Air Force out of New Mexico. I hope people speak out also for the Safty of Taos Pueblo

Sincerely,
Pearl Lujan

001016

Marlene Montoya
Taos, NM
June 1, 1999

To whom it may concern:

I am a student at Taos High School, and I am deeply concerned about the Bomber Training in Northern New Mexico. I would not appreciate B-52 and B-1 Bombers flying over 10 times a day. It is very peaceful and quiet in our part of the state, and these planes would disrupt our way of life. It would not only be a disturbance to people but also to wildlife. The bomber route flies over the Mexican Spotted owl habitat, as well nesting sites for the Peregrine Falcon, and wintering habitat for bald eagles these bombers could have damaging effects and could harm these species.

BI-5

001017

Shannen Chavez
Arroyo Hondo, NM

To whom it may Concern,

I am a student at the Taos High School and a mother-to-be. I think that bombing over head in the New Mexico area will bring a lot of stress to the humans and children. People would go crazy waking up and going to bed, having to hear the bomber up above them.

About the herds of elk in Valle Vidal I think that the noise and stuff will make them change location and we won't be able to see them or the hunters will not be able to hunt them. (which is not a big deal!) I think that why should we (the people) have to pay by hearing this all day and all night long.

BI-1

Thanks for taking the time to read this letter.
Shannen Trujillo

Kenny Vigil
Taos, New Mexico

Kenny Vigil

001018

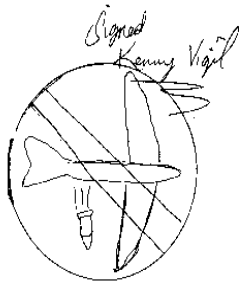
1-1-99 Bomber Letter

To whom it may concern,

I Think this deal with flying bombers over our little tiny peaceful town is a bunch of Shit!! pardon my French but that endangers our town especialy when you are flying that crap so close to our mountains, Wal-Mart, Furrs, Smith's, and McDonalds. You could crash and screw up my town very badly and I think it is inconsiderate of you to do something like this. The government should find restricted areas and designated routes to fly their airplanes. This whole deal just pisses me off.

PD-39

Signed
Kenny Vigil



001019

Jacob Vargas
Ranchitos Taos, New Mexico
June 1, 1999

To whom it may concern:

My name is Jacob Vargas and I am 16 years old. I am currently a Junior at Taos High School and I live in Ranchitos in Taos county. I think that the B-52 bombers should not have test flights in Northern New Mexico because it is a waste of time and money. The money that is used for fuel could and should be used for schools in Northern New Mexico. The flights will disrupt local populations of people and the wildlife of Northern New Mexico. There is also a risk of the bombers crashing into a populated area or crashing in the forest and causing a forest fire. The bombers will also disrupt the peacefulness of Northern New Mexico along with its beauty.

AO-16

001020

To whom it may concern:

There are so many reasons why I am so against training procedure. My main concern is the Taos Pueblo. This historical sight is one of the last two stonie adobe pueblos still standing.

CU-2 The vibration from these flight could cause the pueblo to fall. This is going
AO-1 to pollute the air and water.
BI-2 Not only that it's more than likely going to kill animals like birds. I love animals. Most of these flight are going

PD-16 to be done between 10pm to 6am how are the people in the community going to sleep? Why do they choose to do this over New Mexico! Our land is so precious to us. We live of our land. I could understand they need their practice but please go some where else you're not wanted here.

Sincerly
Cristal E. Norfin

Taos, NM

11th grade
June 1, 1999

001021

To Whom it May Concern: June, 1, 99

My name is Ruby Maestas and I am a Junior at Taos High school. I am writing this letter because I am against the bombers Flying over Taos and Taos Pueblo. The reason I am against it is because it can destroy

CU-2 the old adobe buildings of Taos Pueblo, which has been around for centuries.

I think that Flying bombers over Taos, is a bad idea because it causes noise pollution, and it is bad for tourism

BR-4 which brings in the most money to Taos. Another reason that it is a bad idea is because it spends a lot of money on fuel.

What I dont understand is why they

PD-4 dont just fly the planes in a deserted area. Why does it have to be where people live and around where the forest and scenic areas where it is inhabited.

Ruby Maestas
Taos, New Mexico

001022

Mark Jaramillo

6-2-99

To whom It may Concern:

TY This letter concern all of the people in charge in the government Please do not used New Mexico for all of your practices. The plane that will pass by all over new mexico is not a good idea the people of New Mexico needs to have a little peace and privacy and so I ask you that please stop this plan. Mother Nature is falling apart and New Mexico is one of the place that have a lot of trees and animals. What if there will be no more animals and they have to leave or die where would New Mexico stand this place is the unpopulated place and I know this is the perpect place to do you plan. But we are human to and need a little peaceful place to be in, This is that place and so please give us our privacy. Please think of all the children they are our future and maybe oneday they'll pay you back for All of your concern. Thank you

001023

Juanita Morfin
Taos, New Mexico
June 2, 1999

TY To whom it may concern:
I am strongly against all the plans about the B52 Bombers. We must all do what the best way it is because of our own personal reasons. It would be risky to our community. It is the Guard of our Spirit, the people in particular, that people would drive hundreds of thousands of miles to come see. I think it's wrong thoughtless for the bombers not to think of it. It is the silence of our land and our community that people enjoy the most. So, when you want to think about the B52 please take into consideration our community.

Thank You
Juanita Morfin

001024

Bobby Perez

Taos, NM

6/2/99

To whom It May Concern:

TY The bombers aren't a good idea because our town is nice and quiet, but if you fly over ten times a day at that low it would disrupt our lives.

If you fly over the mountains those are are like our backyard, and how would you like if we went and flew planes that low and that loud over your backyard and tell us that you don't mind it.

001025

Mario Vigil

Arroyo Seco NM

6/2/99

To whom it may concern:

I am a sophomore at Taos High I am writting about the RBTI, I think as individuals we also should have a say on whats going to effect our comunity. Here in Taos culture is a big part of life and by sending B-52 bombers could

CU-2 destroy cultural ruins and other important cultural items, For instance the Taos Pueblo has been around for many years. Wild life in Taos has a great population and with

BI-3 all the racket and noise the animals will be frightend. I hope you take this letter into consideration because we people of Taos Do care about our comunity. Tank you for your time

Thanks,

Mario Vigil

R37

Jeremy Montano
5/28/99.

001026

El Prado NM

Bomber letter

My name is Jeremy Montano and I am a Sophomore at Taos High school. The issue has been brought up concerning the fact that Taos county is being looked at as a consideration for Realistic bomber training. My opinion on this issue is that I am totally against this idea. I feel that Taos county is a very ~~fine~~ beautiful place and the atmosphere around ~~it~~ includes some of the worlds

CU-2 most famous cultural buildings is going to be ruined if this is not stopped.

BR-4 I also feel this issue will effect the economy of the people here in Taos because Taos will no longer be a peaceful vacation spot for the countries main source of income tourist. I feel this issue can have a very big effect on many lives in the county and I strongly believe that the issue is looked at by the people of Taos county in a negative way.

001027

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: 5/31/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I believe that this Bomber Training is a bad idea for a number of reasons. First of all, I think Taos is a pretty quiet town, compared to other places, it's going to be noisy and

PD-39 destracting to hear the Bomber planes fly constantly. Another reason that the Bomber Training is not a good idea is that the beautiful

AO-1 skies of Taos will get filled and polluted with the smoke from the planes.

In conclusion, the whole Bomber Training is just not a good idea. Not only will the noise of the planes be disruptive and disterbing, but the landscape and beauty of Taos will be destroyed. That's the way I feel and if we go through this bomber training, Taos will never be the same.

Over for more space →

Please Print

Name: Celina Aragon
Address: El Prado N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001028

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: May 2, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY My name is Nathan Reza I attend Taos High School and am 17 years of age. I think that the B-52 Bombers test flights is a waste of time, money, and other such necessities. These planes will not only disrupt our lives, but it will also unbalance nature such as; wildlife, humanity, and possibly even our forests. I am writing this letter to notify you that I am standing up against any test that are to be conducted. I feel that you will be disturbing our peace and quiet that Taos has had for centuries. Taos may have grown over the years, but if these test go through Taos will never again be the same. I think you should not send these bombers over Taos because it will not only harm most living things here, but because you are wasting valuable money that could be used to help schools, towns, states and even to pay the United States debts.

Over for more space →

Please Print

Name: Nathan Reza
Address: ~~Nathan Reza~~ Valdez, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001029

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: June 2, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY To Whom it May Concern,
I believe the Realistic Bomber Training Initiative is an ~~coward~~ idea. I'm sure it has it's purpose, but there are to many consequences and scares that come along with it as well. This is going to affect people, wild life, and wind sacred areas as well as ours. Who ever is running the missions needs to look at all aspects. I'm sure he/she doesn't live here and therefore would not understand what these communities thoughts are on this. We as a community have a right to what goes on here and needs should be able to take that right away from us. These are my thoughts and I believe it is to much of a danger to be put in affect.

Over for more space →

Please Print

Name: Patricia Vigil
Address: Rancho de Taos

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001030

Name: Jennifer Pacheco
Full address:
Arroyo Seco, N.M.

Date: 6/2/99

To whom it may concern:

This bomber training initiative is a very bad idea, and I oppose it greatly. It will be very disrupting, especially during the night, and damaging to many ranch areas and to northern New Mexico's wild life. It is crazy, because the noise levels will be extremely high in the middle of the night due to the low flights, and with this will come many complaints.

BR-4 This could also effect tourism and unemployment. Who's going to want to come to a town with so many as ten disruptions a day? This leads to galleries and stores in the town that attract tourists, going out of business. These low flights will harm endangered

001030

such as the Mexican Spotted Owl, or the Peregrine Falcon, even the bald eagles.

It is also very scary to know that numerous military aircraft have crashed on domestic training missions, some within New Mexico, within the past three years. We've already have had massive forest fires, and these crashes have the potential to start more.

The public safety is at risk, and we need to consider the pro's and con's of this and make the decision from the outcome.

Thankyou very much for allowing me to voice my opinion, and for taking time to hear it.

Thank you,
Sincerely,
Jennifer Pacheco

001031

Eric Rivera
El Prado, New Mexico
6-1-99

To whom it may concern:

I am a 16-year old sophomore student writing about the Bomber issue that will affect the community that I live in. Taos and all the other Northern New Mexico communities are very dependent on tourism. The attractions that get
CU-2 tourists, such as the Taos Pueblo building, will start to deteriorate due to the strong noise that these
BR-4 B-52 bombers produce. Not having these tourist attractions would cause are community to become poor.

The B-52 bombers would also effect our wildlife in which they will fly over 8 of our forests and 2 major habitats of endangered species. The noise level would destroy the forests
BI-5 and the endangered species would soon become extinct. The noise level would also drive other animals in the forests to the small communities endangering the citizens of these communities. With all the people leaving New Mexico the state would then look like a deserted town.

001031

These are only a few of the problems that these bombers will bring. Thankyou for taking the time in reading my letter.

Sincerely,
Eric Rivera

001032

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos County
Date: 5-26-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To whom it may concern,
I don't think that the B-52 bombers should fly. I'm a High School student and a teen mom and I don't want my daughter growing up in that kind of society. I grew up living here and I loved the peace and quiet and that's how I want my daughter to grow up. Also $10,000/hour is a lot just for jet fuel. Instead of spending money on jet fuel just to make turns. I know it's a good cause but spend that money on people who need it, there are many homeless people out there. It will also disrupt our wildlife and hunters need it for meat. Please pick somewhere else like a desert or abanded town.

Over for more space →

Please Print
Name: Leann Arellano
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ☒ No ☒

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001032

not a beautiful place like Taos.
Also think about the Taos Pueblo
CU-1 those adobe houses have been around for a long time and the vibrations of the B-52's will bring them down. In a desert there is plenty of room to go back and fourth and practice. Taos means a lot to us and especially to me cause I have my daughter. Please pick another place. Thank You.

001033

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: May 28, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am writing in regards to the idea of flying your test flights over the Taos Pueblo. There are numerous reasons as to why I do not think it should be done here.

First of all, what about all of the noise and disturbance that these flights will cause. This has always been a nice quiet little town that people enjoy coming to. If we had these test flights all of this would change.

Second, what about all of the tourists we get year round. They keep most of our businesses open. They usually come to Taos for the mountains and our Taos Ski Valley. If your test flights started going through here the tourists would stop coming. You'd would destroy the town. We would no longer have a beautiful town that many people love coming to.

Next issue is all the fuel you will pe Over for more space →

Please Print

Name: Aviana Martinez
Address: Ranchos de Taos, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001033

using. Which means that you will be hearing often in Taos. It is bad enough that these flights are going to be done between 10 pm and 6am but landing to refill will only cause more disturbance. There may even be a possibility that gas prices will increase.

PD-16
AO-69

Last but definately not least is what it would do and now sadly it would destroy our Taos People as well as our wildlife. We have had the Taos Pueblo for many years and I really don't think we are willing to let people come in and destroy it just to do test flights. There are many other places to do this and I don't think Taos should be one of them.

CU-2

Thank you for taking the time to read this letter.

Sincerely,

Aviana Martinez

Ariana Martinez

001034

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 5-28-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To whom it may concern,

Hello. My name is Javier Garcia, and I am a sophomore in H.S. I am writing this letter to inform you about my opposition to the R.B.T.I. I think that this will cause a lot of destruction to the Historical Taos Pueblo. The Taos Pueblo has been around for over 900 years, and it is to important to the Pueblo people to have it destroyed by the government with the vibrations of the test flights.

CU-2

Another issue with the R.B.T.I. are the tourists. Tourists are constantly touring Taos year-round. Tourists mainly for Taos during the winter season for the great skiing, but for the past 2 years, there hasn't been a lot Over for more space →

Please Print

Name: Javier Garcia
Address: El Prado, N.M.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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HQ ACC/CEVPP
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001034

of snow for the tourists to enjoy. This has really affected Taos. This also causes tourists to stop visiting Taos. If the R.B.T.I. went on, tourists nor the residents of Taos wouldn't like it, because you would only here jet sounds all day.

BR-4

There are many other concerns, such as Pollution. The jets will use about $10,000 worth of fuel per hour, which will cause pollution. This will cause pollution to a town which many people enjoy because it has a fraction of the pollution caused the big cities.

AO-1

There are also other concerns that I cannot list at this time, but if the R.B.T.I. issue proceeds, it is going to bring a lot of destruction and disturbances to Taos, N.M.

Thank You for Your Time,

Javier Garcia

001035

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: 5-26-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To Whom it may concern,

I, Erick Struck, a student of Taos High School and Son of a Vietnam Veteran, take it to my concern that you should not test the B-52 Bombers over Northern New Mexico. My biggest reason for this is that this area has a large population of Veterans of War. It was such a horrible thing that they experienced. Now they will have to go through part of that fueling again if you test your aircraft over Northern New Mexico. It would not be fair to the Veterans and their families. I say their families also because, What effects my father, would also effect myself, my sister and mother. I know for a fact that this was the same for the families of the Veterans. Please don't put them through that fueling again.

Over for more space →

Please Print

Name: Erick Struck
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No____

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001035

It is also not a good thing because, most of the Money that is in Taos is the Surrounding Communities comes from the Tourists. The Pueblo, the San Francisco de Assisi Church and many other historic buildings attract the tourists. Eventually these buildings are going to collapse from the vibrations of these low flying aircraft that will lead to the loss of Tourists, & this, the loss of money. The Town will not be able to operate like it does. Please take my letter & thoughts into consideration. Thank You for your time in reading this letter.

Sincerely,
Erick Struck

CU-1

BR-4

RBTI Comment Number 001036

This letter was written in light-blue ink and was not readable when scanned. Below is a verbatim copy of the letter. The original is on file.

To Whom It May Concern:

My name is Lynette Martinez. I am a sophomore at Taos High School. I am writing to you to oppose the Realistic Bomber Training Initiative because I have lived here for all of my 16 years of life. I love my hometown of Taos and all the natural wildlife it has to hold for me. If you let these bomber planes fly over our area it will really destroy our economy. Taos is one town that depends on the tourists that come here. Most of the people make a living off the stores or shops tourists buy many things from and if you let bombers come through I am very sure tourists won't come. Tourists come to see the peacefulness here not the bombers doing test flights in the middle of the night and at the crack of dawn. Tourists will stop visiting Taos and most of our town will be out of jobs.

BR-4

Not only will these training flights destroy our economy but also our natural wildlife habitats. There are many endangered species in Northern New Mexico, and by doing these training flights they may kill or injure many of these species. After all the fighting we have done to try to preserve these species you're just going to come and destroy this natural and beautiful wildlife we have?

BI-5

Our town of Taos, New Mexico is very proud of the oldest pueblo almost 900 years old, the Taos Pueblo. The Taos Pueblo is a very old site made of very old materials. With the bombers flying over every day, the Taos Pueblo will eventually turn into a big pile of dirt, and many of the pueblo people will be very devastated because that's where their ancestors have lived and some still live today. You will be destroying many people's homes. Let me ask you one question, if this was happening in your town and many of things at risk would you go ahead and let the bombers fly over you?

CU-1

Sincerely,

Lynette Martinez

001037

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos
Date: May 27 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I am writing in regard to the Realistic Bomber Training Initiative. First of all Taos is a very historic place. We have places such as Taos Pueblo where people still live in today. BRTI will very likely be serious damage to that piece of History. Taos also relies very much on tourists. With 16 flights per week and 10 per day this will discourage tourists from coming to Taos. Another one of my concerns is the noise pollution. This is very disruptive to not only the tourist and people of Taos, but also the wildlife in our region. It is a fact that it will have an impact on our endangered specie the Mexican Spotted Owl and also bald eagles. My last concern is how low they

CU-1

BR-4

BI-5

Over for more space →

Please Print

Name: Crystal Baca
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

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001037

will be as low as 2000ft above ground level. Thank you for listening to my concerns.

001038

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: June 2, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

My name is Matthew Garcia and I am a Junior at Taos High School. I've lived in Taos my entire life and greatly appreciate all that Northern New Mexico has to offer its people and ...

Recent information has educated me about the United States Air Force wanting to conduct training flights over some of Northern New Mexico's finest and loveliest lands. This do concerns me very much because our environment is essential to everyday life. The wildlife is resource of recreation and also of income. Should the US Air Force conduct low training flights this will have a great impact on wildlife. If the wildlife is affected BI-3 neighboring communities will also be affected.

Another concern is the immense noise pollution produced by these aircrafts. The vibrations caused will have drastic CU-1 effects on historic buildings such as Taos Pueblo and also on old homes throughout Northern New Mexico. The vibration may cause cracks in the walls of these homes, that will reduce

Over for more space →

Please Print

Name: Matthew Garcia
Address: Ranchos de Taos, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ✓ No ___

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Major Brent Adams, RBTI EIS Project Manager
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001038

their value and will be costly to repair. The noise pollution will be very disturbing when you're hunting, fishing, or just enjoying the outdoors. This past weekend I was greatly disturbed by the over flights currently during my camping trip. Time and dates were including their planned flights for Memorial Day Weekend. To me the mountains should be of peace and quiet. If these airplanes are flying above while the use of going to the mountains for peace and quite.

Please don't attempt to begin this mission for it will greatly decrease the values of our wildlife, town, State, and people.

001039

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, NM
Date: 6/1/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To whom it may concern:

I am a Junior in Taos High School. I have lived in Taos all of my life. For my freshmen and sophmore year in High School I attended school in Moffat and lived in Crestone. That area of the San Luis Valley had been approved for a similar jet training program. I am well aware of the constant nuisance these flights cause and strongly oppose the introduction of this plan in Taos County.

Unlike the San Luis Valley, Taos is PD-39 a densely populated area and these proposed flights would affect a larger group of people. As I am sure you know Taos economy is heavily dep-

Over for more space →

Please Print

Name: Chetan Johnston
Address: Ranchos De Taos, NM,

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

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001039

endent upon the tourist industry. These flights would not only destroy the serenity which draws people to Taos but could quite possibly destroy many of our tourist attractions. The Taos Pueblo which is over 800 years old is located almost directly under the proposed flight route. I am not an expert on the matter but it seems to me that a jet flying at such low altitudes could possibly speed along the deterioration of cherished archaeological sights. Thank you for your time, and consideration of my thoughts, and please STOP THE BOMBERS.

BR-4

CU-2

Thank you,
Che. Johnston

001040

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos N.M.
Date: 6/1/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

From The Desk of Roger Sisneros,
To whom It consirns I Think The Bomber training In taos Is A Bad Idea but I think its even a worse I dea to train Them In A Big city It should Be trained in A Place like Alamosa, Colorado But I Really dont care If you train here or not Because Im going to move In A Few months Any Way. But I think It Is necesary for the [redacted] training to go on But It Should go on in A place like White Sands where they tested the Atomic bomb I figure It wont bother no body. But In taos maybe the prices will go down because the planes chased the tourists away. But Im Sure you like the white people

BR-4

Over for more space →

Please Print

Name: Roger Sisneros
Address: Ranchos De Taos

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

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001040

to come visit taos all the time. But If you [redacted] do test ever hear my grandmas house will fall down from the Vibration. Her house is already falling down It will just fall Quicker. You guys up there are the bosses so you decide

CU-1

[redacted]
The One And Only Roger Sisneros

001041

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, Nm
Date: 5-25-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To whom it may concern:

I would like to show my concern over the Realistic Bomber Training flights that will be flown over my home. My name is Clorinda Romero, and I am a student at Taos High School in Taos, New Mexico. New Mexico is my home and I would like the peace of it to be preserved for not only I to enjoy but for everyone. I am sure you realize that this will cause great disruption and damage to our land; not to mention wildlife, ecology, and livestock.

Not only are you going to spend billions of dollars you will disrupt our sleep. Do you realize that you have 5% of the flights scheduled to fly at night, and 250 ft above ground level. This is going to cause high noise levels I would like you to close your eyes for a second and imagine if you had the worst night of your life. The noise from the planes

AO-1

Over for more space →

Please Print

Name: Clorinda Romero
Address: El Prado, NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes ___ No X

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001041

kept you up all night. After having no sleep you wake up and go outside for some fresh air. Yet there is none cause the jet fuel is slowly polluting our air. So no sleep and no fresh air. I wouldn't be a very nice person at work. So for the peace of our land stop this proposal. And enjoy our beautiful land.

AO-62

Thank You

Clorinda T Romero

Clorinda T Romero

001042

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: 5-27-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To who it may concern, I would like to talk about these so-called bomber planes. There are many reasons for these planes to be stopped. First of all it would cause a big disruption and damage to Northern New Mexicos wild life and livestock due to 7,000 low level bombers flights/years wilderness and ranch areas.

Then it would cause a big disruption and distress to local populations of people directly under and on close area to this route, flight corridor. The roughness will fly over directly, Cerro Negro, Chico, Manquero etc. It will fly also over near more communities residence.

BR-4 It will hurt Taos economy. Many tourists will not want to visit because of all the noise. These are numerous

Over for more space →

Please Print

Name: Amanda Martinez
Address: Taos NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No✓

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001042

state or federal protected wild areas, state parks, national forests and wildlife areas. These impacts also put on endangered species. The bombers flight route flies over Mexican spotted owl habitats, Louisiana slog, 12 times a day also at least three active nesting sights for the Peregrine Falcon.

BI-5 Also the public safety is at risk. Numerous military aircrafts have crashed on domestic training missions. Some within ~~the~~ New Mexico within the past three years. Crashes have the potential to start forest fires.

In conclusion I think all animals, ~~parks~~ parks and beautiful sights are in grave danger. So I think we should think of something else, besides ourselves. Think of the animals we could hurt.

Thank you for your time and cooperation.

Sincerely,

Amanda Martinez

001043

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos NM
Date: 6/3/99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

My name is Hilario LeDoux. I am a junior in Highschool. I think it would be a bad idea to let Bombers test fly over our community's. It will disrupt wildlife and our own life's as well. The idea that they will fly so low above ground level makes me uncomfortable. The noise would be unbearable. I think we will destroy what we love and the reason we love living here. We Taoseno's love the quite and are happy to be able to go hunting and fishing without distraction. The Taos pueblo will be destroyed also by the explosions.

CU-1

Over for more space →

Please Print

Name: Hilario LeDoux
Address: Ranchos de Taos

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No___

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001043

I ask you not to allow this proposal because we will be destroying more than we are giving.

001044

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: May 21, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

To whom it may concern,

My name is Lori Ann Maestas. I am a Junior at the Taos High School. As you know, education is a big part of someone's life and is very important. Not being able to concentrate in school or at work can be a problem to many people. This will happen when the bomber training flights fly overhead. For example, at night, 99% of the people are asleep. With these flights at night, people would be waking up tired, going to work or school tired, people get fired, drop out of school. This is a big situation. For another reason, Taos is a beautiful, peaceful, quiet place and everyone likes it that way. Tourist come here because of that, and tourism makes my paycheck. If flights pass people will move out but then all of the tourist shops and stores will go out of business. At that point, Taos would look unacceptable. Also the air here,

AO-26

BR-4

Over for more space →

Please Print

Name: LoriAnn Maestas
Address: Ranchos de Taos, Nm

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No

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HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001044

is fresh and rarely polluted. But not with the flights. The fuel will fill up the air and it will smell like rotten egg. Then people will be getting sick. Another thing about flying as low as 1200 ft and disturbing the wild life, it will disturb our lifes. Everyone goes fishing, hunting, camping and it will be distroyed.

AO-70

Taos is a nice place the way it is, and I think that everybody agrees with me. So don't disturb this nice area. If you want to train bombers, go train them near the ocean where noone would be disturbed, disrupted or bothered.

001045

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Taos, New Mexico
Date: June 1, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

I don't want the Air Force Bombers flying over New Mexico. The bombers have to be at 500 feet above ground level and make a lot of noise. It will hurt the people and the animals hearing. A single 15% of flights will occur after 10 PM many people will be losing sleep especially me. I'm not a light sleeper when I hear loud noises in the middle of the night. I don't feel that spending $1-6,000,000 on jet fuel per flight is a waste of money. Since I already have a job, my money, I am happy living in Taos. It's quiet and peaceful and if the bombers fly here it will be loud and upsetting and everything will change. Just

AO-26

Over for more space →

Please Print

Name: [illegible]
Address: [illegible]

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001045

Keep it like the way they are, Please.

BOB STUMP
3d District, Arizona

211 Cannon Building
Washington, DC 20515-0303
(202) 225-4576

District Office:
230 N. First Avenue
2001 Federal Building
Phoenix, AZ 85025
(602) 379-6933

Congress of the United States
House of Representatives
Washington, DC 20515–0303

VETERANS' AFFAIRS COMMITTEE
Chairman
Subcommittee on Oversight and Investigations

ARMED SERVICES COMMITTEE
Vice Chairman
Subcommittee on Military Installations
Subcommittee on Military Procurement

Republican Steering Committee

June 9, 1999

001046

Major Brent Adams
RBTI EIS Project Manager
ACC/CEVP
Suite 102
129 Andrews Street
Hampton, Virginia 23665-2767

Dear Major Adams,

BR-6 Please find enclosed the comments of my constituent, Mr. Gregory A. Kerr, regarding the Air Force's proposed Realistic Bomber Training Initiative (RBTI) "Alternative D".

Your assistance in including Mr. Kerr's letter in the official record of public comment is appreciated. Please feel free to contact me if you need additional information.

Sincerely,

BOB STUMP
Member of Congress

BS/shh
Enclosure

Gregory A. Kerr 001046

Peoria, AZ

May 11, 1999

Bob Stump
U.S House of Representatives

Washington, D.C.

Dear Congressman Stump:

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

1. **Program:** Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating possible injuries (or worse).
2. **Environment:** Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.
3. **Safety:** The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "an uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber could create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June.

Thank you for helping to see that alternative D is not selected.

Greg Kerr
Advisor, Venturing Crew 2267
Peoria, AZ

LETTER-ADS
DIRECT MAIL MARKETING
THAILAND
BANGKOK

001047

June 3, 1999

MEMO

Topic : Regarding the attached letters,
To evince my feelings on the topic I offer :

BR-6 As Robert Duvall stated in Apocalypse Now " I love the smell of napalm in the morning "

I think it was (1950's), and is - (1999), inspiring to see a BUFF* at three hundred feet using the Tooth of Time as a marker. What an inspiration for a young scout as he is tending to his morning ablutions to see one as George Scott said in Dr. Strangelove. " Flying so low that they can fry chickens in the barnyard ".

Double the flights - double the inspiration.

Kind Regards from Asia

Al Eberhardt
Eagle Scout 1956
Philmont Wrangler 1957-58-59
USAF CAPT 1961- 66
Laos and Thailand 1966 to present

* Buffs - 744 production Models,
maybe 100 left ?
Give the Scouts a thrill while
they last.

2 Attachments - Philmont letters.

001047

PHILMONT STAFF ASSOCIATION
Philmont Scout Ranch
Route 1, Box 35
Cimarron NM 87714

May 10, 1999

Dear PSA Member:

The Philmont Scout Ranch that we know and love is about to be changed dramatically – unless we act.

Bombers will be coming to our ranch – day and night, 2,660 times every year, if the U.S. Air Force selects a proposed route over Philmont for its "Realistic Bomber Training Initiative" (RBTI).

The Air Force is considering several areas in west Texas and New Mexico for this training, which would involve up to 16 low-level flights a day of B-1 and B-52 bombers from Dyess Air Force Base in Abilene, Texas, and Barksdale Air Force Base in Louisiana. Alternative D would establish a training route over some 114,000 of Philmont's 137,000 acres. Aircraft would fly over Philmont at altitudes as low as 300 feet, day and night, six days a week, 52 weeks a year.

You can easily imagine the effects that flights like this would have on Philmont's program. Ranch management has serious health and safety concerns for campers if Philmont is subjected to repeated daily bombardments of noise and unburned jet fuel, not to mention the very real possibility of a catastrophic accident.

We – the former members of the Philmont staff – need to act **now** to keep this from happening.

Register your protest against the selection of Alternative D with the Air Force and FAA officials listed below. Enlist the support of your congressional delegation to prevent the end of the Philmont experience that Waite Phillips envisioned. A sample letter is enclosed. You can adapt it as you see fit, add the appropriate addresses, and send it to your representatives and Senators in Congress, the FAA, and the Air Force. You can also download the letter and obtain additional information from the PSA's website at **www.philmont.com/rbti.** Be sure to delete the paragraph relating to Congressman Ed Pease when transposing the letter for the Air Force and FAA.

In your letters, please follow a few basic guidelines:

1. Be cordial and polite in statement and tone.
2. Make no statement or claim that you do not absolutely know to be true.
3. Focus on the issues: the health and safety of campers and the value of the Philmont experience.
4. Do not focus on other issues or ideology, such as whether we need military training flights, etc.

Enlist the help of your family, friends, and fellow Scouters. Your voices will make a difference – a nationwide protest is not likely to materialize for the west Texas alternatives. The public comment period ends **June 15.** It is imperative that you write **now** – the 25,000 Scouts and leaders who visit Philmont each year need our efforts. If we don't take the initiative, we will lose. A few minutes of your time and some 33-cent stamps don't cost much – but the cost of thundering, low-flying bombers roaring over Philmont at all hours of the day and night simply can't be measured.

This is something you can do for Philmont that will directly affect the future of the ranch. Philmont will never be the same – unless we help. Please write today.

The Executive Committee of the
Philmont Staff Association

001047

WHERE TO WRITE:

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769
(address as: Major Adams)

F. Whitten Peters
Secretary of the Air Force
1670 Air Force Pentagon
Washington, D.C. 20330-1670
Phone 703-697-7376
Fax 703-693-7553

Federal Aviation Administration
Southwest Regional Headquarters
Attn: Don Day
Fort Worth TX 76193-0520

The Honorable (your U.S. Senators) Christopher "Kit" Bond
U.S. Senate
Washington, D.C. 20510

The Honorable (your U.S. Representatives)
U.S. House of Representatives
Washington, D.C. 20515

President Bill Clinton
The White House
Washington, D.C. 20500

Typed or handwritten letters have more impact than e-mail or phone calls.

001047

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

SAMPLE LETTER

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

(Your name)

JOHN KERRY
MASSACHUSETTS

001048

COMMITTEES:
BANKING, HOUSING, AND URBAN AFFAIRS
COMMERCE, SCIENCE, AND TRANSPORTATION
FOREIGN RELATIONS
INTELLIGENCE
SMALL BUSINESS

United States Senate

WASHINGTON, DC 20510-2102

Boston, MA

June 9, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley Air Force Base, Virginia 23665-2769

Dear Major Adams:

BR-6 I am forwarding to you a copy of a letter from Mr. Jason Fritz concerning the Philmont Scout Ranch in Cimarron, New Mexico.

It is the desire of this office to be responsive to all inquiries and communications. I respectfully ask for your assistance in resolving the issues outlined in this correspondence.

Please forward a copy of your findings to Thomas L. Weber of my Boston office.

I thank you for your cooperation in this matter.

Sincerely,

John F. Kerry
United States Senator

JFK/tlw

PRINTED ON RECYCLED PAPER

001048

Author:
Date: 4/4/1999 10:39 PM
Normal

RECEIVED APR 14 1999

TO: john kerry at Kerry-DCSubject: Pleas prevent flyovers over Philmont---------- Message Contents

From:
Jason Fritz

Sandwich, MA

RECEIVED APR 14 1999

Senator Kerry:

Dear Rep. Delahunt and Sens. Kennedy and Kerry:

If any of you were ever Boy Scouts, you are probably familiar with the Philmont Scout Ranch in Cimarron, NM, and you may have even been there. Philmont is the BSA's premier high adventure base (primarily backpacking) nestled in the Sangre de Christo Mountains of northern NM. It has come to my attention via a mailing list of current and past Philmont staffers that the United States Air Force is in the process of holding public hearings about their proposal to establish a new training run, which would have low-flying aircraft going directly over Philmont Scout Ranch several times a day. As a former Philmont Ranger and Eagle Scout who understands firsthand the value of the Philmont experience, I am concerned about this. The major concerns are addressed below in a letter from Mark Griffin, one of the year-round staff members. He also included the contact information for the USAF officer you should to prevent the training runs from flying through Philmont airspace. Thank you for attention to this matter.

While Philmont supports fully the mission of the United States Air Force, Philmont is extremely concerned about the impact on Scouts safety, on the program that Scouts and families receive, and the wildlife that inhabit the 137,000 acres of the ranch.

Obviously, with in nearly of 5,000 people on the ranch on any given day during the summer, the chance for a mishap, while considered minor by the Air Force, is there. Of primary concern is the horse program. We are very concerned about horses being "spooked" by low flying aircraft and throwing a rider. With strings of 30 riders, at four locations (base, Beaubien, Ponil, and Clark's), four times a day, plus cavalcades and working staff, this is a real concern.

The impact of planes flying overhead at low level is also of concern as it relates to the wilderness backcountry experience. Not to mention the lack of sleep caused by the 20% of the flights between 10:00am and 2:00pm.

Finally, we are concerned about wildlife migrating off the ranch to get away from the noise. Philmont's elk, deer, lion, predatory bird, and bear populations - not to mention smaller wildlife populations - are an important part of the Philmont experience.

contact:

Major Brent Adams
RSTI EIS Project Manager

HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001048

Sincerely,

Jason Fritz

001049

June 15, 1999

Major Brent Adams, RBTI EISP Project Manager
HQ ACC/CEVPP
129 Andrews St. Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY The deadline for writing you is almost up. I have not done so earlier because it is very hard for me to find the energy to do so. I have a neurological disorder called fibromyalgia. This is a very real medical problem — it is recognized as such by the World Health Organization. Fibromyalgia is characterized by chronic pain and chronic fatigue, with up to 50 other symptoms of central nervous system malfunction. Stress and external stimuli of all kinds — light, noise, heat, cold etc. are distorted by the individuals brain or nervous system (it is still not medically understood) and can be very painful.

I moved to Ft. Davis in hopes of improving my health. I've only lived here 4 months but I already have met 3 other people who moved here for health reasons — one other for fibro, one for lupus, and one for MCS. While I cannot speak for them,

I can say for myself that those low-level training flights by extremely loud jets would not be conducive to improving my health. In fact, since I find listening to radio and television both uncomfortable, I imagine the sound of a very loud jet overhead would be excruciating.

There aren't many people out here, and very few have much money, or the time to write you. One has to sacrifice big city jobs and amenities to live out here. But we have chosen to live here because of the remoteness, the beauty of the landscape, and the quiet ... the precious silence. The city people with their constant traffic noise, sirens and leaf blowers, are used to noise. We don't want it and that's why we choose to live here.

Please don't inflict this terrible, startling noise on me and others who have come here for the silence.

Sincerely,
Victoria Lowe

Ft. Davis, TX

001049

James G. Pierce
Fort Davis, TX

June 12 1999

001050

Dear Major Adams:

"I feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI) is unfair and unjust"

I was born and raised in the rural West. The family farm - living from, and a respect for the land is deep in my consciousness. I am very much against the proposed flight plans over this rural Texas landscape. I have contributed to the effort and attended meetings in the community effort to have this proposed defeated. I will not list the many arguments and facts presented, circulated, spoken and published to support our position. I feel sure that you have such material in abundance already.

001050

I will simply say that I feel this idea of a flyover to be an invasion, contrary to the spirit of the constitution and that, not only being unlawful, but immoral as well. I feel that the activity violates this very American concept of living with the land to supply the nations food and to husband & protect the land, for future generations, the natural character - air, water and all growing things. I feel intensely that your activity will do great violence to this concept. I respectfully urge you to seek a path way over Federally controlled land, if such flying activity is deemed absolutely necessary.

Sincerely,
James & Sara Pierce

BR-5

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVPP
129 Andrews St, Ste 102
Langley AFB, VA
23665-2769

BR-6

001051

June 14, 1999

Dear Major Adams,

my family and I would appreciate you NOT choosing alternative D regarding a training route for military airplanes. This route would drastically and negatively affect the Philmont Scout Ranch experience for the thousands of boys, girls, men and women who visit Philmont each year.

Thank you.

Sincerely,
Kelsa Ballou

Holland/Daugherty Ranch Co.
Mark and Ann Daugherty

001052

Alpine, Texas

June 14, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:,

We feel the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust.

Our family is a ranching family, who lives and works southeast of Marathon, Tx. Our living is dependent upon cattle, horses and wildlife. The tremendous noise that these bombers generate is heartstopping, and dangerous. On numerous occasions we have been "buzzed". Sometimes we are in our home, the windows shake! Sometimes we are in a vehicle, often we are horseback or on foot. We have been on a hill and have seen the pilot! Regardless of where we are or what we are doing the noise is terribly frightening. There is no way to avoid the noise and when the jets come we can only brace ourselves and cover our ears.

BR-3
BI-3

These low level flights are dangerous! A colt looking for an excuse to break in two is given just the chance when these bombers use us as targets. Cattle are frightened and scattered when these jets hit. A large part of our income comes from our wildlife; the deer, quail, javelina are all frightened by the jets. Our hunters are bothered by these horrible low-level flights.

Our children have been frightened to the point of tears when these unexpected monsters fly so close. Our youngest is afraid to go outside by himself for fear of a jet. Even though I am outside with them, these jets come so fast that often times I cannot get to the children fast enough to protect them. (On such occasion I thank God these are 'our guys' and not the enemy with a bomb.) These cases are made worse when horses and cattle are in the formula. Not only is it difficult to comfort the children within arms reach --- the matter is worsened when the child is on a horse, out of arms reach and I don't know what the horses reaction will be, or the cattle.

These low-level flights happen, they happen often, they are unexpected, they happen day and night, throughout the year. The noise is terrible, they decrease our land value and damage our property. Our quality of life is diminished as a result. Furthermore; there is no way we can say a crash will never happen to us. Just what would happen if a jet or bomber crashed here? When these young pilots 'hot dog' in and out of these hills it is a great possibility. Our grass alone is our main source of bread and butter. A crash would start a fire for certain.

We are real people who live and work and play out here. WE DO NOT WANT LOW LEVEL FLIGHTS OF ANY DESCRIPTION IN OUR AREA. (Why in the world would we train German pilots in our planes over our country? !)

PD-7

Why are low-level flights of any nature necessary where we live and work and play? It seems to us that the U.S. Government owns quite a bit of her own land. Shouldn't she use it? We oppose the unreasonable location of these Low Level Realistic Combat Training Flights.

001052

page 2 of 2

Respectfully yours,

Ann Daugherty

Ann Daugherty

Mark Daugherty

Mark Daugherty

001053

Craig A. Vandell

Englewood, CO
USA

June 13, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

REALISTIC BOMBER TRAINING INITIATIVE (RBTI) ALTERNATIVE D

Dear Major Adams:

BR-6

Located in the Sangre de Cristo Mountains of Northern New Mexico is a 137,000 acre tract of land that is owned and operated by the Boy Scouts of America. This land has been used since the late 1930's as the National Scout Camp, and, as such, has been the destination of scouts from all over the world. The camp, Philmont Scout Ranch and Explorer Base, has been used for training young men and women, adult scouters and their families, and has given hundreds of thousands of scouts a true wilderness camping experience.

To the consternation of many, 114,000 of Philmont's 137,000 acres have been selected to be a part of Alternative D of the RBTI. The flights involved would consist of an average of 10 low level (1000 feet above ground level) flights per day. It is assumed that these would take place both night and day, and would have a drastic effect on this private wilderness area.

During the summer, 19,000 scouts and scouters backpack through Philmont's peaks and canyons. At any one time, 5,000 scouts and scouters in addition to 600 plus staff members are present on the camp. Several of the programs could be adversely affected by jet bombers flying at low levels over the camp. One of the programs, horseback riding, involves inexperienced equestrians riding on narrow trails. Needless to say, the noise of a low level bomber could result in tragedy. Other programs such as rock climbing and rifle shooting could be affected by safety instructions not heard or understood due to the noise.

The environmental impact statement (EIS) estimates that a camper will be subjected to this low level noise for an average of 6 hours during a typical 12 day stay. This certainly takes away the wilderness aspect of the camping experience, and would change Philmont forever.

The EIS incorrectly concludes that few population areas are affected by the flight paths. This could be that Philmont is not shown as a town, but, as stated above, is definitely a population center.

In addition, the EIS estimates that a Class A accident will take place once every 15 years for a B-1 bomber. This may be acceptable for Air Force crews, but is totally unacceptable if 14 to 18 year old scouts happen to be in the impact area of such an accident. One can only imagine the tragedy that would be felt be felt by families that would lose their loved ones.

001053

Craig A. Vandell

Englewood, CO
USA

I have been a strong supporter of the military, particularly the Air Force, all of my life. Indeed, my father was a career civil service employee of the Air Force. In this case, however, I feel that the Air Force has not fully researched nor have they thought out fully the impact of this flight plan. Philmont is a national, indeed international, treasure that has provided, and hopefully will continue to provide a wilderness camping experience to thousnads of scouts, America's future leaders. every year. This treasure should be preserved since alternative training sites exist elsewhere which do not jeopardize the unique program experience offered by Philmont.

If you have further questions, I suggest that you contact either Congressman Ed Pease or Congressman Pete Sessions. Major Adams, I respectfully request your reconsideration in directing the flights according to alternative D flight plans. Your help would be gratefully appreciated.

Sincerely

Craig A. Vandell

Craig A. Vandell

001054

June 12, 1999

Karen Fielder

DeSoto, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June.

Thank you for helping to see that alternative D is not selected.

Sincerely,

Karen Fielder

001055

June 11, 1999

Corvallis, OR.

Senator Gordon Smith

Washington D.C.

Dear Gordon,

I have been a member of the Boy Scouts of America for more than forty years, first as a boy and as an adult leader. Recently, I received correspondence from the Staff Association of Philmont Scout Ranch in Cimarron New Mexico. Their concern was about a United States Air Force proposed RBTI Route "D." This program would overfly the scouts' property at elevations as low as 300 feet during training missions for B-1 and B52 bombers. Philmont Ranch, no doubt, provides terrain which would be of value for such training. However, the ranch is intensively used as a training and high adventure facility for both boy and adult leaders. It also is an active cattle ranch.

I have been privileged to attend training sessions at Philmont and both of my sons have served on staff at the ranch. It would seem that the use of airspace over this property proposed by the Air Force is inconsistent with the Boy Scout's mission because it poses a potential danger to Philmont participants and the ranch's facilities.

As a veteran, I appreciate the need for military training to maintain excellence. My eldest son is a retired Air Force Lt. Colonel, thus I am somewhat familiar with the demands of that branch of our armed forces. With all of the mountainous terrain in federal ownership in the southwest it would seem that such training could take place over those properties.

PD-7

Perhaps, after fighting the northwest timber battles for the past thirty years, I am prone to jump to conclusions. Let me suggest that the Air Force has been prevented from over flying federal properties because of environmental constraints on noise pollution and the potential of disturbing the tranquility and solitude of wilderness users.

I would appreciate your looking into this matter.

Sincerely,

Larry M. Christiansen

Cc. Major Brent Adams USAf Langley AFB
Hon. F. Whitten Peters Acting Secretary of the Air Force
Ms Jane Garvey Federal Aviation Administration

001056

June 12, 1999

Jimmy Haynes

DeSoto, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June.

Thank you for helping to see that alternative D is not selected.

Sincerely,

Jimmy R. Haynes

001057

June 12, 1999

J. Michael Haynes

DeSoto, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June.

Thank you for helping to see that alternative D is not selected.

Sincerely,

J. Michael Haynes

E. EASON, III

001058

FORT WORTH, TEXAS

June 13, 1999

COPY

The Honorable Kay Granger
House of Representatives

Washington, D.C.

RE: U.S. Air Force's Realistic Bomber Training Initiative ("RBTI") overflights of Philmont Scout Ranch, Cimarron, New Mexico

Dear Congresswoman Granger:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the U.S. Air Force's proposed Realistic Bomber Training Initiative ("RBTI") involving low flying B-52s and B-1s (as low as 300'). The reason for my concern is that as one of several proposed southwestern routes, "Alternative D" traverses Philmont Scout Ranch in northeastern New Mexico. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI as it is a valuable training program, important to our nation's defense -- my only complaint, as a two-time Philmont alumnus, is with the proposed route over Philmont. I am certain that because of your membership on the National Security and Transportation committees this issue will be of interest to you.

Several years ago, the Air Force ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

- Program: Philmont is a community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. As I did over twenty years ago, several hundred Scouts are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding daily. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

- Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. I am concerned that RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

- Safety: As I understand it, the environmental impact study done for the Air Force is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A training accident could create an epic forest fire. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears)

dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. Not unlike the redesignation of Carswell NASJRB, or the continuing production of F-16s and Ospreys in Fort Worth, sometimes there are more alternatives than appear a first glance.

You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI. I have enclosed a fact sheet prepared by the Philmont Staff Association for your review.

Please act now -- final route determination starts this month. Thank you for helping to see that alternative "D" is not selected. Thank you for the great job you do representing Fort Worth and 12th District and I hope to see you at Judge McCoy's next weekend.

Sincerely yours,

/s/

Joseph. E. "Trey" Eason, III

cc: Honorable F. Whitten Peters
Acting Secretary of the Air Force

Washington, D.C.
w/o enclosures

Ms. Jane Garvey, Administrator
Federal Aviation Administration

Washington, D.C.
w/o enclosures

The Honorable Ed Pease
House of Representatives

Washington, D.C.
w/o enclosures

Major Brent Adams
Realistic Bombing BTI EIS Project Manger
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769
w/o enclosures

001059

Callaway

June 13, 1999

Major Brent Adams
RBTIEIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: Low Altitude Training Flights over New Mexico

Dear Sir:

TY Nothing to do this summer but play computer games, watch MTV, or just hang out with the guys? Nothing to do but fight the traffic in going to the Mall to see who might be there. Nothing to do but see that new movie for the third time?.....Now try this:

This summer how about getting away to the Sangre de Cristo mountains in Northern New Mexico, strapping on a backpack and having the adventure of your life! You might learn to flyfish and make your own lures, you might learn to rock climb and repel, you might learn how to saddle a horse, you might learn how to look at nature up close and personal, you might even learn how to make root beer! Your only worries will be looking for the absolute best vistas at this 7000 foot altitude or listening for the sounds of the birds and the chipmunks and maybe finding the signs of the occasional bear! The Boy Scouts of America offer this to teen age boys, and yes, to girls also, at their Philmont Scout Ranch at Cimarron, New Mexico. Each summer over 20,000 young people come to Philmont from across the United States. Over 200 go out on the trails of this 140,000 acre ranch each day to experience the 10 day hikes or ride in the horse cavalcades. Many college students work as rangers and wranglers and staff from across America. All are there for this magnificent wilderness experience.

Suddenly, the swish and roar of the giant bombers! The animals run, the horses spook and the hikers duck! This is not the wilderness experience. The boy might as well be back on the streets in New Jersey to hear that kind of noise.

I'm all for the Air Force. I was a jet bomber pilot and I certainly realize the need for training, but I do not think it should be done over Philmont Scout Ranch. This is a very special place and a lifetime experience for these young people. Don't take it away from them. Please use your influence and support to see that this is not destroyed for our young people.

Yours truly,

Jack F. Callaway
Philmont Training Center Chairman

001060

Dear Major Adams ,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely ,

Michael M. Harvey

001061

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 12, 1999

Dear Major Adams;

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI).

For those of us who know and love Philmont Scout Ranch, it is unbelievable that the U.S. Air Force would even consider training flights over this part of the country. Every year, thousands of young men from around the country come to Philmont to grow through the process of meeting the challenges of a wilderness backpacking experience. If there were never any accident, and the aircraft never lost any fuel over the ranch (which of course is unlikely in the extreme), these flights would still have a horrible effect just from the presence of the bombers in the sky above the hikers. It is not possible to have a wilderness experience with a B52 bomber thundering over head. The noise from these flights would not only destroy the tranquility of the wilderness, but would actually endanger these young men as they try new skills in mountainous terrain.

The negative impact on the wildlife will be impossible to measure. We are talking about an area where low impact camping is practiced to the point where campers carry their used toilet paper out with them. What is the point in doing our feeble best to preserve this wilderness while bombers spew exhaust and fuel over the land. One flight will have a more damaging impact than 10,000 hikers.

I had the good fortune of hiking the trails of Philmont in 1966. Those two weeks still stand out as a high point in my life. Philmont is the dream destination of literally 100s of thousands of young men across the country. I can't believe there isn't some other area better suited for this training.

Philmont Scout Ranch is a national treasure which must be preserved.

Sincerely,

Edwin B. Arnold, Eagle Scout, Registered member of Troop 291, Circle 10 Council, BSA

001062

Kevin M. Harrison

Garland, Texas

June 11, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Honorable F. Whitten Peters
Acting Secretary of the Air Force

Washington, DC

Ms. Jane Garvey, Administrator
Federal Aviation Administration

Washington, DC

Dear Sirs/Madam:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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001062

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Kevin M. Harrison
Former Scoutmaster
Troop 57, BSA

001063

June 12, 1999

Richard Fielder

DeSoto, TX 7

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June.

Thank you for helping to see that alternative D is not selected.

Sincerely,

Richard Fielder

001064

June 12, 1999

J. Russell Fielder

DeSoto, TX

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June.

Thank you for helping to see that alternative D is not selected.

Sincerely,

J Russell Fielder

J. Russell Fielder

001065

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Delia A. Nimmo

Forney, TX

001066

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint is with the proposed route over Philmont.

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John P. Nimmo

Forney, TX

001067

Donald R. Brown
- DALLAS, TEXAS

June 13, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

TY The proposed low level training flights over Northern New Mexico would create the worst possible kind of public relations situation that the Air Force could possibly envision. To send large planes in frequent daily runs over our well-populated areas – among them even a number of ski resorts – would be to destroy the peaceful beauty of our valleys, to say nothing of the damage that would be done to the environmental and agricultural aspects of the Northern New Mexico area.

It would be possible to say a great deal more in opposition to Alternative D, but we will refrain from doing so. Simply be assured that our opposition to the idea of low level training flights over the Moreno Valley area of Northern New Mexico is shared by all its residents, no matter how firm our support of our United States military may be.

Thank you for your attention to our input in this matter.

Sincerely,

Don and Carolyn Brown

Mr. And Mrs. Donald R. Brown
Property Owners, Angel Fire NM

001068

Green Bay, WI
June 13, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am a member of the Philmont Staff Association and have been for many years. I was a staff member during the summers of 1963 and 1964. I am expressing my concern over an action by the U.S. Air Force for bomber training flights over the ranch. The following is a model letter the executive Staff Committee composed. It articulates the issues very well and I have chosen to use it to convey my dissatisfaction with the proposed bombing route.

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that

001068

wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burrows. The disruptive effects of noisy bombers overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Bill Dunsmoor
Philmont Staff Association Member

001068

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

2. Safety of horseback riders will be endangered, Philmont provides trail rides or pack trips for 7,500 to 9,500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high decibel low level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider bing thrown from or dragged by a startled horse.

3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12 day stay based on projected flight operations. This is not a true wilderness experience.

5. The possibility of a crash is very real. The EIS estimates the chances of a 'Class A mishap" at one every 15 years for a B-1 on the training route that would included Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at lease three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

8. No one has investigated the cumulative effects of the planned noise levels and vibration on the hundreds of abandoned and the two active mines on Philmont.

9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low attitude dumping duel over Philmont with numerous cook stoves and campfires are easily imagined.

10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, American's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

001069

Horace M. and Joan B. Wall

Zephyrhills, Florida

June 14, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Re: ***USAF Proposed Realistic Bomber Training Initiative***
Colfax County, New Mexico —Boy Scouts of America Philmont Scout Ranch

Dear Major Adams:

BR-6 We are writing to request your support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training initiative (RBTI) involving low flying B-52s and B-1s (as low as 300 feet). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000-acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program—our only complaint is with the proposed route over Philmont. We have two sons and now one grandson who have hiked those mountains with the Boy Scouts. This national treasure needs to be preserved for future generation of Scouts.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems.

- Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's backcountry every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses, thereby creating injuries.

- Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

001069

USAF's Proposed Realistic Bomber Training Initiative (RBTI)
Colfax County New Mexico—Boy Scouts of America Philmont Scout Ranch
Page 2 of 2 June 14, 1999

- Safety. The environmental impact study done for the USAF is seriously flawed when it describes Philmont as "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444 feet range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long-term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive offset fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now, the final route determination starts in June. **Thank you for helping to see that alternative D is not selected.**

Sincerely,

Horace M. and Joan B. Wall

001070

June 13, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrew Street, Suite 102
Langley AFB, VA
23665-2769

Dear Major Adams,

BR-6 I am writing to request your strong support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scout of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking treks in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Programs also run in the fall and winter at lower participant numbers. Each day, they will be engaged in activities such as rock climbing and rappelling, spar pole climbing , and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. At least three endangered species, the bald eagle (our nation's bird) , peregrine falcon, and Mexican spotted owl all call the wilderness of Philmont their home. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which

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Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought (which are not uncommon) . Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of the Scouts.
For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world It is a national resource that has positively impacted the lives of hundred of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. If you have never had the opportunity to visit Philmont and the experiences I have described, I invite you to visit what is fondly referred to by many who have been there as " Heaven on earth". Thank you for helping to see that Alternative D is not selected.

Sincerely,

Earl D. Sill
Former Philmont Chief Ranger

LAST FRONTIER COUNCIL, BOY SCOUTS OF AMERICA
Gaylord Scout Center • Oklahoma City, OK
OKC • OKC
Laura Fields Scout Center • Lawton, OK
Lawton Fax • Lawton Toll Free

001071

June 10, 1999

The Honorable Ernest Istook
House of Representatives

Oklahoma City, OK

Dear Representative Istook:

BR-6 Per our conversation in your office, I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

As you know, Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As the father of a Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effect of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundreds of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in a native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle, and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious. Most of Philmont is mountainous with many peaks in the 10,000 foot to 12,000 foot range.

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Paul R. Moore
Scout Executive

cc: Major Brent Adams
F. Whitten Peters
Federal Aviation Administration
The Honorable Don Nickles
The Honorable James Inhofe
President Bill Clinton

Ronald E. Bromley

001072

Cimarron NM

Major Brent Adams
HQ ACC / CEVPP
129 Andrews St. Suite 102
Langley Air Force Base, VA 23665-2769

June 14, 1999
Ref. RBTI Draft Environmental Impact Study and Alternative D (Northern New Mexico).

Dear Major Adams:

BR-6

I respectfully request that my written comments concerning the US Air Force's RBTI draft environmental impact study be entered into the public record.

I believe that the USAF takes seriously it's role as a steward of both public and private resources. The Air Force has had a draft EIS released for public review and comment. The study was compiled by a Denver Colorado based firm. The study (both body and appendix) failed to provide meaningful information as it pertained to Alternative D.

Alternative D would have bomber traffic flying over a majority of 137 thousand acres of land known as Philmont Scout Ranch. The ranch is one of three High Adventure Bases owned and operated by the Boy Scouts of America. Philmont is a transient community of nearly 25,000 people in the summer when on any given day 3,000 (and up to as many as 5,000) young people and their adult leaders can be found on the trails and in organized backcountry camps. The Philmont Training Center is operated year round and hosts from 5,000 to 7,000 adult leaders each year. With the regular employees, visitors to our two museums (open 52 weeks each year) and both a Fall and Winter program for youth the community is well in excess of 28,000. The majority of these people are residents for 12 to 14 days during June, July and August; but the RBTI alternative D would effect campers and training center participants 12 months a year.

Noise levels created by B-1 or B-52 bombers flying between 400 and 1000 feet above the deck are unacceptable. Both people and animals will react to the "startle effect" and I fear for some 300 horseback riders who are on their first or possibly second ride. Spooked, bolting and/or stampeding horses carrying non-experienced riders is a major safety concern. Scouts repelling a rock face, climbing and scrambling for the first time do not need to experience the "startle effect". A 14 year old young man does not need to hear and see a B-52 five hundred feet above his head as he climbs a 30 foot spar pole for the first time. All the safety equipment and instruction will not diminish the "startle effect".

All of us at Philmont are very concerned about how RBTI will impact the health and safety of the youth and adults that participate in our varied High Adventure Programs. If the Philmont airspace were to be used during the summer, fall or winter for low altitude mission profiles and just one scout was subject to the "startle effect" and killed or seriously injured, the Air Force would suffer an image problem for many years to come. The Air Force cannot afford to put Scouts (children) in harms way.

Ronald E. Bromley

001072

Cimarron NM

I would like the Air Force to consider the possible long term effect of forest fires, unburned fuel (jet fuel or AV gas), fuel dumping in emergencies and the very real possibility of an aircraft emergency or crash. Philmont has three airplanes on its mountaintops. One , a Liberator of the Army Air Corps which crashed during a training flight in early 1945. All 5 crewmen were killed. it is my understanding that the USAF does not fall under the ruling of the Federal Aviation Administration (FAA); but, it would seem only logical that FAA rules pertaining to low level flights over "open air assemblies of persons" might be considered in an environmental study. Philmont has many open air assemblies of 3 to 6 hundred people within the RBTI planned flight zone.

Finally, I note with some interest that the village of Angelfire, N.M. was able to convince the Air Force to change their original proposed flightpath so as not to overfly that recreational area and community. The Air Force seems to have made some decisions prior to the draft EIS and definitely before the final EIS. Even knowing of this earlier decision, I am confident that the process established by the Air Force will result in a decision that takes into account the health and safety of all of the people who visit Philmont each year.

Sincerely,

Ronald E. Bromley

001073

Dear Major Adams,

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000- acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valley Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forest and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumping in a emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

001074

June 14, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing in response to the draft environmental impact statement filed by the United States Air Force relating to the proposed Realistic Bomber Training Initiative, particularly to those relating to Alternative D. And I would like to call your attention to several errors and oversights in this report. These errors and oversight are addressed individually in the following paragraphs.

The area is described in the study as primarily uninhabited grassland. In fact much of the area is forested, mountainous terrain. This is part of what makes the area desirable for the RBTI. And instead of being uninhabited, has a transient community of over 25,000 people in the summer, and on any given day will include 3,000 to 5,000 individuals in the proposed training area.

Noise levels in 27 segments of the proposed IR-153 will have noise levels in excess of 58 DNL. In fact from a distance of 300 feet, the proposed training altitude, a B-52 produces a noise level of 117 dbs, requiring ground crews working near the aircraft to wear noise attenuation devices. These devices would not be available to individuals in the proposed training area, and studies have shown that even brief exposure to high noise levels can result in measurable hearing damage.

The impact study further suggests that residents will become accustomed to the noise. This might be true of long-term residents in permanent buildings, but many of the residents are transient in nature (10 to 14 days) and living in tents. Due to these circumstances, they will not have sufficient time to become accustomed to the noise, which will magnify the impact.

The study overlooks several cultural and archeological resources, including two registered National Historical Sites, in the proposed route. It also is incomplete it its determination of the effects of the vibrations attributable to overflights on these and other resources in the area.

The study concludes that, "Flight operations would not be expected to preclude land uses or … preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations." Current Federal Aviation Administration regulations generally prohibit flights less than 1,000 feet over an "…open air assembly of persons…" and have regularly restricted overflights of populations of 5,000. The emissions produced by the incomplete combustion of jet fuel, while within State and Federal standards, would have an undesirable affect on the population in the proposed area due to their direct exposure to these emissions and their reliance on ground water sources for drinking water. The startle response resulting from the training missions is inconsistent with the recreational uses of the area. The sudden bolting of saddle stock could cause a serious injury to the rider, especially an inexperience rider like many in the overflight area. Similarly, a distraction while participating in climbing activities could compromise safety. And studies in other locations, notably the Grand Canyon, have shown that regular low-level overflights have resulted in the migration of many species of wildlife out of the area.

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I am also concerned by the responses. In the discussion of Aircraft Safety, the probability of a Class A mishap on the proposed IR-153 is given as .07% and .02% for the B-1 and B-52 respectively. With an estimated 1,600 to 2,300 training sorties annually, this translates to a high probability of at least one "incident" each year. Much of the area in and around the proposed route is heavily forested with a large fuel load of fallen branches and trees. The area lacks a well-developed road network for evacuation and access. A crash in this area could precipitate a major conflagration, similar to the 1986 fires in Yellowstone, and has the potential for a substantial loss of life and property.

This is compounded by the high incidence of thunderstorms with the accompanying microbursts and windshear. Recent events in Little Rock, Arkansas, illustrate how little we know about these phenomenon, that occur most frequently in the summer, when the population in the proposed area is greatest.

In addition, neither the B-1 nor the B-52 bombers were designed for low level, terrain-following tactical missions. Rather they were designed as high altitude, strategic bombing platforms. And although modifications have been made to improve performance, the fact remains that the aerodynamics of the aircraft are not optimum for this role which increases the probability of a mishap.

The impact on Biological Resources lists overflights of three peregrine falcon nesting sites, wintering areas for bald eagles and Mexican spotted owl habitat, with a note that the U.S. Fish and Wildlife Service considers the impact "potentially significant". In other locations, including Big Bend and Rocky Mountain National Parks, the USFWS routinely closes large areas to all visitations during the peregrine falcon nesting season. It would follow that low level overflights would be detrimental to the well being of these species.

I am suggesting that due to the incomplete and inaccurate nature of the Environmental Impact Study, the proposed implementation of Alternative D be withdrawn or at least delayed until a more comprehensive study can be completed. If the characteristics of Alternative D are desirable to the Air Force, perhaps similar areas could be located which do not result in the adverse impact of the current proposal.

In closing, I wonder if Alternative A - maintaining the current procedures - is not in fact the most "realistic" of the various alternatives. Given the recent mission assignments in the Balkans and Iraq, which are flown from remote airbases or even the United States, maybe long flights to and from the training area most closely replicate actual combat conditions.

Thank you for your attention and consideration.

Sincerely,

Roy Fisher

001075

6/11/99

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in the two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As parents of a Scout who plans to attend Philmont, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herd of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or

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being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lived of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Linda Byrd

Ronald and Linda Byrd
Garland, TX

parents of Jeremy Byrd, BSA Troop 57

001076

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally

001076

sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

John Q. Kelln

Shattuck, Oklahoma

001077

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

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There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

David and Bonnie Joyner,
Parents of a Boy Scout who uses the camp.

001078

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

Dear Major Adams,

I am writing as a member of the community which will be impacted by RBTI-Route D. I appreciate the opportunity and feel that it is my responsibility to comment on the Draft EIS for RBTI-Route D. Although I suspect otherwise, I truly hope that this process is taken very seriously by the USAF and not merely as a formality designed to placate the taxpayers in the name of saving taxpayer dollars and national security.

We taxpayers will not see a tax cut as a result of RBTI. Therefore, RBTI will not save taxpayers' dollars. RBTI will save the USAF dollars. While $10,000 per hour for jet fuel is a stunning amount, that amount becomes insignificant when compared with the stupendous cost of our national defense operation. One B-1 costs over $200 million, one B-52 costs $74 million. One B-2 costs $1.3 billion. The Department of Defense appropriations budget authorization for fiscal year 1998 was $251.4 billion. (Horatio Trujillo – Legislative Assistant on Foreign Policy and Economic Policy for Tom Udall, U.S. Representative, New Mexico, ___ *Congressional District.)*

Perhaps the need for operations such as RBTI could someday be reduced or even eliminated, saving billions of taxpayer dollars, and strengthening national security by using more energy and tax dollars to help our leaders further develop the techniques, skills, and tools for dialogue and communication in order to wage peace through conflict resolution without violence.

The Draft-EIS bases its findings on objective data and quantitative studies in order to arrive at its conclusions. It also includes advisories from the USFWS and the USFS. It appears that no conclusions were arrived at regarding some of the topics.

In this letter I wish to address some of these sensitive and controversial issues using the data and information I found in the Draft-EIS.

Section 4: Affected Environment and Environmental Consequences:
RBTI-Route D will fly over Mexican Spotted Owl habitats as low as 400 feet AGL, 12 times per day and over at least three active nesting sites for Peregrine Falcons 11 times a day at 400-1000 feet AGL. The bomber route flies over wintering habitat for bald eagles 12-14 times daily below 1,000 feet AGL.

According to the *Bird of Prey and Wildlife Monitoring Study of the Ute Mountain Section of the Rio Grande Gorge* (1986-1989), RBTI will cross two branches of the Rio Grande Flyway for migratory birds of prey and waterfowl. Also, the eastern fork of the Rio Grande is located

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directly over the Valle Vidal Unit of the Carson National Forest where a large elk herd is strictly protected and which is managed for its wildlife and recreation opportunities.

p.4- 107 "USFWS advisories have stipulated that the Air Force survey unsurveyed owl habitats underlying IR-153, segments AB and EF in order to determine owl populations (if any) and to avoid overflights by 1,600 feet AGL, March 1-August 31 annually." Additionally they have stated that "significant and adverse impacts would occur to peregrine falcons if they are overflown at levels below 1,600 feet AGL," and that" flights at or below 2,000 feet AGL from October 1 to March 1 could result in significant impacts to wintering bald eagles."

The writers of the Draft-EIS, on the other hand, found a number of studies of mammals and birds which they used to state that p.4-106, "Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant adverse impacts to wildlife or threaten endangered or sensitive species."

Also the safety section, p.4-50, Draft-EIS states that "neither the existing nor the proposed airspace in IR-153 Section AB would overlie or intersect any migration flyways or water bodies where birds congregate." Clearly, the land managing agencies, i.e. USFWS, BLM-USFS, are in conflict with the USAF or FAA regarding their missions. This conflict must be legally resolved in order for RBTI-D to be considered.

BI-5

Socio-Economic and Environmental Justice:
P. 4-109 The Draft-EIS describes socio-economics as "the general features of the economy, including employment, population, and income, that could be affected by the proposed alternatives." It states that "most direct and indirect socio-economic effects would occur in the immediate vicinity of where the electronic scoring sites and emitter sites would be constructed and operated."

P. 4, 109. "The primary measures by which socio-economic impacts were identified include changes to employment, populations, and earnings associated with the proposed alternatives." They detailed their methods, assumptions and calculations in Appendix I.

The Draft-EIS states on p. 4-118, Table 4-4-1 for alternative D. "No measurable impacts to socio-economics. No disproportionate impacts to minority and low income populations."

Taos County and others nearby were not considered in the Study, presumably because of the criteria used. Nevertheless, they could sustain adverse and devastating changes to employment, populations, and earnings as a direct result of the implementation of RBTI-Route D.

BR-4

Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i.e. feed and supply stores, equipment sales, etc.

BR-3

Northern New Mexico is well known as a haven for seekers of solitude and quiet of many kinds. Sportsmen such as hunters, fishermen, trail riders, as well as hikers, bikers, campers, rafters, back-country skiers, snow shoers, families, mushroom hunters, and bird-watchers come from all over the world to enjoy the tranquillity, beauty, and originality of the region, as do people

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searching for many types of physical and spiritual healing. We have retreats, spas, and gatherings, in beautiful wilderness settings.

More than 60 per cent of Taos County's fragile economy is based on tourism. The implementation of the RBTI Route D could cause many of our tourists (bread and butter) to find their "peace and quiet" elsewhere, far from the incredibly monstrous and loud machines of war. A reduction in tourism would impact nearly every person and industry in the country: outfitters and tour guides, camping and sporting goods stores, health spas, health professionals, spiritual retreats and healers, as well as all the supporting businesses, such as hotel, motel, bed and breakfast inns, restaurants, gas stations, gift shops, art galleries, movie theaters, and all of their employees (low income).

Similarly to tourism, Taos County's real estate and construction industries could be adversely and devastatingly impacted by RBTI-Route D. In recent years, many people have moved to Taos and the surrounding area to "get away from it all." Many of these people bring money and even the ones who don't contribute to the economy. These people, like the tourists, could take their dollars and find other places to live and retire, thereby impacting not only the real estate market but also the construction industry, one of the stronger parts of our economy at this time. People affected will be bankers, builders, building supply yards and stores, home decorating and furniture stores, and well as tradesmen of all kinds; i.e. plumbers, electricians, plasterers, adobe layers, tilers, excavators, landscapers, painters, laborers, etc.

Property values could fall, not only as a result of fewer people moving to the area because of RBTI-Route D, but also people, such as myself, could choose to leave the area, further jeopardizing our tenuous economy.

BR-4

The socio-economic impact of RBTI-Route D to Taos County and the neighboring counties must be studied before RBTI-Route D is allowed to move ahead.

P4-109: the EIS addresses environmental justice, as defined in Executive Order 12898: "Federal Actions to Address Environmental Justice in Minority and Low Income Populations." It looks at whether an action disproportionately affects these types of populations. According to1990 census data in the Community Profile Packet from the Taos County Chamber of Commerce, a large portion of Taos County's population is made up of Hispanic and Native American people., (65% Hispanic, 7% Native American, 27% Anglo, and 1% Other). Many of these are low wage earners or are unemployed. We currently have 27 percent earning below the poverty line and an unemployment rate of 18 percent, according to the Western Environmental Law Center.

There are hundreds of small entrepreneurial businesses in the Taos area. They struggle for survival. Many are "mom and pop" style operations. Many of the potential job losses would be among their employees. When business gets slow around here, the low wage earners are the first to go; i.e. during our off seasons, spring and late fall, the small business owners and managers can cover the duties themselves. Thus the employees are - at least temporarily – laid off. Among these workers would be shop helpers, fast food employees, construction laborers, hotel and motel service, restaurants, ski area gift shops, etc. These are the low income people. Many are minority members. They could become even poorer or unemployed. Potential impact regarding the Environmental Justice for Taos County must be carefully studied before the RBTI-Route D moves forward.

BR-4

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Noise: "Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc), or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho/socio-acoustic effects of the sound's loudness."

P.4-6: The Air Force uses three noise measuring techniques:
1. L-max and SEL = single noise events
2. DNL = Day Night Average sound levels and cumulative energy average noise.
3. DBA=A weighting in decibels.

There are tables, explanations, and diagrams showing SEL and L-max levels, as well as a number of tables, explanations, and diagrams of DNL (pgs. 4-6,4-7,4-8,4-47,4-49, appendix G, p. g-4).
The EIS states that "DNL has emerged as the most widely accepted metric for aircraft noise." P. 4-9.

On P. 4-46, the EIS states that the noise levels on the 38 segments of IR-153 would range from less than 45 DNL to 64 DNL, 65 decibels is 50% louder than average conversation.

On P. 4-46, the EIS also states that sortie operations on all but three segments of IR-153 could generate SEL's ranging from 86 to 116 decibels.

Appendix G, p. G-2: "A change in sound level of about 10 decibels is perceived by the average person as a doubling (or halving) of the sound's loudness."

Therefore, to an average person, a sound that measured 70 decibels would be twice as loud as a sound of 60 decibels (average conversation). If you do the arithmetic, a sound of 120 decibels would be 64 times as loud to the average person as a sound of 60 decibels. According to pages, 4-6, table 4.1-1, a B-1 at 300 feet AGL produces an L-max of 117 decibels. Table 4-1-3: an SEL of 116 decibels.

Although the DNL measurement is the most widely accepted measurement for aircraft noise, it is clear after careful study of the information provided by the EIS, (and also my own experiences of being overflown), that for these low-level types of flights, the single event level and the L-max factor must be given at least equal weight to DNL averages before the USAF is allowed to move forward with this project.

AO-55

Cultural Resources:
P. 4-122: The EIS states that "the effects of noise on cultural resources may also be related to setting. Noise impacts to Native American traditional cultural properties may be related to interference with ceremonies and other traditional activities at sacred sites. Undisturbed habitats, resources, and settings are considered to be critical to religious practices. Potential impacts can be identified only through consultation with the affected groups."

The USAF has altered RBTI-Route D to avoid the Taos Pueblo and Blue Lake areas as a result of consultation with Taos Pueblo leaders. It is not necessary for the USAF to reveal sacred and religious sites to the general public: however, they must provide assurance that all issues regarding sacred and religious sites have been resolved to the satisfaction of the various Pueblos that were consulted before moving forward with RBTI-Route D.

CU-4

001078

Cumulative Impact:
There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 flyovers per year. The USAF must study these cumulative impacts and the cumulative impacts of all low level training flights in the western U.S. in a programmatic EIS.

Public Safety:

The EIS addresses safety issues and on p.4-50, states that "since IR-153 does not currently exist, it is difficult to draw direct comparisons of baseline and projected mishap potential. Secondary MTRs that overlap or intersect segments of proposed IR-153 do provide a rough comparison. Estimated years between class A mishaps on these routes rage from 22-2,800. For proposed IR-153, estimated years between Class A mishaps for B-52's would fall into this range, whereas the potential for B-1's would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishaps per year and a 0.07 probability for the B-1's."

We know that ~~three~~ three have been a number of military plane crashes over the years. There was one incident with a sailplane where the Air Force pilot didn't even see the glider because the difference in speed was so great. The wing wheel of the glider was found in the military aircraft. In our area, there are not only sailplanes but also small private and commercial planes and hang gliders.

No Class A mishaps are acceptable. The USAF must be able to estimate a 0 percent probability for Class A mishaps. Also, the Air Force should provide a list description of all mishaps – Class A and otherwise – that have actually occurred over the lifespan of the military aircraft training programs before it moves ahead with this project.

AO-61

In conclusion, in order to formulate my response to the Draft EIS for RBTI-Route D, I have read the report carefully. After having done the research necessary to write this letter, I have discovered that it is possible to use objective criteria and quantitative data in order to arrive at more than one conclusion. From my research, most of which comes directly from the Draft EIS, I conclude that the USAF must further study and resolve many of the issues addressed in the Draft-EIS, including potential harm to endangered, threatened and sensitive species and potential harm to other wildlife, ecology and livestock.

The noise level issue must be re-addressed and made to include L-max and SEL measurements. The public safety issue has not been adequately addressed re: military plane crashes, small aircraft and bird strikes. The study must make readily available to the public a list of all Class A mishaps that have actually occurred over the life of the military aircraft training programs.

The EIS must be made to include a socio-economic and environmental justice report on potential impact to the socio-economic structure of Taos County, New Mexico. Finally the USAF must complete their consultations with the various Native America Indian Pueblos and resolve any issues regarding sacred and religious sites to the satisfaction of each tribal community. Consulted.

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It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,

Rebecca Smith

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001079

Joseph P. Hamilton

Louisville, KY

June 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and repelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

Joseph P. Hamilton 001079 Page 2

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to get in contact with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to over fly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Respectfully yours,

Joseph P. Hamilton

001080

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: BIG LAKE, TX
Date: 6-10-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

My family has ranched in West Texas since the mid 1800's. Two generations of my husbands family have had oil related businesses here.

Because of drouth, the last 10-12 years has been so very difficult. There has also been a serious drop in oil prices. Wild game hunting has been curtailed because of low wildlife counts.

Many ranching families, as well as people in the oil industry, have their backs to the wall as a result of economic stress. Added stress from these flights, and their effect on all things could and our ability to cope with these hardships. It could also destroy land value.

BR-4 Our land is private & occupied. Our way of life & our physical & emotional well being is at stake. The US Government has vast amounts of land. PLEASE GO FLY THERE.

Over for more space →

Please Print

Name: DOROTHY McKENZIE MURRAY
Address: , BIG LAKE, TX

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No ___

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

001081

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,
Nancy Hoyt Chillicothe, Mo.

INCORRECT INFORMATION IN THE ENVIRONMENTAL IMPACT STATEMENT (EIS) PREPARED FOR THE AIR FORCE

001081

EIS: *Philmont is primarily uninhabited grassland.*
Fact: 60 percent of Philmont is forested, mountainous terrain.
Fact: Philmont is a transient community of nearly 25,000 people in the summer when, on any given day, anywhere from 3,000 to 5,000 people populate the route proposed for Philmont.

EIS: *Noise levels will vary between 62 and 68 dBs.*
Fact: From 300 feet, a B-52 produces a noise level of 117 dBs.
Ground crews working that close to jet aircraft usually wear noise attenuating headsets.

EIS: *Does not mention cultural resources.*
Fact: Philmont is home to two National Historical Sites:
Villa Philmonte and the Rayado complex (Carson, Maxwell, and Abreu homes).

EIS: *Residents will get used to the noise.*
Fact: Ten days (time on the trail for a typical camper) is not enough time to become accustomed to the noise. Since 20 percent of the flights will be at night, many campers will be woken up (especially since they are sleeping in a tent, not a modern home).

EIS: *"Flight operations would not be expected to preclude land uses or ... preempt recreational uses, threaten public health and safety, or be inconsistent with applicable regulations."*
Fact: Philmont is most concerned about how RBTI will impact program, health and safety.

PHILMONT CONCERNS

Injuries (or death) from spooked, bolting and/or stampeding horses throwing or dragging inexperienced riders (roughly 200 riders per day). Over the course of a summer, up to 9,500 people, many as young as age 11, ride or go on pack trips. Some of the horse trails are along canyon walls where falling from a horse could mean plummeting hundreds of feet down to the bottom of a rocky gorge.

Falls from spar poles and rock faces by distracted, novice climbers. At any one moment in the summer, up to 120 young people can be climbing or rapelling on sheer rock faces and/or spar poles. The noise not only interferes with crucial, pre-activity instruction, but will distract climbers when they need to be devoting 100 percent of their attention to personal safety.

Noise pollution totally inconsistent with wilderness preservation so firmly fostered by Philmont.

Some wildlife, particularly the southwest's more civilization-sensitive species such as golden eagles and elk, migrating from Philmont to areas outside of the proposed RBTI route D. The effect of thundering jets on Philmont horse, cattle, burro, and buffalo herds will be unfavorable.

Unenviable safety records of B-1s and B-52s. Over the years, there have been numerous crashes, including those during low altitude training activities. The B-52, in particular, was not designed for the low-level, terrain avoidance mission profile. It was designed as a high altitude, horizontal bomber, hence its name, the B-52 "Stratofortress."

Considering the current drought, existing open fire bans, and the excessive fuel load of fallen, dead trees in Philmont's forests, a bomber crash will create a massive forest fire with which Philmont is not prepared to cope. Philmont does not have a highway network for evacuation similar to that of Yellowstone's, for example. Given the extent to which Philmont backcountry is populated, a bomber crash would involve a substantial loss of life and property (buildings, timber) compared to a crash in one of the other routes where the mountains are not as populated or so heavily forested.

Factors increasing the chances of a crash include: inherently greater danger in very low altitude, terrain-avoidance flying; high incidence of violent, mountain thunderstorms with frequent downbursts/microbursts, hail, and windshears; and in the B-52's case, very old airframes.

UNKOWNS

Effects of vibrations on historic buildings and the many mine shafts (including the two which are toured by thousands of campers annually).

Effects of fuel vapor settling onto campsites, cooking areas, water resources, etc. The vapor comes from the unburned portion of the fuel expelled in jet exhaust and from possible, emergency fuel dumping at low altitude.

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PRECEDENTS

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Due to the concerns expressed above, the Air Force withdrew its low level operations of F-111s and F-16s over Philmont when Ranch management protested several years ago. Having once acknowledged that Philmont is an inappropriate venue for terrain avoidance practice missions, one wonders why Philmont is again being proposed for such low altitude training flights.

Although the Air Force originally proposed Philmont because of its varied terrain, there is no shortage of the same type of diversified terrain elsewhere, i.e. portions of southern Colorado, where the population problems do not exist to the same extent.

Although the military operates many low altitude practice areas across the world, the Federal Aviation Administration generally prohibits flights of less than 1,000 feet over any "...open air assembly of persons..." The FAA also prohibits flights of less than 500 feet over sparsely populated areas.

PHILMONT POSITION ON RBTI

Philmont management and the Philmont Staff Association Executive Committee support the principles of RBTI since the need for well-trained aircrews is obvious. The Philmont community, believing that Philmont Scout Ranch is truly a unique, national treasure, opposes the selection of RBTI Alternative D since it creates major program, safety, and land management problems.

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Last updated: Sunday, May 9, 1999

5/17/99 4:43 PM

001082

FRED M. RAMSEY, JR., PC
Certified Public Accountant

Dallas, Texas

14 June, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 112
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U S Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeaster New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former participant in Philmont programs, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high

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likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience Wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, ar43 obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 foot range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates toe potential for serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely yours,

Date 6/5/99

001083

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY We own land that's been in our family for years & we still enjoy returning to our home to visit in peace & quiet — We live near a large airport in D.F.W. & we experience not near the noise & bombers in training. My parents are opposed, & are concerned about the cattle & wildlife as well as the quite peace that we all enjoy on the farm when we are home

Sincerely yours: Kelly Sanders
(Signature)

Name: Kelly Sanders

Address:

City/Sate/Zip Flower Mound, Tex.

Date 6/4/99

001084

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

TY I am opposed to this proposal - there is no room for error

Sincerely yours:
(Signature)

Name: JASON McCLESKEY

Address:

City/Sate/Zip O'Donnell, Texas

001085

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23685-2789

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Kenneth W. Yow

001086

June 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY I oppose low level realistic combat training flights near populated areas such as Fort Davis, Texas. I am as patriotic as the next person, having served in Vietnam (1964-1967), however, I do not believe that the low level training flights should be conducted over private property. I urge the United States Air Force to conduct low level realistic combat training flights over property owned by the Federal Government in the Western United States.

Sincerely,

THOMAS M. BRUNER

Midland, TX

TMB:bh

001087

CHAPEL HILL, NORTH CAROLINA

June 12, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a. Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b. Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c. Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

I have personally lived and trained at Philmont and hiked its trails, as have my two Eagle Scout sons. To allow this outstanding youth and adult leader training facility to be used for these proposed low-level aircraft flights would seriously harm Philmont's ability to effectively teach outdoor living and leadership skills to tens of thousands of our young young scouts and their leaders each year.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Robert D. Verne

Robert D. Verne

001088

RALPH RIDDEL, JR.

ROTAN, TEXAS

June 14, 1999

Major Brent Adams
RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Sir:

TY Please accept this as my attempt to persuade you that people in our area, myself included, will be very happy if the Air Force finds another place to do its training.

Yours truly,

Ralph Riddel, Jr.

001089

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

June 4th, 1999

Dear Major Adams,

I am writing as a member of the community which will be impacted by RBTI-Route D. I appreciate the opportunity and feel that it is my responsibility to comment on the Draft EIS for RBTI-Route D. Although I suspect otherwise, I truly hope that this process is taken very seriously by the USAF and not merely as a formality designed to placate the taxpayers in the name of saving taxpayer dollars and national security.

We taxpayers will not see a tax cut as a result of RBTI. Therefore, RBTI will not save taxpayers' dollars. RBTI will save the USAF dollars. While $10,000 per hour for jet fuel is a stunning amount, that amount becomes insignificant when compared with the stupendous cost of our national defense operation. One B-1 costs over $200 million, one B-52 costs $74 million, One B-2 costs $1.3 billion. The Department of Defense appropriations budget authorization for fiscal year 1998 was $251.4 billion. (Horatio Trujillo – Legislative Assistant on Foreign Policy and Economic Policy for Tom Udall, U.S. Representative, New Mexico, ___ *Congressional District.)*

Perhaps the need for operations such as RBTI could someday be reduced or even eliminated, saving billions of taxpayer dollars, and strengthening national security by using more energy and tax dollars to help our leaders further develop the techniques, skills, and tools for dialogue and communication in order to wage peace through conflict resolution without violence.

The Draft-EIS bases its findings on objective data and quantitative studies in order to arrive at its conclusions. It also includes advisories from the USFWS and the USFS. It appears that no conclusions were arrived at regarding some of the topics.

In this letter I wish to address some of these sensitive and controversial issues using the data and information I found in the Draft-EIS.

Section 4: Affected Environment and Environmental Consequences:
RBTI-Route D will fly over Mexican Spotted Owl habitats as low as 400 feet AGL, 12 times per day and over at least three active nesting sites for Peregrine Falcons 11 times a day at 400-1000 feet AGL. The bomber route flies over wintering habitat for bald eagles 12-14 times daily below 1,000 feet AGL.

According to the *Bird of Prey and Wildlife Monitoring Study of the Ute Mountain Section of the Rio Grande Gorge* (1986-1989), RBTI will cross two branches of the Rio Grande Flyway for migratory birds of prey and waterfowl. Also, the eastern fork of the Rio Grande is located

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directly over the Valle Vidal Unit of the Carson National Forest where a large elk herd is strictly protected and which is managed for its wildlife and recreation opportunities.

p.4- 107 "USFWS advisories have stipulated that the Air Force survey unsurveyed owl habitats underlying IR-153, segments AB and EF in order to determine owl populations (if any) and to avoid overflights by 1,600 feet AGL, March 1-August 31 annually." Additionally they have stated that "significant and adverse impacts would occur to peregrine falcons if they are overflown at levels below 1,600 feet AGL," and that" flights at or below 2,000 feet AGL from October 1 to March 1 could result in significant impacts to wintering bald eagles."

The writers of the Draft-EIS, on the other hand, found a number of studies of mammals and birds which they used to state that p.4-106, "Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant adverse impacts to wildlife or threaten endangered or sensitive species."

Also the safety section, p.4-50, Draft-EIS states that "neither the existing nor the proposed airspace in IR-153 Section AB would overlie or intersect any migration flyways or water bodies where birds congregate." Clearly, the land managing agencies, i.e. USFWS, BLM-USFS, are in conflict with the USAF or FAA regarding their missions. This conflict must be legally resolved in order for RBTI-D to be considered.

BI-5

Socio-Economic and Environmental Justice:

P. 4-109 The Draft-EIS describes socio-economics as "the general features of the economy, including employment, population, and income, that could be affected by the proposed alternatives." It states that "most direct and indirect socio-economic effects would occur in the immediate vicinity of where the electronic scoring sites and emitter sites would be constructed and operated."

P. 4-109. "The primary measures by which socio-economic impacts were identified include changes to employment, populations, and earnings associated with the proposed alternatives." They detailed their methods, assumptions and calculations in Appendix I.

The Draft-EIS states on p. 4-118, Table 4-4-1 for alternative D: "No measurable impacts to socio-economics. No disproportionate impacts to minority and low income populations."

Taos County and others nearby were not considered in the Study, presumably because of the criteria used. Nevertheless, they could sustain adverse and devastating changes to employment, populations, and earnings as a direct result of the implementation of RBTI-Route D.

BR-4

Livestock would be impacted similarly to wildlife by bomber noise, thereby affecting ranchers and farmers, along with all of their supporting industries, i.e. feed and supply stores, equipment sales, etc.

BR-3

Northern New Mexico is well known as a haven for seekers of solitude and quiet of many kinds. Sportsmen such as hunters, fishermen, trail riders, as well as hikers, bikers, campers, rafters, back-country skiers, snow shoers, families, mushroom hunters, and bird-watchers come from all over the world to enjoy the tranquility, beauty, and originality of the region, as do people

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searching for many types of physical and spiritual healing. We have retreats, spas, and gatherings, in beautiful wilderness settings.

More than 60 per cent of Taos County's fragile economy is based on tourism. The implementation of the RBTI Route D could cause many of our tourists (bread and butter) to find their "peace and quiet" elsewhere, far from the incredibly monstrous and loud machines of war. A reduction in tourism would impact nearly every person and industry in the country: outfitters and tour guides, camping and sporting goods stores, health spas, health professionals, spiritual retreats and healers, as well as all the supporting businesses, such as hotel, motel, bed and breakfast inns, restaurants, gas stations, gift shops, art galleries, movie theaters, and all of their employees (low income).

Similarly to tourism, Taos County's real estate and construction industries could be adversely and devastatingly impacted by RBTI-Route D. In recent years, many people have moved to Taos and the surrounding area to "get away from it all." Many of these people bring money and even the ones who don't contribute to the economy. These people, like the tourists, could take their dollars and find other places to live and retire, thereby impacting not only the real estate market but also the construction industry, one of the stronger parts of our economy at this time. People affected will be bankers, builders, building supply yards and stores, home decorating and furniture stores, and well as tradesmen of all kinds; i.e. plumbers, electricians, plasterers, adobe layers, tilers, excavators, landscapers, painters, laborers, etc.

Property values could fall, not only as a result of fewer people moving to the area because of RBTI-Route D, but also people, such as myself, could choose to leave the area, further jeopardizing our tenuous economy.

BR-4

The socio-economic impact of RBTI-Route D to Taos County and the neighboring counties must be studied before RBTI-Route D is allowed to move ahead.

P4-109: the EIS addresses environmental justice, as defined in Executive Order 12898: "Federal Actions to Address Environmental Justice in Minority and Low Income Populations." It looks at whether an action disproportionately affects these types of populations. According to1990 census data in the Community Profile Packet from the Taos County Chamber of Commerce, a large portion of Taos County's population is made up of Hispanic and Native American people., (65% Hispanic, 7% Native American, @7% Anglo, and 1% Other). Many of these are low wage earners or are unemployed. We currently have 27 percent earning below the poverty line and an unemployment rate of 18 percent, according to the Western Environmental Law Center.

There are hundreds of small entrepreneurial businesses in the Taos area. They struggle for survival. Many are "mom and pop" style operations. Many of the potential job losses would be among their employees. When business gets slow around here, the low wage earners are the first to go; i.e. during our off seasons, spring and late fall, the small business owners and managers can cover the duties themselves. Thus the employees are - at least temporarily – laid off. Among these workers would be shop helpers, fast food employees, construction laborers, hotel and motel service, restaurants, ski area gift shops, etc. These are the low income people. Many are minority members. They could become even poorer or unemployed. Potential impact regarding the Environmental Justice for Taos County must be carefully studied before the RBTI-Route D moves forward.

BR-4

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Noise: "Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc.), or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho/socio-acoustic effects of the sound's loudness."

P.4-6: The Air Force uses three noise measuring techniques:

1. L-max and SEL = single noise events
2. DNL = Day Night Average sound levels and cumulative energy average noise.
3. DBA=A weighting in decibels.

There are tables, explanations, and diagrams showing SEL and L-max levels, as well as a number of tables, explanations, and diagrams of DNL (pgs. 4-6,4-7,4-8,4-47,4-49, appendix G, p. g-4).

The EIS states that "DNL has emerged as the most widely accepted metric for aircraft noise." P. 4-9.

On P. 4-46, the EIS states that the noise levels on the 38 segments of IR-153 would range from less than 45 DNL to 64 DNL, 65 decibels is 50% louder than average conversation.

On P. 4-46, the EIS also states that sortie operations on all but three segments of IR-153 could generate SEL's ranging from 86 to 116 decibels.

Appendix G, p. G-2: "A change in sound level of about 10 decibels is perceived by the average person as a doubling (or halving) of the sound's loudness."

Therefore, to an average person, a sound that measured 70 decibels would be twice as loud as a sound of 60 decibels (average conversation). If you do the arithmetic, a sound of 120 decibels would be 64 times as loud to the average person as a sound of 60 decibels. According to pages, 4-6, table 4.1-1, a B-1 at 300 feet AGL produces an L-max of 117 decibels. Table 4-1-3: an SEL of 116 decibels.

Although the DNL measurement is the most widely accepted measurement for aircraft noise, it is clear after careful study of the information provided by the EIS, (and also my own experiences of being overflown), that for these low-level types of flights, the single event level and the L-max factor must be given at least equal weight to DNL averages before the USAF is allowed to move forward with this project.

AO-55

Cultural Resources:

P. 4-122: The EIS states that "the effects of noise on cultural resources may also be related to setting. Noise impacts to Native American traditional cultural properties may be related to interference with ceremonies and other traditional activities at sacred sites. Undisturbed habitats, resources, and settings are considered to be critical to religious practices. Potential impacts can be identified only through consultation with the affected groups."

The USAF has altered RBTI-Route D to avoid the Taos Pueblo and Blue Lake areas as a result of consultation with Taos Pueblo leaders. It is not necessary for the USAF to reveal sacred and religious sites to the general public: however, they must provide assurance that all issues regarding sacred and religious sites have been resolved to the satisfaction of the various Pueblos that were consulted before moving forward with RBTI-Route D.

CU-4

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Cumulative Impact:

There are currently numerous low-flying training routes in New Mexico originating from military bases throughout the U.S. When added to the proposed RBTI flight operations, some areas may experience over 6,300 flyovers per year. The USAF must study these cumulative impacts and the cumulative impacts of all low level training flights in the western U.S. in a programmatic EIS.

Public Safety:

The EIS addresses safety issues and on p.4-50, states that "since IR-153 does not currently exist, it is difficult to draw direct comparisons of baseline and projected mishap potential. Secondary MTRs that overlap or intersect segments of proposed IR-153 do provide a rough comparison. Estimated years between class A mishaps on these routes rage from 22-2,800. For proposed IR-153, estimated years between Class A mishaps for B-52's would fall into this range, whereas the potential for B-1's would be slightly greater. However, when considered as probabilities, the estimated years equate to a 0.02 probability of a B-52 Class A mishaps per year and a 0.07 probability for the B-1's."

We know that ~~three~~ there have been a number of military plane crashes over the years. There was one incident with a sailplane where the Air Force pilot didn't even see the glider because the difference in speed was so great. The wing wheel of the glider was found in the military aircraft. In our area, there are not only sailplanes but also small private and commercial planes and hang gliders.

No Class A mishaps are acceptable. The USAF must be able to estimate a 0 percent probability for Class A mishaps. Also, the Air Force should provide a list description of all mishaps – Class A and otherwise – that have actually occurred over the lifespan of the military aircraft training programs before it moves ahead with this project.

AO-61

In conclusion, in order to formulate my response to the Draft EIS for RBTI-Route D, I have read the report carefully. After having done the research necessary to write this letter, I have discovered that it is possible to use objective criteria and quantitative data in order to arrive at more than one conclusion. From my research, most of which comes directly from the Draft EIS, I conclude that the USAF must further study and resolve many of the issues addressed in the Draft-EIS, including potential harm to endangered, threatened and sensitive species and potential harm to other wildlife, ecology and livestock.

The noise level issue must be re-addressed and made to include L-max and SEL measurements. The public safety issue has not been adequately addressed re: military plane crashes, small aircraft and bird strikes. The study must make readily available to the public a list of all Class A mishaps that have actually occurred over the life of the military aircraft training programs.

The EIS must be made to include a socio-economic and environmental justice report on potential impact to the socio-economic structure of Taos County, New Mexico. Finally the USAF must complete their consultations with the various Native American Indian Pueblos and resolve any issues regarding sacred and religious sites to the satisfaction of each tribal community consulted.

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001089

It is clear that all of these issues must be addressed, re-addressed and resolved by the USAF before RBTI-Route D is allowed to move forward.

Sincerely,

Kathy Lee

Kathy Lee

Taos, NM

001090

Schenectady, NY
June 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont scout attendee, I have serious concerns about the impact of the Air Force's proposal on the health and safety of scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's back country. Each day, several hundred of them will be engaged in activity such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury or death.

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wild life and native habitat. Noise and emissions from bombers cannot help but have a damaging effect on that wildlife, as well as Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks and a 10,000' to 12,000' range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over such terrain with campers using backpacking stoves for cooking, creates a potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

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For these reasons, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to Alternative D to other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year. You or a member of your staff may wish to contact Greg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

Philmont is the largest and most famous scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Peter James Patrick Purcell
Eagle Scout with Silver Palm
Philmont Scout Participant 1998

001091

June 14, 1999

West Chester, OH

Subject: Opposition to Air Force RBTI, Alternative D

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather,

001091

including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

William J. Leach
Assistant Scoutmaster, Troop 940

001092

June 14, 1999

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people, many as young as 11 yrs. old, with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaison with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,
Rex Ransom

001093

T. Scott & Agnes Gibson

Eagle Nest NM

June 14, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 201
Langley AFB, VA 23665-2769

Re: Realistic Bomber Training Initiative – Oppose Proposal D

Dear Major Adams:

TY We attended the Public Hearing held in Angel Fire, NM and other community discussion groups.

We recommend that Proposal D NOT be implemented because of the detrimental effects on the environment and economy of the affected area.

Although not fully informed on Alternatives B and C, we believe Alternative A (no action) to be the best.

We appreciate your full consideration of this issue and the need for appropriate training areas.

Sincerely,

T. Scott Gibson

Agnes Gibson

001094

Dear Major Adams

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

001095

Dear Major Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

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For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Bart Saxton

001096

Date _____

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4 #1 To much Noise
#2 PROPERTY VALUE

Sincerely yours: Ernest Schattel
(Signature)

Name: ERNEST SCHATTEN

Address: _____

City/Sate/Zip Roscoe, TEXAS, _____

Date May 11, 1999

001097

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

~~We own 13,400 acres that will be in your flight path in Kent County,~~ Texas.

We have only two sources of income from this property, that being sale of cattle and hunting leases. Ranching is hard. Our hunters come from as

BR-4 far away as Virginia. They will not re-lease for hunting if your plan is implemented.

Our son, his wife and their four children live on this land and virtually run this ranch by themselves. It is necessary for them to do this in order to make a living. Please do not take our sources of income away and a lifestyle that is important and one that provides food for the country.

Stop this madness and use land that our country already owns! We are more important than the spotted owls.

Sincerely yours: Mrs. Billie Alderman
(Signature)

Name: ~~Billie Alderman~~

Address: _____

City/Sate/Zip Winters, Texas

001098

Toledo, Ohio
June 11, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ/ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6 Philmont Scout Ranch has been owned and operated by the Boy Scouts of America for over 60 years. The majority of its participants are high school aged young men and women Scouts and Explorers. There is also a smaller training operation for adult Scout leaders and their families. There are about 5000 people living and working on the ranch at any one time during the summer and smaller groups at other times of the year. I participated as an adult leader on five backpacking trips and returned as a staff member during five additional summers.

The current and former members of the Philmont Scout Ranch staff are worried about decisions to be made in selecting a route for the United States Air Force Realistic Bomber Training Initiative. As a member of the Philmont Staff Association, I was made aware of this threat to the wilderness experience enjoyed by 20,000 members of the Boy Scouts of America each summer. I feel the threat is in three areas.

First, there is a danger to safety. Scouts on the ranch work with horses, cattle, and burros which may be spooked by the loud noise. The Scouts also engage in some challenging events, such as rock climbing, in which a sudden loud noise may lead to accidents.

Second, there is a danger to health. During ten day backpacking trips, Scouts often get their water from streams and ponds. There is a strong chance that these water sources would be contaminated by jet exhaust and unburned fuel.

Third, it is a threat to the natural setting. The extreme noise made by the jets flying low overhead will interfere with the scouts encountering the natural world on its own terms. The loud noises will interfere with the wildlife. I worked at a camp in Ohio where the noise from maintaining a natural gas well by the local public utility company was enough to frighten many of the skunks in the area into spraying. I can easily imagine the same sorts of self-protection behavior by the wildlife at Philmont. I can also imagine the wildlife getting used to the noise, which may actually lower their chances for survival in other ways.

Philmont has been recognized as an example of how people can be brought to an appreciation of nature. I believe you would not set a training route over the

001098

Grand Canyon. Well, Philmont is an even more significant experience for many of our young people. Young men and women with Scout experience are considered valuable recruits by all branches of our military. I'm not sure that as many would be as willing to commit to military service if they perceive that the highlight of their Scouting career was diminished by the U. S. Air Force.

I am including a copy of arguments set forth by the Philmont Staff Association to help in your decision making. Thank you for your consideration.

Sincerely,

John Duckwood

John Duckworth

001098

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D (OVER PHILMONT)

1. The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.
2. Safety of horseback riders will be endangered. Philmont provides trail rides or pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.
3. Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.
4. The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.
5. The possibility of a crash is very real. The EIS estimates the chances of a "Class A mishap" at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.
6. The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.
7. The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.
8. No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.
9. No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.
10. Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America's future leaders, every year. That experience should be preserved since alternative training sites exist which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

001099

REALISTIC BOMBER TRAINING INTITIATIVE

alternative D

Public Hearing Comment Sheet

Location: TAOS CO. N.M

Date: JUNE 12, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

PLEASE DO NOT TURN OUR PEACEFUL PLACE INTO A MOCK WAR ZONE.

BI-5 WE AND THE BALD EAGLES NESTING HERE, THE LIVESTOCK & WILD ELK & DEER WILL ALL BE ADVERSLY AFFECTED, IN FACT TERRORIZED BY LOW FLYING NOISE. I HAVE EXPERIENCED THIS AND IT'S DEVASTATING ESPECIALLY SINCE IT WILL GO ON THRU THE NIGHT ALSO.

Thank you.

Over for more space →

Please Print

Name: Carol Hinton

Address: San Cristobal NM

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

001100

June 14, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2769

Major Adams

I am strongly opposed to Air Force proposed RBTI in Texas. You, as EIS Project Manager, know how poor a study & hearing was conducted. You know the true impact this would have.

GE-22 This is why the Air Force tried to conduct the hearing so discreetly. There has not been straightforward honesty with the people in this area.

I hope you can live with yourself. Come out here yourself and get out in the country, conduct your study, then look us in the eye and tell us this will not affect our quality of life.

Waiting for your visit
Roy W Chisum

Roy W. Chisum

Dayton VA

001101

June 14, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY According to the Realistic Bomber Training Initiative Draft Environmental Impact Statement, alternative D will incur the most impacts to existing airspace, noise levels (especially over thirteen special use land management areas such as state parks and wild and scenic rivers) and to the habitat of endangered bird species. For these reasons I am opposed to alternative D. However, there is a consideration that was not included in the RBTI EIS.

Humans and their activities have overwhelmed the natural environment to such a degree that most people don't even know what has been lost. People living in an urban/suburban environment seem to be inured to the relatively high background noise levels that are constantly there. Many do not seem to be bothered by the noise pollution, light pollution, unpleasant and hazardous air and the jumble of visual irritations that make up this environment. Even small towns have too much of this abrasive environment that seems to produce similar types of thoughts and actions.

To someone who accepts this environment as livable, it is no surprise that a few bombers screaming overhead would not arouse much concern other than perhaps being "highly annoyed," as stated in the RBTI EIS. Choosing to live in or to visit a natural environment is not equivalent to choosing among a variety of man-made environments. The natural environment offers input from and connections with the numerous interrelated life-forms from which we have separated ourselves. To send bombers or similar types of intrusions into natural settings makes it very difficult to connect with the rest of creation.

The area covered by alternative D includes many people who have rejected the urban/suburban lifestyle because of its separation from the natural world. Please, let us not modify this environment or other natural environments with any more of man's intrusive activities.

Sincerely,

Mary Ann Andera

Raton, NM

001102

June 13, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texan and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000 acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2,600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as 5,000 Scouts and Scouters will be hiking and camping in Philmont's Backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rapelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury or worst.

001102

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in active habitat. Noise and emissions from bombers cannot help but have a damaging effect on the wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumbers, miners and cowboys. are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 feet range. Philmont has a tremendous fuel load of dead trees in its forests and is in the midst of a long term-term drought. Unburned jet fuel finding its way to the round or being dumped in an emergency over such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote, is simply not acceptable for the safety of these Scouts.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years many of which serve in the armed forces after their scouting years and use skills they have learned at such places as Philmont. It deserves and demands our protection. Thank you for helping to see that Alternative D is not selected.

Sincerely,

Andrew J. Wahll

MR ANDREW J WAHLL
VERMOOD, MO

001103

Major Brent Adams

In response to the proposal for the RBTI in the TAOS AREA – it seems completely flawed and ill-conceived. I do not understand how the USAF could have proposed it – or stood by it. I have attended the public meetings and READ the EIS statements. This community is united in its

LU-2 opposition to this plan. The AF does not comprehend how many people live in the area to be devastated by this training. Your Public Relations people said 5 villages would be affected – this is nonsense – there are 5 villages on St. Rd. 522 that would be destroyed – was the rest of the state omitted?

CU-7 Christ in the Desert Monastery, Ghost Ranch, have existed for decades and would be very seriously impacted by the constant noise – these writers were also not noticed or considered in your study. There are thousands of people who live here and the quality of our lives would be utterly wrecked. Somehow we were not counted in your study. The study says that we may come to enjoy watching the training – it is insulting to every person here to make such a suggestion.

The study is very seriously flawed in its guess of how many people would be affected by the bombers

001103

The study suggests that there would be no serious impact economically — again, this is maliciously flawed. There were strong statements at the public meeting about the damage these flights do to livestock, wildlife, and recreation. The BLM, Forest Service, all TAOS government agencies have stated that harm would be done economically. The USAF has ignored these statements. For myself — I would have a haven which I have struggled to build, but could no longer live in, nor could I sell it. This is economic devastation.

BI-2 The EIS has also ignored the importance of the migratory fly ways along the Rio Grande and the Sangre de Cristo mountains. The BLM, Forest Service, and independent biologists have stated their opposition to these flights — these groups have been ignored by the USAF.

BI-5 This is a short list of the faults in this proposal — the faults are far too numerous and intentionally ignored — the danger to endangered species, whooping cranes, sea lions, and more, flights over wilderness, wild & scenic rivers, homes, and communities, established recreation such as Ghost Ranch, Christ in the Desert Monastery, Philmont Scout Ranch, and our quiet pristine mountains.

This plan must be dropped.

David Riedel

San Cristobal NM

001104

6-10-99

Dear Major Brent Adams,

I feel that the Environmental Impact Statement, Draft Stage, of the Realistic Bomber Training Initiative is unfair and unjust. My main concern is safety for myself and other neighbors who may be in potential harm.

AO-20 Continued exposure to tremendous noise (over 130 decibels) can cause stress and related injuries. That's why the German government has banned all low-level jet training in Germany.

AO-49 We also lose lives of military pilots. Since 1980, over 40 F-16 pilots have been killed. Once a plane crashes, it releases fuel & toxic chemicals that could present possible brush fires in dry West Texas.

Is it worth risking lives for unnecessary training? I pray not. I'd like to close with a quote from Admiral Eugene Carroll (Ret.) of the Center for Defense Information: the training continues because it "justifies flight hours, training hours, and it's fun for the flight crews."

Respectfully,

Julia West

Presidio, TX

MARK A. STINNETT

001105

Dallas, TX 75202

June 15, 1999

FEDERAL EXPRESS

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

RE: REALISTIC BOMBER TRAINING INITIATIVE
ENVIRONMENTAL IMPACT STATEMENT

Dear Major Adams:

BR-6 I am writing to express my opinions, for the public record, regarding the Air Force's proposed Alternative D for the Realistic Bomber Training Initiative. I write to express my opposition to Alternative D, but possibly not for reasons that have previously been stated to you.

So that no one will misunderstand my position, I would like to establish at the outset of this letter that I am one of the hundreds of thousands of men and women in this country whose lives have been positively impacted by their experiences at Philmont Scout Ranch. I first attended Philmont as a camper in 1970 shortly after I received the Eagle Scout Award. I had the privilege of working for four years on the Philmont Staff during college and law school. I have since been actively involved with the Philmont Staff Association, the organization for former staff members, and recently completed a four-year term as that organization's president. I am presently serving a three-year term as a member of the Philmont Ranch Committee. Having said all of that, the opinions expressed in this letter are just my own, but I wanted you to know that I have sufficient experience to express those opinions.

I have reviewed the entire Draft Environmental Impact Statement prepared by the Air Force for the RBTI. I respectfully disagree with the service's conclusion that selection of Alternative D would have "no likely effects to land use, recreation resources, or visual settings." *RBTI Draft EIS, pages 4-83.* Selection of Alternative D, with 2,660 additional annual flights, would have an adverse impact on the program of Philmont Scout Ranch, and on thousands of this nation's youth, that cannot be adequately described.

Document # 834160

001105

The problem with the Air Force's proposal to establish these flights over Philmont, aside from obvious safety concerns, is that they will, of necessity, destroy the Philmont experience, which is a truly unique national resource. I note that Philmont is listed in the EIS as only one of a number of "special land use areas"that might be impacted by these flights. I am not so concerned about the impact on those areas, quite frankly, because we have other national parks, national forests, state parks, grasslands, etc. We have no other Philmont. Philmont is unique in terms of the program and opportunities it provides to young people in this country. In the 60-+ years since Philmont was donated to the Boy Scouts of America by the late Waite Phillips, no other donor has come forth with a similar grant of property to serve the country's youth.

So that the Air Force, and the people of this country, can judge the impact that the RBTI proposal will have on Philmont, I enclose the following publications which I ask be included as part of the public record, and be **read and reviewed** by the people who will be making this decision. They are:

1. Philmont, Where Spirits Soar, and

2. Philmont, An Illustrated History.

These publications state in better words than I could ever use what Philmont means to the Boy Scouts of America and the citizens of this country. It changes people's lives – for the better.

I will rely on your honor as an officer in the service of our nation to see that these publications are routed to the people who will actually be making this decision so that the true impact of that decision will be known to them.

Sincerely,

Mark A. Stinnett

MARK A. STINNETT
Attorney at Law

MAS:jj
Enclosure
cc: F. Whitten Peters
Secretary of the Air Force

Document # 834160

001106

June 18, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I have just returned from a week's stay at Philmont Scout Ranch in Cimarron, N.M. While there I learned that the Airforce is considering the establishment of a Military Training Route which will fly directly over Philmont if the New Mexico route is chosen. This letter is written in the hope of dissuading this selection.

While recognizing the need for realistic training of pilots and crews, I also recognize the need for the wilderness experience which Philmont provides American youths across this nation. A two week trek through the beautiful mountains in this region, carrying a heavy pack, learning to be self-reliant and also learning the necessity for cooperation with the group, is of inestimable value not just for the individual, but for our country.

During WWII I was a pilot (a WASP) flying with the military, and I am well aware of the importance of flight training. However, as an individual who was introduced to the beauty of God's creation at an early age, I am also aware of the importance of protecting what is left of this beauty, as well as making sure it will always be there for future generations . I hope when my two grandsons (age six) and my two granddaughters (three & three & one half) reach their teen's, the skies over Philmont will still be free from the dangers and the environmental impact of low-level bombing runs .

I am enclosing a copy of a portion of an article which I read in the June issue of High Country, a Philmont newsletter. I would greatly appreciate your careful reading of these ten points of opposition stated here.. If you have never been to Philmont you may not be aware of the impact such a bomber training route would have on people, wildlife, and the countryside in general.

Over the years my husband has taken many young Scouts to Philmont and has also attended many week-long training sessions for Scout leaders which were held there. I have accompanied him on at least five training courses dating back to my first time in 1984. His first trek was in 1974 . The land and the experience was still the same when we were there ten days ago. I hope, and pray, that this route will be removed from consideration. Thank you..

Sincerely,

Eleanor M. Brown

Eleanor McLernon Brown (Mrs. Robert S)

Victoria, TX

001107

Donald R Bryant

Alpine, Texas

June 14, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Sir

I feel that the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust. The first reason that it is unjust is because of the very loud noise these flights cause to all life. This very loud noise injure all living animals greatly.

BI-3

And the second reason that it is unjust is that there is danger to all on the ground below the flights as well as the danger to all of the aircraft that is not military such as the Border Patrol, Cooperate and private

BR-2

~~001108~~ or
001107

planes as well as other miscellaneous aircraft that do exist.

So please, Major Brent Adams, don't do it!

Yours truly,
Donald R Bryant

David L. Greenlees, M.D.

001108

Odessa, Texas

12 June 1999

TO:
Major Brent Adams, RBTI
EIS Project Manager,
HQ ACC/CEVPP
129 Andrews St. Suite 102,
Langley AFB, Va. 23665-2769.

Dear Sir:

I write to protest the utter disregard and intransigent attitude that the U.S.Air Force and it,s personnel have exhibited in it,s discussions with the people of West Texas concerning training flights of aircraft over private terrain. As you very well know, these flights could be conducted over BLM and other U.S.Government lands without protest and to just as good a result. The position of the Air Force in this case is completely untenable and damaging to it's long-standing image of outstanding good repute and rapore.

As perhaps you are aware, the Davis Mountains are unique in many ways being a place of unusual beauty and charm not unlike the Baverian Alps in some ways. It's history is one of great interest and importance having played a major part in the wagontrails west, the Indian wars, the Civil War and home of the Buffalo Soldiers and more. McDonald Observatory sits on Mt.Lock and is an important asset not only to astronomy per se, but to NASA and the U.S. Air force. It is not inconceivable that sonic boombs from low-flying aircraft could damage delicate instruments in that facility.

AO-14

Be it that the above is true and should be considered in any decision affecting this area, My greatest concern and objection, is the beligerant attitude of both the the people sent to discuss the problem with the local people, and on the part of the Secretary of the U.S.Air Force who has refused to listen.

Even if this situation is decided in the favor of the U.S.AFF. I do not believe that you or I, have heard the last of this

Yours truly,
David L. Greenlees, M.D.

David L.Greenlees, M.D.

Odessa, Tx.

001109

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location__Taos, New Mexico

Date: June 6, 1999

Major Bret Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

I am writing to you on behalf of my family and friends who reside in the Taos valley. We moved here because of the peace and quiet. This valley and these mountains are a beautiful example of the prisine condition of the wilderness. Also we love it here because of the abundant wildlife, we go bird watching, build bird and bat houses, and feel fortunate to have elk cross through our property. These are treasures found few places in the United States. Because they are treasures, we wish to safeguard them. We know they are fragile and we will fight to protect them.

Just because there is a war in another part of the world does not give us license to dishonor the wilderness areas of our country. Everyone knows what low flying flights would do to disrupt and damage northern New Mexico's wildlife, ecology and livestock. Animals can only panic when they hear this extremely high noise level. In many cases this is enough to cause low birth rates and disorientation of many species. There are people living in these areas as well, with children. What are they to do or think when six days per week, perhaps 10 flights a day, shock them out of their sleep?

BR-3

I must ask you, would you like to have these bombers flying over your home and family at this level? Just because a person lives out in the country, close to nature, does that cause him to lose his rights that only city people have. Would you fly over your city like this? There are already existing practice ranges where test can be made. The Air Force has many areas that it uses and can still use. It is unconscionable to take another, entirely pristine area of the rapidly diminishing wilderness in the United States and ruin that as well.

Please consider our plea. It is not just for ourselves but we ask this in the name of countless other species that will be adversely affected by these flights. We ask it in the name of future generations that will thank us for respecting the land and it's treasures.

Respectfully,
Shirley Randolph

Taos, New Mexico

001109

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: TAOS, NEW MEXICO
Date: 6-6-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

Over for more space →

Please Print

Name: SHIRLEY RANDOLPH
Address: TAOS, NM.

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No_x__

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

~~001109~~ cw
001110

Forest Hill
Newark, New Jersey

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am writing to you to express my opposition to the Realistic Bomber Training Initiative Draft Environmental Impact Statement for Northern New Mexico.

When I first "discovered" Angel Fire, New Mexico, in July, 1992 I was totally overwhelmed by the natural beauty, the pristine environment and the genuine kindness of its residents. I was motivated to seek out a perfect condo so that I may live out my retirement segment of my life in Angel Fire. A reward to myself for having been a dedicated, energetic educator serving youth in urban areas for over thirty years. I have been able to experience the revitalization that occurs

001110

Page 2

after spending one or two months of my summer vacation at Angel Fire. I have witnessed the dedication of workers and realize that their wages barely offer them minimum wage. Yet their spirits flourish.

BR-4 Where will these northern New Mexico residents work if the tourist and Ski Industry at Angel Fire is extinct due to bombers flying overhead? Why should we become anxious over the possibility of experiencing a re-enactment of the tragic loss of lives - as in the Ariano disaster.

It is most distressing to me that you would permit or endorse any bombers flying over any portion of Northern New Mexico. There are vast parcels of space in

PD-4 other states that are less populated and whose wildlife and natural resources would be less affected, if at all.

As a person who cared for an elderly parent for fifteen years, I understand and respect the concept of PRESERVATION. I wonder what my

001110

Page 3

future life in Angel Fire be like if my senses are shattered by the deafening sounds of jets streaming by. Where will the workers be working if the area becomes deserted? This is not Silicon Valley. What will happen to our wildlife? Our natural resources?

Please now, utilize your planning time to find an alternate place, in a more desolate place. A place is out there. Give human beings the opportunity to preserve, love, and Cherish an area in which they thrive.

Thank you.

Sincerely yours,
Marie A. Solandra

001111

June 15, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and repelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont's herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

001111

You or a member of your staff may wish to contact Gregg Dodd, Chief of Staff for Congressman Ed Pease of Indiana, who can provide additional information.

For the above reasons, we seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundred of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. There is too much at stake to allow RBTI to overfly Philmont. Please act now – final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Harold G. Hodges & Debbi L. Hodges

Richardson, TX

001112

June 15, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste 102
Langley AFB, VA 23665-2769

Dear Major Brent Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, is with the proposed route over Philmont.

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b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

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001112

For the above reasons, we seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundred of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Scott W. & Rebecca Fischer

Dallas, TX

001113

Major Brent Adams, RBTI EIS Prj Mgr
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 While I am sure that you will recognize the following paragraphs as that of a form letter, I must tell you that I agree with their content and implore you to consider the detrimental effects of the RBTI program and the chosen site of the Philmont Scout Ranch. I am an Alumunus of the Ranch, as is my oldest son, Ian. I would be very sorry to hear of any calamity that might befall any of the scouts using this ranch or to any of its pristine wilderness areas because of the lack of foresight on the part of our military. Please do what you can to make sure that another, more appropriate site is chosen for this exercise, if it is deemed reasonable at all to conduct it.

Thanks very much,

Paul Meadows, MS

La Canada Flintridge, California
Troop 509
San Gabriel Valley Council, Rosebowl District

I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

001113

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

HEART O'TEXAS COUNCIL
BOY SCOUTS OF AMERICA

001114

Council No. 662 • Waco, TX

June 17, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6

I am writing to request your firm support in opposing the selection of Alternative D under the U.S. Air Force's proposed Realistic Bomber Training Initiative (RBTI). The Air Force is seeking to establish a new training route for low-level B-1 and B-52 bomber flights from bases in Texas and Louisiana. One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County.

Philmont is a 137,000-acre mountain backpacking and high adventure facility of the Boy Scouts of America. Each year, thousands of Scouts and their adult leaders from across the nation participate in two-week wilderness backpacking trips in the mountains of Philmont. Many of them also camp and work on conservation projects in the adjacent Valle Vidal Wilderness of the Carson National Forest.

The Air Force's proposed Alternative D will establish a military training route directly over most of Philmont. More than 2600 flights each year, some as low as 300 feet above ground level, are proposed for the segment over Philmont. As a former Philmont staff member, I have serious concerns about the impact of the Air Force's proposal on the health and safety of Scouts attending Philmont and the potential effects of daily low-level flights on the ranch itself.

On any given day in the summer, as many as **5,000** Scouts and Scouters will be hiking and camping in Philmont's backcountry. Each day, several hundred of them will be engaged in activities such as rock climbing and rappelling, spar pole climbing, and mountain horseback rides. The sudden roar of jet engines has a high likelihood of distracting an inexperienced climber or causing a horse to bolt on a narrow mountain trail with resulting serious injury (or worse).

Appreciation and protection of the wilderness and our natural resources is a key part of the Philmont program. Scouts from around the world have a unique opportunity to see and experience wildlife in native habitat. Noise and emissions from bombers cannot help but have a damaging effect on the wildlife, as well as on Philmont's herds of buffalo, horses, cattle and burros. The disruptive effects of noisy bomber overflights on Philmont's famous living history programs, in which Scouts experience the lifestyles of the West's mountain men, homesteaders, lumberers and cowboys, are obvious.

Most of Philmont is mountainous with many peaks in the 10,000 to 12,000 range. Philmont has tremendous fuel load of dead trees in its forests and is in the midst of a long-term drought. Unburned jet fuel finding its way to the ground or being dumped in an emergency over

such terrain, with campers using backpacking stoves for cooking, creates the potential for a serious fire that would endanger hundreds of lives. The possibility of a crash, however remote is simply not acceptable for the safety of these Scouts.

For these reason, I seek your help in advocating the selection of a different RBTI route. I ask that you express your opposition to the Secretary of the Air Force and other defense officials who may be involved in this decision. Please act now, as the public comment period ends in June and a final decision will be made this year.

Philmont is the largest and most famous Scout camp in the world. It is a national resource that has positively impacted the lives of hundreds of thousands of our nation's youth for more than sixty years. It deserves and demands our protection. Thank you for helping to see the Alternative D is not selected.

Sincerely,

Jimmy D. Moore
Scout Executive

001115

Date 6-14-99

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-4

Your study did not address accurately and honestly the effect on my business. You failed to address the impact of living under such a situation. This will also impact property values, thereby affecting communities and the services they can provide. There only seem to be negatives associated with this training.

Sincerely yours: Lee Wallace
(Signature)

Name: LEE WALLACE

Address:

City/Sate/Zip Snyder, Tx.

001116

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program -- my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-15/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rappelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

Scott Weeks

CHAPEL HILL, NC

001117

Major Brent Adams
RBTI EIS Project Manager

TY I feel the Environmental Impact (RBTI) is unfair and unjust.

At 83 I live alone on Terlingua Ranch. Neighbors are a mile or two away. There is nothing like being awakened in the middle of the night that sounds like something is about to land on top of you. no chance of hiding or running somewhere. Where could I possibly go in the dark!

This is not what we need in the peace and quiet of the desert. Like the place rattling to pieces. Dishes rattling in the cabinets. What is going on! What a racket! I hope the Good Lord takes me home before I have to experience this kind of thing.

There is no need for anyone to live with the fear of crashes - day or night - property damages - wrecks. A man was killed by a bomber flying over him on the main highway.

Have a heart. Let us live in peace and quiet. There are more people out here than only one realizes. I thank God we live in America.

Sincerely

Ruth Bell

Ruth Bell
Alpine, TX

001118

James R. & Barbara A. Hines
Alpine, TX

June 10, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Major Adams:

We feel that the Environmental Impact Statement (EIS), Draft Stage, of the Realistic Bomber Training Initiative (RBTI), is unfair and unjust. Neither we nor anyone we know has ever been approached by representatives of the USAF and asked how we felt about low level training maneuvers being performed by high performance war machines over our heads on our private property. Neither were we ever asked for permission for these same machines to enter our property, which they have done repeatedly, to the detriment of our lifestyle and our quality of life.

BR-5 **BR-7**

We and most of the other residents of this and other rural areas choose to live here for the peace and quiet of the natural environment found in places like the Big Bend area of West Texas. This component of our lifestyle is totally shattered every time one of these planes makes a run through our skies. Having the quiet shattered by the rumble of a low flying jet in the daytime is one thing, but to be rudely awakened in the middle of the night by terrifying noises as these jets fly over our homes at low altitudes can be truly frightening. There is no warning, one minute you're sleeping soundly, then the next minute it sounds like the world is coming apart around you. Maybe the Air Force should fund a study to discover how many innocent civilians have died of heart attacks when surprised by one of these low level flights.

AO-1 We also question the findings that the exhaust emissions of these aircraft pose no pollution problem. I ask, has the Air Force actually tested the exhaust emissions of a B-52 flying at 100 feet and what portion of those emissions pollute the land over which that plane flies?

So, in response to the desire of the USAF to increase their training areas and number of flights over private land in West Texas and other areas, we would like to request that not only should any increased activities not be allowed but that existing flights and training routes for low level activity over private property be discontinued.

Sincerely,

James Hines Barbara Hines

James and Barbara Hines

001119

June 15, 1999

Trip Jones

Dallas, TX

Major Brent Adams
RBTI EIS Projects Manager
HQ ACC / CEVPP
129 Andrews St, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 *I just read of your plans to fly jets in 300' test patterns over Philmont Scout Ranch, so-called "Alternative D." Anyone writing a proper EIS would bother to do some research on Scouting's most sought-after and most utilized outdoor wilderness camping experience. Philmont has a history all unto it's own, and Scouts wearing the red jacket with the distinctive Philmont Bull represents usually 50 miles of hiking during a summer with a designated amount of conservation projects during the expedition.*

Doesn't 5000 persons per day using the Philmont, traversed by RBTI, Route D, who will be camping and living directly under the flight path mean anything? Need I mention the guarantee of 117 decibels caused by B-52's at 300 feet? How about the jet fuel jettisoned and open fires waiting to spark a fire in a forest normally overtaxed by drought conditions?

The Boy Scouts of America do not upkeep and actively maintain 137,000 acres of this mountain backpacking facility where thousands of adults and boys from across the nation wait years to challenge the trails (waiting list of 2-3 years) to see it ruined by a misguided bomber flight path and daily series of practice runs.

I haven't mentioned the endangered species impacted, such as bald eagle, peregrine falcon and Mexican spotted owl. How about the possibility of a "Class A Mishap" (calculated by the Air Force at one every 15 years) which could guarantee danger to Scouts and probably start an out-of-control fire which would endanger the rest camping there.

PLEASE ACT NOW AND ELIMINATE PHILMONT AS A TRAINING SITE FOR B-1 AND B-52 CREWS FROM ANDREWS A.F.B.

Thank you! ------Sincerely Yours, Trip Jones, Philmont attendee 1966 & 1968, Asst. Scoutmaster, Troop 80

Trip Jones

001120

Chuck Bentley

Richardson, Texas

June 18, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, Ste. 102
Langley AFB, VA 23665 – 2769

Dear Major Adams,

BR-6 By now, I hope you have heard from many thousands of Scouters interested in preserving the tranquillity of Philmont Scout Ranch.

As a Father, Scout Leader and American patriot, I would like to ask you to find an alternative to the low-level missions over Philmont. The property is irreplaceable and invaluable to the lives of thousands of Scouts throughout its existence.

Your support will be greatly appreciated.

With sincere interest,

Chuck Bentley
ASM Troop 437
Richardson, Texas
Boy Scouts of America
Philmont Trek Advisor 6/22/99

TEN POINTS FOR OPPOSITION TO RBTI ALTERNATIVE D
(OVER PHILMONT)

001120

The EIS (Environmental Impact Statement) incorrectly concludes that very few population centers are affected. On any given day in the summer months, over 5,000 people will be living and camping directly under the flight path at Philmont.

Safety of horseback riders will be endangered. Philmont provides trail rides and pack trips for 7500 to 9500 mostly inexperienced riders each summer on steep and narrow mountain trails. As many as 165 inexperienced people may be on horseback on the ranch at various times during the day. The startle effect of a high-decibel low-level flight could easily cause one or more horses to spook and bolt with a novice rider aboard. With the number of flights proposed, it will be only a matter of time before Philmont experiences a serious injury or death due to a rider being thrown from or dragged by a startled horse.

Increased noise levels will interfere with staff trying to provide safety instruction to rock climbers, spar pole climbers, and rifle range shooters. The noise level of a B-52 at 300 feet is 117 decibels. Staff trying to teach safety techniques required in climbing rock faces or firing black powder rifles should not have to compete with such noise interference.

The high noise levels generated by B-1 and B-52 bombers flying only a few hundred feet above ground level are greater than being near a chain saw or a diesel train. Campers at Philmont will be exposed to such noise levels for more than six hours during a typical 12-day stay based on projected flight operations. This is not a true wilderness experience.

The possibility of a crash is very real. The EIS estimates the chances of a Class A mishap at one every 15 years for a B-1 on the training route that would include Philmont. Aside from the real risk to Scouts who might be in the path of an errant bomber, a crash on Philmont would have the potential of starting a serious forest fire that could devastate the ranch.

The EIS fails to mention any impact of flyovers on Philmont's two National Historic sites, The Kit Carson/Maxwell Abreu houses at Rayado and the Villa Philmonte.

The flights can be expected to have serious impacts on Philmont's wildlife and will overfly the habitats of at least three endangered species, the bald eagle, peregrine falcon, and Mexican spotted owl. The U.S. Fish and Wildlife Service has concluded that overflights at less than 1,000 feet will significantly impact these species.

No one has investigated the cumulative effects of the planned noise levels and vibrations on the hundreds of abandoned and the two active mines on Philmont.

No plane burns all of its fuel. At higher altitudes, unburned fuel dissipates in the atmosphere. At lower altitudes, one must expect that some unburned fuel will find its way to the ground and streams on Philmont. The effects of a plane in trouble at low altitude dumping fuel over Philmont with numerous cook stoves and campfires are easily imagined.

Philmont is a national treasure and provides a wilderness camping experience for thousands of Scouts, America s future leaders, every year. That experience should be preserved since alternative training sites exist elsewhere which do not jeopardize the program experience offered by Philmont and the safety of thousands of young people participating in it each year.

001121

Dear Major Brent Adams,

BR-6 I am writing to request your firm support in opposing the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300'). As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America. I do not protest RBTI since it is a valuable program – my only complaint, as a Philmont alumnus, is with the proposed route over Philmont.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

a) Program: Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

b) Environmental: Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

c) Safety: The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely,

RICK HOLMAN
COPPELL, TX

6-17-99

001122

TY To
Major Brent Adams
I am in much sympathy with the Air Force in this controversy with some organizations about AF training program.
Have lived near or in Alpine since 1982. Know of no extraordinary noise or pollution made by military aircraft since that time.
The complainers are (I suspect) are moved more by anti military attitudes. Our county judge Mrs Val Beard voices displeasure with the Air Force flying over her ranch. She could be in process of changing her mind.
Attended one of the anti-Air Force group meetings. A staff member of Henry Bonilla's organization was there to hear the complainers. They mainly wanted govt. funds to lobby & fight their cause. Most of their objections were grossly exagerated or non-existant. Wrote Mr. Bonilla of proceedings & that the great majority in attendance were not supporters of the Republican cause.
The military is one

001122

of the few (or only) Federal Depts. that works. After 2000 I hope the budget is available to put the military ~~to~~ in very high degree of efficiency as once it was. Vast superiority in technology, morale etc is absolute must for the U.S. to achieve & maintain global stability.

Enclose an item from a Sierra club. This is one of several groups which use the legalities of EPA, EDS & other govt agencies to hamstring any legislation or action that obstructs their whims or fantasies. These acts (EPA et al) could conceivably be used to grind to a halt any military action or offensive against ~~an~~ the enemy. Over Kill & misdirected legislation — or ~~fatuous~~ fatuous indication can destroy us internally.

Regard to Mrs Cook the lady who watches EPA. I think she has it together.

My prejudice is exposed. It was intential. Press on.

Sincerely Robert Posey

001122

BIG BEND REGIONAL SIERRA CLUB
NEWSLETTER

Issue 35 **June 14, 1999**

AGENCIES CANCEL JUNE 23 MEETING

TY The Big Bend Regional Sierra Club was notified by John Gillen of the Texas Natural Resource Conservation Commission that a public meeting in Alpine, scheduled for June 23, 1999, has been postponed to a yet unspecified date. Co-sponsors of the meeting along with the TNRCC are the Environmental Protection Agency—Region 6, (EPA), and the National Park Service (NPS). The reason given was vague and had to do with incomplete plans on the BRAVO tracer study. The TNRCC did not care to come out to Alpine until the final details are worked out. Our guess is that it is not yet clear whether the North Central power plants of Texas Utilities will allow tracers to be put directly into their stacks. We will let you know when a new date has been set. The study itself will be underway in July.

BBRSC SENDS SHARP LETTER TO AIR FORCE

The Big Bend Regional Sierra Club responded to the Air Force's Environmental Impact Statement (EIS) concerning the Realistic Bomber Training Initiative with a sharply worded letter criticizing the process followed in creating the EIS, the presentation of the report, and the proposals contained in it.

The Process. The letter, drafted by Don Dowdey, chair of the Air Quality Committee, and signed by him and Fran Sage, Chair, pointed out that the EIS ignored the existing air quality problems in the Big Bend, gave little evidence of consultation with Trans-Pecos or Texas environmentalists or such agencies as Region-6 of the EPA, the National Park Service, the Texas Natural Resource Conservation Commission, and the Texas Parks and Wildlife Department. The BBRSC believes the public hearing process was used as a public relations exercise rather than a fact-finding attempt, as evidenced by the open house format in Alpine, and the statement of an Air Force official, reported in the Odessa American, that the Air Force will do what it thinks best for the pilot training regardless of negative comments.

The Presentation. The BBRSC also pointed out that the EIS consisted of vague maps, difficult to understand charts, and other inadequacies making it virtually impossible to understand the cumulative effects of the proposed flyovers.

The Proposals. The proposals fail to address Air Quality in Big Bend National Park, which is described by the Park Service as having "the dirtiest air among all western parks", ignore Guadalupe National Park, which is upwind of much of the proposed flight path, fail to mention wildlife restoration efforts in Black Gap and Elephant Mountain, and ignore ecotourism issues such as the potential problems of low-flying aircraft crossing roads and the loss of the quiet and clean air. The EIS contains no provisions for continuing monitoring or dialogue on environmental issues. Given the Air Force's innovative programs to do this in such areas as Nellis Air Force Base in Nevada and the Goldwater Range in Arizona, this failure is most disappointing. It tends to underscore the impression throughout the EIS that the opinions and experience of citizens in the Big Bend have not been, and will not be, important to the decision-making process.

LEGISLATOR VISITS WITH SIERRA CLUB MEMBERS

Representative Lon Burnam, Fort Worth, addressed 20 Sierra Club members Sunday, June 13, 1999, at a picnic lunch at Balmorhea State Park. Burnam gave his assessment of environmental legislation considered during the last session of the legislature. He said that the legislature was not generally supportive of environmental legislation and the main task was to prevent bad bills from being passed.

001122

Continued from page one

One of his examples was the radioactive waste legislation (HB1171). The original bill filed by Rep. Warren Chisum, Chair, House Environmental Regulation Committee, was not a good bill, but over time, as Chisum worked with the environmental community and heard from the public, the bill became vastly improved. Chisum has never been considered supportive of the environmental point of view. But as he worked on the bill, he became educated to the issues. The bill was altered, however, after it left Chisum's committee and became a disaster as it went through the Senate. The final version was unacceptable to Chisum, especially as it did not mandate that the state hold the license. Chisum, with the assistance of Speaker Pete Laney, was able to keep the bill from passing. Burnam used Chisum as an example of working on educating legislators on such issues as radioactive waste. Burnam gave credit to all the calls and contacts from the communities in helping to influence Chisum.

Burnam explained that there may be an interim study on radioactive waste legislation and there will be a Sunset Review of ~~several environmental agencies, including the General Land Board,~~ the Texas Parks and Wildlife Department, and the Texas Natural Resource Conservation Commission, which will soon include the functions of the Low-Level Radioactive Waste Disposal Authority. Burnam urged the Sierra Club members to work with their representative, Pete Gallego, to keep abreast of interim and Sunset developments. He said it was important to keep open lines of communication with one's representative.

There were 20 members present, including Teresa Kerley of Odessa who is forming a Sierra Club Group there, and Don Dowdey and Marilyn Brady who knew Rep. Burnam years ago in Ft. Worth. Hal Flanders also exchanged reminiscences from a former occasion when he had met Burnam.

Big Bend Regional Sierra Club

Alpine, Texas

E-Mail:
Meetings are on the third
Tuesday Sept-Dec and Feb-May
At 7 p.m. at Sul Ross State Univ.
Alpine, Texas. Room and Building
To be announced

Editor: Fran Sage
Production: Brenda Bell, Leanne Hirsch, and Bennye Meredith

Robert Posey

Alpine TX

AGENCIES CANCEL JUNE 23, 1999 MEETING IN ALPINE.

001123

TY Major Brent Adams,

I am writing to express my Concern about the low flying aircraft we hear will be increasing over the next five months or year. Please leave Sup. A alone to keep the aircraft out of our farming/Ranching Community. We have a lot of livestock in this whole Area and have had the night mare of having to regd over 600 head of cattle that had broken out of 5 barb fences due to Aircraft + Jet works in previous years

001123

Not only is it expensive, but after spending money on Cowboys, Horses, Trucks + Trailers to gather the animals from as far as 30 miles, the cattle were dehydrated + had lost weight, for post.

Thank you for your Time

Helen Fossum
Agri West Farms, LLC

Pecos, Tx

From: Mickey George JUNE 15, 1999
Ruby, TX

001124

Dear Major Adams,

I would like to give you my input into the concern of my friends and neighbors about your proposed training flight routes.

Obviously the environmental and economic impact of such a change will continue to be debated — I'd like to talk about the human impact. I have friends that will be directly impacted by your decision - plus I manage property in this area. As you may know noise pollution and the continuous sounds of the urban areas has affected the quality of life for many city dwellers. The only option is an escape to the country. An escape in order to seek out those isolated regions of the country that offer some peace of mind and peace of environment. This change in training routes will shatter this hope for many individuals.

Also, you say that this change will be cost effective for the military due to the closer routes to the base of origin. This is absurd! Training should replicate the conditions of actual bombing etc. missions. You may have statistics that prove otherwise but I'm not aware of many "real life" bombing missions that are anything other than long range in reality. The further the bombers have to go the more realistic the training exercise. Please don't let $ get in the way of excellence in our military training.

PD-63

In good faith → Mickey George

APACHE SPRINGS CAMP

JUN 22 1999

post card

Major Brent Adams
HQ ACC/CEVPP

Langley AFB VA

Major Adams
I am writing in opposition to RBTI-Alternative D. This training option will be very disruptive and dangerous to Campers at Philmont. It would destroy the Wilderness Experience of Thousands of Scouts each year

John Noel

001125

BR-6

001126

Michael Riewe

Southlake, Texas
June 18, 1999

Major Brent Adams
RBTI EIS Prj. Mgr.
HQ ACC/CEVPP
129 Andrews Street, STE 102
Langley AFB, VA 23665-2769

Dear Major Adams,

BR-6

I wish to register my strong opposition to the selection of "Alternative D" under the USAF's proposed Realistic Bomber Training Initiative (RBTI) involving low flying B-52s and B-1s (as low as 300') and ask you that add your firm support in opposing this proposal. As one of several proposed southwestern routes, "D" traverses Philmont Scout Ranch in northeastern New Mexico's Colfax County. Philmont, truly a national treasure, is the 137,000 acre backpacking and training facility of the Boy Scouts of America.

The Boy Scouts of America should be commended for the extensive opportunities they offer to our nations' young men. They provide positive role models, leadership opportunities and wholesome activities for youths. Many today scoff or make fun of the Scout ideals and activities, but we only need to remind ourselves of Columbine and other similar acts of despair to know that our youths are in desperate need for this type of guidance and values in their lives.

That is why I am so concerned about the proposed RBTI program. The Philmont Scout Ranch is a truly unique experience. It teaches both young men and women skills in cooperation, teamwork, outdoor physical activities, and respect for wildlife and the environment. The Scouts practice "no trace" camping, leaving no trash or other residual impact on this pristine wilderness when they leave. The proposed RBTI overflights are inconsistent with this use and will destroy the near spiritual nature of the Philmont experience. Truly, I remember over the past several decades, Philmont alumni speak of their experience in reverential terms.

Philmont is a transient community of 25,000 people with over 3,000 campers in Philmont's back country every day in the summer. Daily, several hundred of them are engaged in spar pole climbing, rock climbing and rapelling, and horse back riding. The sudden roaring of jet engines will distract climbers and bolt horses thereby creating injuries (or worse).

The environmental impact study done for the USAF is seriously flawed when it describes Philmont as an "uninhabited" grassland. The smaller portion of

001126

Philmont's acreage is prairie. Most of Philmont is mountainous with many peaks in the 10,000 to 12,444' range. Philmont has a tremendous fuel load of dead trees in its forests, and is in the midst of a long term drought. Open fire bans are in effect now. A crashing bomber will create an epic fire of Yellowstone proportions. B-1s and B-52s do not have enviable safety records. The nature of the flights (weaving around mountain peaks and facing violent weather, including frequent, low-level wind shears) dramatically increases the chance of a crash. Unfortunately, Philmont does not have a well-developed highway system for evacuations in case of massive forest fires.

Appreciation and protection of the wilderness are key parts of Philmont's program. RBTI is inconsistent with wilderness preservation. RBTI will have a damaging effect upon both the unique western wildlife and Philmont herds of cattle, horses, burros, and buffalo. The effect of the unburned portion of jet fuel in the engine exhaust or dumped fuel itself, vaporizing and falling to ground level is as yet unknown, but believed to be anything but beneficial.

Several years ago, the USAF ceased its low altitude F-16/F-111 flights over the Ranch as a result of Philmont protests. RBTI's multiple daily flights (up to 16) will create much more severe problems:

For the above reasons, I seek your help in advocating the selection of a different RBTI route, preferably one that is over a more sparsely populated, less environmentally sensitive area. You, or a member of your staff may wish to liaise with Rep. Ed Pease's (Indiana) legislative assistant, Greg Good, who has additional information on RBTI.

There is too much at stake to allow RBTI to overfly Philmont. Please act now -- final route determination starts in June. Thank you for helping to see that alternative D is not selected.

Sincerely yours,

Michael Riewe

Michael Riewe

Date _____

001127

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

I am opposed to the Air Force's proposed RBTI known as Lancer – Option B in the DEIS. My concern(s) about the proposal and the DEIS are as follows:

BR-3 I own 55,000 acres in Kent Co. and am concerned about property value decrease and the effect the noise will have on my cattle and hunting enterprise. If noise stress on livestock affects my production efficiency, it could very

BR-4 well put me out of business. If hunters will no longer renew their leases with me, it will be a great economic loss. Several of my current hunting leases have heard of the current RBTI proposal and are keeping abreast of the situation. I am a third generation rancher. My grandfather was one of the original settlers in Kent Co & received one of the 1st land grants in Kent Co. Ranching is a very fragile business enterprise & is tough even in good times. The military needs to train on federal land, not ours.

Sincerely yours: Cindy Spires
(Signature)

Name: Cindy Spires

Address: _____

City/Sate/Zip Snyder, Texas

West Texas Weather Modification Association

Merkson, TX

Bob L Bates, Chairman Cary Foster, Vice-Chairman Scott Holland, Secretary/Treasurer

June 15, 1999

001128

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street
Suite 102
Langely AFB, VA 23665-2769

Dear Major Adams:

I attended both the Public Scoping Meeting for the RBTI held February 6, 1998 and the RBTI Public Hearing held March 8, 1999 in Big Lake, Texas. During the Public Scoping meeting, and in a letter to Major John Boyle, Dyess AFB, I expressed concern over what economic impact the potentially restricted airspace would be to the area. In the draft RBTI EIS, I only found cloud seeding mentioned in passing on page 4-37. No mention of any economic impact on the area except that it would benefit from the construction and maintenance of the Electronic Scoring Sites. No mention of anything of the concerns expressed in the enclosed letters from the Irion County Water Conservation District or the Association.

BR-2

Before and after the formal hearing the personnel took extra time to learn something of what the Association does and why the expansion of the TEXON MOA and potential restricted airspace would be detrimental to cloud seeding in this area. Col. Lynn Wheeless and Dwight Williams were particularly attentive to concerns expressed by my self and Aldis Strautins, Meteorologist/Program Director for the Association.

For Association background please refer to the enclosed letters. The FY 1999 budget is $654,540 which includes both local and State funding. Since 1996, the Association has gone from being entirely dependent on an outside contractor to owning the necessary equipment and hiring personnel to conduct an operational program. Equipment includes a radar which has been equipped with TITAN for cloud analysis, one Piper Aztec for both top and bottom seeding, and two Piper Comanche aircraft for base seeding. Future plans include the purchase on another aircraft for top seeding. Current staff includes a meteorologist/program manager and two full time and one part time pilots.

Figures from the U.S. Dept. of Agriculture Consolidated Farm Services office in Big Lake indicate that $621,839 was paid for Producers Cost-Share Programs. Producers match this amount and normally pay more for the programs. Even a straight 50% cost share would mean that $1.25 million was added to the area economy. These monies along with the Association budget reflect almost $2 million spent in the region.

AO-71 Agriculture and the oil and gas industry are the economic basis for the region. As stated in the letter to Major Boyle, a modest increase in rainfall has great economic impact. Limiting operations of the

001128

AO-71 Association with potentially restricted airspace would have great economic impact on the area and region.

I appreciate the fact that Col Lynn Wheeless and Lt Col Dale Garrett from Langley AFB, Maj. Greg Myers and Dwight Williams from Dyess AFB, and Charles Dobson from Barksdale AFB took time and were willing to visit with Association members, tour the facilities in San Angelo, and learn first hand what the operational program does and how it impacts the area. After the meeting, I felt that there was understanding of the concerns, a spirit of cooperation, and that if the expansion of the TEXON MOA has to be a reality, that there would be cooperation between the Air Force and the Association so that both would benefit.

Military preparedness is essential for national security. Continued economic growth for the area is also essential. Please take in consideration what the potential restricted airspace of the expanded TEXON MOA would do to the weather modification program and the effect on area economy.

If there are any further questions or if I can be of any assistance, please contact me at:
Work
FAX

Sincerely,

Scott Holland
Secretary/Treasurer

enclosures

cc The Honorable Phil Gramm
The Honorable Kay Bailey Hutchison
The Honorable Henry Bonilla
The Honorable Lamar Smith
The Honorable Charles W. Stenholm
The Honorable Robert L. Duncan
The Honorable Robert Junell

West Texas Weather Modification Association

Mertzon, TX

Dale L Bates, Chairman Gary Foster, Vice-Chairman Scott Holland, Secretary/Treasurer

February 12, 1998

001128

Major John Boyle
RBTI EIS
% 7 CES/CEV
710 3rd Street
Dyess AFB, TX 76907

Dear Major Boyle:

I attended the Public Scoping Meeting for the Realistic Bomber Training Initiative held February 6, 1998 in Big Lake, Texas. The Air Force personnel were very attentive and patient in explaining why the various proposals were being considered. I appreciate that practice is necessary to be ready to cope with whatever situation may arise and agree fully. I would like to comment on the RBTI Proposed Alternative C - Texon.

First a little background, in March 1996 seven local groundwater district signed an interlocal agreement forming the West Texas Weather Modification Association (WTWMA). This Association was formed for the purpose of rainfall enhancement through cloud seeding within the area. The seven groundwater districts are political subdivisions and contribute on a per acre assessment. Other entities which participate financially with the Association are the University of Texas System, City of San Angelo, and the State of Texas.

A permit for weather modification was issued from the State of Texas with a target area including Coke, Crockett, Glasscock, Irion, Midland, Reagan, Schleicher, Sterling, Sutton, Tom Green, and Upton Counties and an operational area including a 30 mile buffer in Andrews, Concho, Crane, Ector, Edwards, Howard, Kimble, Martin, Menard, Mitchell, Nolan, Pecos, Runnels, Taylor, Terrill, and Val Verde Counties. In 1996 the actual target area included Crockett, Glasscock, Irion, Reagan, Schleicher, Sterling, Sutton, and Upton Counties. The target area for 1998 added part of Tom Green County and removed Upton County.

Cloud seeding operations are conducted from May through September and include either base seeding at approximately 7000' or top seeding at approximately 20,000' on immature thunderstorms. Since cloud conditions (height, reflectivity, base temperature, etc.) are specific before any aircraft are launched, there is no set altitude, time of day or specific days that seeding occurs. It is my understanding that plans are for about 10 sorties a day to be flown between the hours of 9:00 AM and 9-11:00 PM on weekdays. Cloud seeding operations would occur during this same time. Weather systems do not limit themselves to weekends as this would be the only days that there would not be the possibility of sorties being flown. I understand the safety issue of not having two aircraft in the same area at the same time and the reasons behind having restricted areas. If the RBTI Proposed Alternative C - Texon is adopted it would result in the heart of the WTWMA program being off limits for seeding aircraft and split the remaining area into two separate areas.(See enclosed map.)

BR-2

001128

There are currently three other weather modification programs in the state, with more in the planning stages. The Colorado River Municipal Water District (CRMWD) at Big Spring has had a program since 1970, the High Plains Underground Water Conservation District #1 (HPUWCD) in Lubbock implemented a program in 1997, and the South Texas Weather Modification Association (Atascosa, Bee, Frio, Karnes, Live Oak McMullen, and Wilson Counties) also started a program in 1997.

Texas Tech University conducted a study in 1996 which demonstrated that if the rainfall of the High Plains could be augmented by a modest 21%, the 15 county area covered by the HPUWCD would realize an economic gain of about $350 million. This calculates to a return of $700 for each dollar expended of the $500,000 budget.

Using these figures as a basis, and considering that the dollar return may not be as great as the High Plains, a conservative return of $500 per dollar expended by the WTWMA would result in an economic gain of over $300 million. This is the reason that the WTWMA was formed, to help the economy of the region through increased rainfall.

If the RBTI Proposed Alternative C - Texon is implemented, there is a great probability that the WTWMA would have to cease to operate because of conflicts with restricted airspace in the expanded Texon MOA. It is my understanding that the current Texon MOA has posed little interference because of it's limited use. I would therefore respectively request that the RBTI Proposed Alternative C - Texon be not considered because of the existing WTWMA program and the adverse effect on increased economic gain for the region.

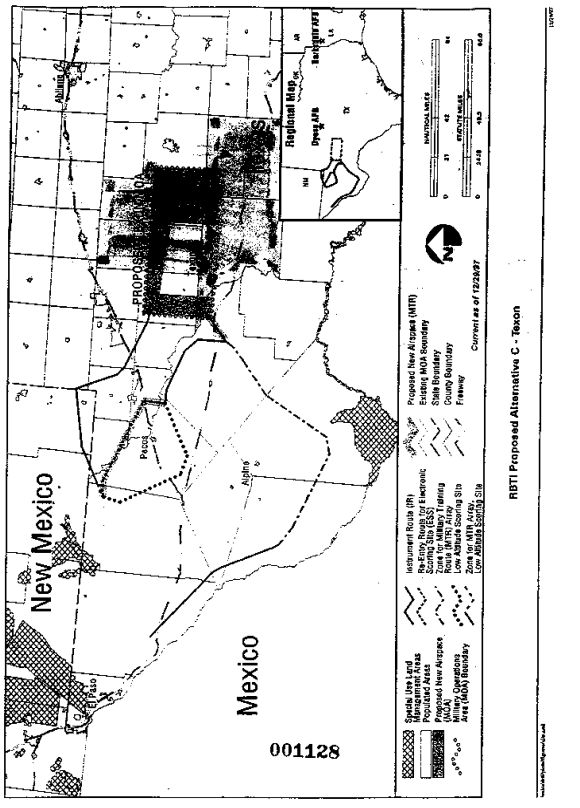
Thank you for the opportunity to comment on the RBTI Proposed Alternative C - Texon. If there are further questions or if more information is needed, please contact me at the above address and/or numbers.

Sincerely,

Scott Holland
Secretary/Treasurer

enclosures

cc The Honorable Phil Gramm
The Honorable Kay Bailey Hutchison
The Honorable Henry Bonilla
The Honorable Lamar Smith
The Honorable Charles W. Stenholm
The Honorable Robert L. Duncan
The Honorable Robert Junell



Interrelated assets, arranged near to one another in the Texon Alternative (C), would increase training time and decrease low-value transit time.

IRION COUNTY WATER CONSERVATION DISTRICT

Mertzon, TX

Pct#1 - Loye Tankersley PCT#2 - Don McClung PCT#3 - Lad Linthicum PCT#4 - Dale L. Bates At Large - Bill McManus III

February 12, 1998

001128

Major John Boyle
RBTI EIS
% 7 CES/CEV
710 3rd Street
Dyess AFB, TX 76907

Dear Major Boyle:

After our phone conversation of February 6 regarding the Public Scoping Meeting for the Realistic Bomber Training Initiative held in Big Lake, Texas, I would like to submit comments on the RBTI Proposed Alternative C - Texon on behalf of the Board of Directors of the Irion County Water Conservation District.

The Irion County Water Conservation District (ICWCD) was instrumental in the formation of the West Texas Weather Modification Association (WTWMA) in 1996. The idea started with local landowners contacting board members and indicating that since the district was responsible for groundwater and rainfall recharges groundwater, the district should do everything possible to increase the amount of groundwater including cloud seeding. From there the idea grew and six other groundwater districts joined with the ICWCD to form the WTWMA to include the counties of Crockett, Glasscock, Irion, Reagan, Schleicher, Sterling, and Sutton. The University of Texas System, City of San Angelo, and the State of Texas also participate financially with the Association.

Cloud seeding involves aircraft "seeding" clouds with silver iodide either from cloud base or cloud top to enhance natural rainfall. Not every cloud is suitable for seeding, there are specific criteria of height, base temperature, and reflectivity that must be met before any cloud is considered for seeding. Base seeding occurs at about 7,000' and top seeding at about 20,000'. Weather systems determine the number of days and time of day that seeding is feasible. The WTWMA conducts seeding from May through September at the present but is applying for a permit which would allow year around seeding with favorable conditions.

BR-2 The RBTI Proposed Alternative C - Texon would put the entire ICWCD and the heart of the target seeding area of the WTWMA within the Texon MOA. Understanding that it is unsafe for aircraft to

001128

BR-2 operate in the same airspace, first priority would be given to military aircraft in the MOA not allowing the WTWMA aircraft access to seedable clouds. This would put the entire program in jeopardy and especially Irion County. If the program is restricted, especially in Irion County, the District cannot fulfill the desires of it's landowners and taxpayers who want, support, and help finance cloud seeding in the area.

According to a 1996 study done by Texas Tech University, a 21% increase in rainfall on the High Plains would result in a $350 million economic gain for a 15 county area. Irion County also is dependent on agriculture as the economic base. Any economic gain benefits not only the county but the entire region as well, including Goodfellow AFB in San Angelo.

By implementing this alternative, the environmental and economic impact of preventing us from promoting rainfall and enhancing recharge of groundwater would be significant. The Irion County Water Conservation District respectfully requests that the RBTI Proposed Alternative C - Texon not be considered as a viable alternative.

If you have any questions, or if more information is required, please contact me at the above address and/or numbers. I will be glad to provide any additional information.

Sincerely,

Loye Tankersley
Chairman

cc The Honorable Phil Gramm
The Honorable Kay Bailey Hutchison
The Honorable Lamar Smith
The Honorable Robert L. Duncan
The Honorable Robert Junell

WEST TEXAS WEATHER MODIFICATION ASSOCIATION

SAN ANGELO, TX

001128

February 23, 1998

RBTI EIS
c/o 7 CES/CEV
710 3rd Street
Dyess AFB, TX 76907

Dear Sirs/Madam:

On February 6, 1998 representatives of the West Texas Weather Modification Association attended a public meeting in Big Lake, TX on the Realistic Bomber Training Initiative. The people hosting the meeting were informative and attentive to the questions and information about our Weather Modification project. The proposed Texon (Alternative-c) in the RBTI is of special interest to the West Texas Weather Modification Association.

Let us first give some background on our local program other programs in Texas and precipitation enhancement in general. The West Texas Weather Modification Association (WTWMA) started in 1996 when seven groundwater districts concluded that rain enhancement would benefit the local and state water supplies. Each groundwater district is assessed on a per acre basis to financially contribute to the program. The State of Texas, City of San Angelo and the University of Texas are also involved in financial support of the Rain Enhancement Program. Everyone that contributes to this program is a beneficiary from it.

The proposed Texon expansion covers a substantial area within the WTWMA's target area. In fact, the proposed Texon expansion will split the WTWMA's target area into two sections. The WTWMA's target area includes Coke, Crockett, Glasscock, Irion, Midland, Reagan, Schleicher, Sterling, Sutton, Tom Green, and Upton Counties and the operational area includes a 30 mile buffer in Andrews, Concho, Crane, Ector, Edwards, Howard, Kimble, Martin, Menard, Mitchell, Nolan, Pecos, Runnels, Taylor, Terrill, and Val Verde Counties. The Texon proposal will cover Irion, Reagan, Upton, S Sterling, W Tom Green, NW Schleicher, and N Crockett counties.

The WTWMA uses aircraft to disseminate the material used to enhance rainfall. Seeding agent is dispersed from aircraft flying either on or near cloud top or at or near cloudbase. For "on top" seeding, repeated passes through, or just above, the top of the growing convective tower are made to inject the burning AgI flares into the region of supercooled liquid water. The aircraft will typically be operating at an altitude of 18,000 to 22,000 feet above mean sea level but can range from 16,000 feet to 25,000 MSL. For "cloud base" seeding, the aircraft makes repeated passes through the updraft region feeding the growing convective cloud near or some distance below cloud base. Typically the altitude is 2,000 feet to 8,000 feet above ground level but can range from 500 feet to 10,000 feet above ground level. Smoke from the burning, wing-mounted flares is carried by the updraft into the supercooled regions of the storm, where additional ice nuclei are needed to freeze the supercooled water. When seeding with hygroscopic flares, the smoke from the burning, wing-mounted flares is carried into the core region of the cloud where the artificially-introduce condensation nuclei are needed for the growth of raindrops.

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The Texon MOA is the area of concern for the West Texas Weather Modification Association. The proposed increase in the Texon MOA will adversely affect the precipitation modification project for West Texas. Let me clarify what these affects will be. To seed the clouds effectively, the timely use of aircraft is necessary. This means if the MOA is closed when a seedable cloud is present or going to be present then we are missing seedable opportunities. Timing is essential! Also if the proposed RBTI Texon area is closed to other air traffic then getting from one side of our project target area to the other side will be inhibited and cost us precious time going around the MOA. Again timing is of great importance. Both of these scenarios would seriously reduce the seedable opportunities and in turn reduce the ability to augment the increase in water. This has ramifications from the local level all the way to the State level. Reductions in the amount of water the farmers and ranchers have to work with are more obvious. Also, Reduction in the recharge amount for the aquifers for the groundwater districts involved therefore a decrease for that whole population in said water district. Finally, it could reduce the replenishment of surface water, which involves the State of Texas. The State of Texas owns all the surface water in Texas. The proposed Texon MOA expansion encompasses a large area of water shed for three important surface water reservoirs: O. C. Fisher Reservoir, Twin Buttes Reservoir, and Lake Nasworthy. The reduction in water would have an adverse effect on both the local and state economies.

The proposed Texon MOA expansion (RBTI Alternative-C) will adversely affect the local residents, local counties, West Texas groundwater districts, the City of San Angelo and the State of Texas.

We would like to thank you for the opportunity to comment on the Realistic Bomber Training Initiative.

Sincerely,

Mr. Dale Bates	Mr. Gary Foster	Mr. Scott Holland
Chairman	Vice-Chairman	Secretary/Treasurer

Board Members:

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Murray D. Feldman

June 16, 1999

Via Certified Mail

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: RBTI DEIS Comments

Dear Major Adams:

I enclose the comments on the draft environmental impact statement for the Realistic Bomber Training Initiative that we are submitting on behalf of McCoy Land and Cattle Company, Emmett F. McCoy, Brian F. McCoy, Kaare J. Remme, Bill Goddard, L.R. French, Jr., an Marcia Fuller French.

Please make these comments and the referenced documents and exhibits, including the figures presented in the comments and exhibits, part of the administrative record in this case. As indicated in the comments, if you need copies of any of the referenced material or additional information, please let us know.

Thank you for the opportunity to provide these comments on the RBTI DEIS.

Sincerely,

HOLLAND & HART LLP

Murray D. Feldman

MDF:cd
Enclosure
Boise:0106542.01

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COMMENTS OF

McCOY LAND & CATTLE COMPANY, EMMETT F. McCOY, BRIAN F. McCOY, KAARE J. REMME, BILL GODDARD, L.R. FRENCH, JR., AND MARCIA FULLER FRENCH

ON THE

DRAFT ENVIRONMENTAL IMPACT STATEMENT

FOR

REALISTIC BOMBER TRAINING INITIATIVE

Submitted by:

Murray Feldman
Holland & Hart LLP

Boise, ID

Counsel for McCoy Land & Cattle Company, Emmett F. McCoy, Brian F. McCoy, Kaare J. Remme, Bill Goddard, L.R. French, Jr., and Marcia Fuller French

June 16, 1999

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Exhibit 1 — Comments on the Air Force Noise Analysis in the Realistic bomber Training Initiative Draft Environmental Impact Statement, William J. Weida (Apr. 7, 1999)

Exhibit 2 — U.S. Air Force Human Systems Center, Environmental Planning Directorate, Brooks AFB, TX, Final Report, Requirements Analysis for Noise (Oct. 31, 1996)

Exhibit 3 — USAF FY96/97 ESOH Strategy Plan

Boise:0106559.01

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INTRODUCTION

A. The Commenters.

McCoy Land & Cattle Company, Emmett F. McCoy, Brian F. McCoy, Kaare J. Remme, Bill Goddard, L.R. French, Jr., and Marcia Fuller French ("Commenters"), by and through their undersigned counsel, hereby submit comments concerning the Draft Environmental Impact Statement ("DEIS") for the Realistic Bomber Training Initiative ("RBTI"), dated March 1999.

The Commenters either own ranching properties and residences that will be directly overflown and invaded by the proposed Air Force activities, or they live, own businesses, and recreate within the region to be adversely affected by the Air Force actions. *See* Figure 1 on the following page for a general location of some of these properties. Also, certain of the Commenters are members of regional and other associations dedicated to the preservation and protection of the Texas ranching culture and heritage.

Emmett F. McCoy, Brian F. McCoy, and Kaare J. Remme are residents of San Marcos, Texas and owners of the McCoy Land & Cattle Company. These individuals frequently visit, stay, work, and recreate on the land they own in Jeff Davis, Pecos, and Reeves Counties, Texas, and they frequently travel to and from the property by aircraft. These individuals also frequently enjoy the scenic beauty, bountiful wildlife and environmental resources, and tranquility of this unique country.

Bill Goddard is the owner of the Goddard Chinati Peak Ranch located in Presidio County, Texas. The ranch is engaged in a cattle operation and its employees rotate the cattle throughout the property. Wildlife is abundant on this scenic ranch and is a major source of enjoyment by Mr. Goddard and his family and invitees for both viewing and hunting. Mr. Goddard is presently investigating the feasibility of commercial hunting and tourism operations. Mr. Goddard will be adversely affected by the Air Force's RBTI expansion including, among other things, IR-178, which passes directly over his land and through his airspace. The RBTI will directly interfere with his use, enjoyment, employees' quality of life and safety, and economic operations associated with the land.

L.R. French, Jr. and Marcia Fuller French (Mrs. L.R. French, Jr.) own the Petan Ranch in Presidio County, Texas and the Rough Creek Ranch in Scurry and Kent Counties, Texas. Mr. and Mrs. French spend a substantial amount of time on the properties and operate commercial cattle and hunting operations. Mr. and Mrs. French frequently travel to the property using general aviation aircraft. Mr. and Mrs. French, their family, and invitees frequently enjoy the abundant wildlife, natural resources, peace, beauty, and tranquillity associated with the properties. Mr. and Mrs. French will be adversely affected by the Air Force's RBTI expansion, including IR-178 which passes directly over their Presidio County land and through their airspace, and the Lancer MOA which overlies all of the Scurry and Kent County land. The RBTI will directly interfere with their use, enjoyment, and economic operations associated with these properties.

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The Commenters specifically request that all of these comments and exhibits be included as part of the administrative record in this matter. *See County of Suffolk v. Secretary of Interior*, 562 F.2d 1368, 1384 & n.9 (2d Cir. 1977) (addressing scope of NEPA administrative record), *cert. denied*, 437 U.S. 1064 (1978); *Silva v. Lynn*, 482 F.2d 1282, 1283 (1st Cir. 1973) (same); *see also Thompson v. United States Dep't of Labor*, 885 F.2d 551, 555 (9th Cir. 1989) (administrative record consists of all documents and materials directly or indirectly considered by agency and includes evidence contrary to agency's position). The Commenters further request that all documents, articles, and reports cited in these comments be included as part of the administrative record in this case. If the Air Force is unable to locate the documents referenced by the Commenters that are not included as Exhibits to these comments, copies may be obtained by contacting the Commenters' counsel at the address listed at the end of these comments.

B. Summary.

The RBTI DEIS outlines the proposals by the Air Force to develop a large-scale bomber training area, threat emitter sites, electronic scoring sites, and military airspace changes for the Air Force in West Texas and New Mexico. Importantly, these proposals are presented as related to and cumulative with the Air Force's action described in the Final Environmental Assessment covering "Proposed Airspace Modifications to Support Units at Holloman Air Force Base, NM" dated June 9, 1997, related "Finding of No Significant Impact for Airspace Modifications to Support Units at Holloman Air Force Base, New Mexico," signed June 12, 1997, and subsequent April 1998 Final EIS on the Beddown of Additional German Air Force Units at Holloman Air Force Base, and the related May 1994 ROD for that FEIS.

The RBTI DEIS lacks the required objective and detailed analysis of environmental impacts that is mandated for an EIS. Because of these shortcomings, the DEIS does not satisfy NEPA's requirements and it cannot support the proposals of the Air Force and cooperating agencies to proceed with the actions outlined to implement the RBTI DEIS.

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COMMENTS

PD-2 **I. The Air Force's Statement of Need Based on the Present Location of Bomber Aircraft and Training Facilities Fails to Recognize the Underlying Purpose of the Proposed Action.**

The purpose and need section of the DEIS provides that B-1 aircrews at Dyess AFB and B-52 aircrews at Barksdale AFB need to develop new training airspace because existing training areas at La Junta, Colorado and Harrison, Arkansas at too remote from those Air Force bases and lack "realistic assets." DEIS, 1-7. In thus defining the need for the large-scale expansion of new military training airspace to support existing units stationed at Dyess AFB and Barksdale AFB, the Air Force fails to consider the potential to relocate bomber aircrews to other Air Force bases closer to those existing areas.

AO-72 **II. The DEIS' Flawed Baseline Needs to Incorporate the Correct Baseline Number of Flights.**

The baseline for the RBTI DEIS assumes the submission to and approval by the FAA of a modified IR-102/141 military training route complex for low-level, high-speed fighter and bomber traffic. However, the Air Force has not yet implemented nor has the FAA approved that route complex. Thus, the baseline for much of the RBTI DEIS where the RBTI proposal overlaps with IR-102/141 incorporates an artificially high baseline masking the actual significant change and environmental effects brought about by the RBTI proposals.

The DEIS's offhand statement that if the IR-102/141 changes are not approved, then "total sortie-operations for Alternatives B and C would be reduced likewise," DEIS at 2-17, is insufficient to address this deficiency in the baseline factual situation offered as the status quo in the DEIS. Moreover, this significant change in the baseline attributable to the IR-102/141 non-implementation also undercuts the cumulative effects discussion of the DEIS. That discussion then incorporates an artificially high baseline, as well as improperly excluding the aggregate effect of past activities from its analysis. *See infra* Section IV.

GE-10 **III. The DEIS Contains an Inadequate Discussion of Key Resources in the Affected Environment and Fails to Fully Evaluate Impacts of the Proposals.**

A. NEPA Requires A "Hard Look" at Environmental Impacts.

NEPA requires that an agency candidly disclose in its EIS the adverse environmental effects of its proposed actions. 42 U.S.C. § 4332(A)-(C). Federal agencies must ensure the scientific integrity of the EIS by considering appropriate studies and data, and identifying any methodologies used. 40 C.F.R. § 1502.24.

The agency must respond to credible opposing points of view, and it may not ignore reputable scientific opinion. *See, e.g., Seattle Audubon Soc'y v. Espy*, 998 F.2d 699, 704 (9th Cir. 1993); *Public Service Co. v. Andrus*, 825 F. Supp. 1483, 1496-99 (D. Idaho 1992); *see also Sierra Club v. Watkins*, 808 F. Supp. 852, 864-69 (D.D.C. 1991). An agency's NEPA analysis must expose scientific uncertainty regarding the risk of a proposed action and inform decisionmakers of the full range of responsible scientific opinion on the environmental effects of the proposed action. *Friends of the Earth v. Hall*, 693 F. Supp. 904, 926, 934 (W.D. Wash. 1988). It must consider the "degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks." 40 C.F.R. § 1508.27(b)(5). An agency may not rely on conclusory statements unsupported by data, authorities, or explanatory information. *Neighbors of Cuddy Mountain v. USFS*, 137 F.3d 1372, 1379-81 (9th Cir. 1998).

BR-1

B. The Noise Impact of the Proposed Action Has Not Been Adequately Analyzed.

Although the area affected by the Air Force proposals is only sparsely populated, the region of influence overlays numerous special use areas and noise sensitive locations, including the Commenters' properties. Despite the adverse effect noise can have on such areas, in addition to the adverse effect noise can have on human experience of the enjoyment of nature and solitude, the DEIS fails to adequately analyze the noise impacts that would be created by the proposed action. The Commenters incorporate by reference the detailed comments of Dr. William Weida previously submitted, a copy of which is attached as Exhibit 1 to these comments. In addition, the Commenters raise the following points:

The Air Force's own experts acknowledge, both in litigation testimony and in their publications, that the "issue of the application of aircraft noise modeling methods to outdoor recreational settings . . . remains unresolved to this day." Sanford Fidell Decl. ¶ 41 (filed in *GOLD v. DOD*, No. 92-0189 S BLW (D. Idaho) (executed May 7, 1999)); *see also* Sanford Fidell & Laura Silvati, "Relating the Annoyance of Aircraft Overflights to Their Audibility by Outdoor Recreationists," paper presented at NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, p.340 ("The well-known dosage-response relationship developed by Schultz (1978) for general transportation noise experienced in high population density areas, cannot be directly applied to the outdoor recreational case . . . ."). Moreover, the RBTI DEIS generally misrepresents and improperly relies on conclusions from the Forest Service wilderness aircraft overflight study that are inapplicable to the low-level, high-speed warplane noise effects that may be experienced over the Commenters' ranches and similar lands.

AO-54

1. The Inapplicability of the Air Force Noise Analysis to Park, Wilderness, and Similar Outdoor Recreation Settings.

That the Schultz curve on which the RBTI noise analysis is premised is not applicable to the prediction or determination of noise effects on outdoor recreation experiences is well established by the Air Force's own EIS statements, as well as the statements and publications of its scientists and the studies cited in the RBTI DEIS. In a paper delivered at the Air Force sponsored NOISE-CON 90 conference, Robin Harrison et al. stated that the Schultz curve assumptions and methodologies "are not appropriate in the assessment of the impact of aircraft overflights on wilderness visitors." Robin T. Harrison, Lawrence A. Hartmann, and William Makel, "Annoyance From Aircraft Overflights In Wilderness," NOISE-CON 90, University of Texas, Austin, Texas, October 15-17, 1990, pp.327-28. Similarly, the Forest Service overflight study notes that the "appropriateness of a long-term cumulative noise metric such as L_{dn} for purposes of predicting reactions to overflights by short-term visitors to recreation sites is questionable." *Id.* at 2-21.

As Air Force researches Fidell and Silvati have stated:

> Noise modeling techniques and assumptions originally developed for military airfield and urban airport planning are not readily adapted to Park and Wilderness settings . . . . The difference between residential and outdoor recreational exposure to aircraft noise, as well as the differences in purposes for characterizing aircraft noise exposure, are sufficiently great to suggest the need for an alternative approach to preparing aircraft noise contours. The alternative approach should provide the basis for answering the question "How far from here must an airplane fly if it is not to impact the area of interest?" rather than "How much noise does an aircraft flying here produce there?"
>
> In other words, the preferred means of modeling aircraft noise impacts in Park and Wilderness settings is from the perspective of the observer, not the source. Furthermore, since audibility is the issue of primary concern in low ambient noise conditions, explicit consideration must be given to signal to noise ratios rather than absolute sound pressure levels. These considerations suggest that observer-based audibility contours are more useful than source-based emission

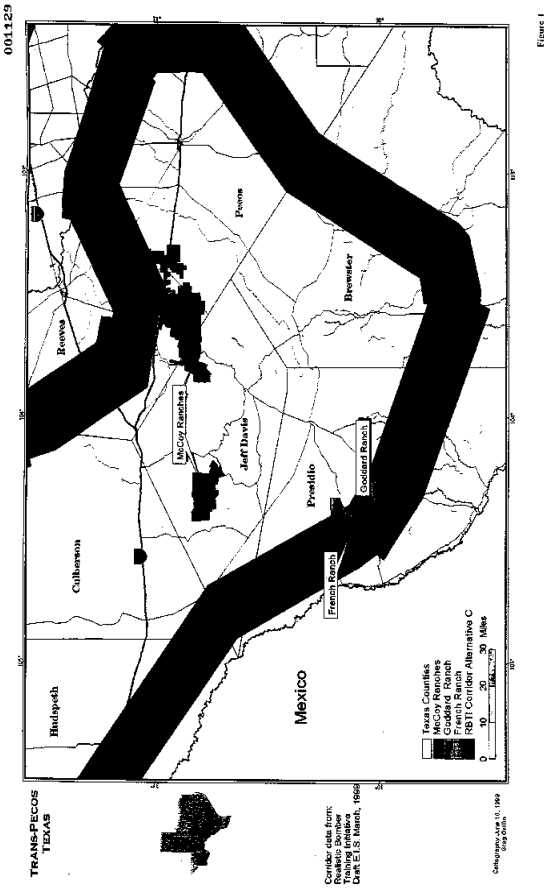

Figure 1

> contours for use in analysis of aircraft noise impacts in Park and Wilderness settings.

Fidell and Silvati, *supra*, at 341-342.

However, despite this wide recognition that the Schultz curve and general L_{dn} measurements are not readily applicable to quantifying noise from the outdoor recreationist's perspective, the Air Force fails to provide any alternative theoretically-based noise impact prediction methodology for the outdoor recreation, ranching, and private wilderness/wildlands at issue here. Nor does it follow the advice of its own consultants and apply an alternative observer-based approach to describing predicted noise impacts. The Air Force's failure to do so violates NEPA's requirement to ensure the professional and scientific integrity of the DEIS, it ignores its own consultants' reputable scientific opinion, and it fails to fully identify in the DEIS the "degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks." 40 C.F.R. § 1508.27(b)(5).

AO-38

2. The Air Force Misapplies the Conclusions of the Forest Service Overflight Study.

The Air Forces specifically references and describes the Forest Service overflight study. RBTI DEIS at 4-56. However, it fails to note the limitations of that study and findings to both the ranching and recreational lands at issue in RBTI and the low-level, high-speed bomber overflights proposed.

As the Forest Service study readily acknowledges, "generalization of inferences drawn from these studies must be made with care" because of the unique conditions of the Forest Service research. Forest Service Report at 2-22. The Forest Service research looked at all types of aircraft overflights of wilderness areas (i.e. commercial, civilian, and military), not just the military aircraft performing bomber training exercises that are of concern for the RBTI DEIS. Indeed, the Forest Service study reported that the greatest problems with aircraft overflights arose in areas where "outdoor recreationists are most commonly exposed to the noisiest overflights; i.e., low-altitude, high-speed tactical military operations," exactly the type of operations that will occur with the RBTI proposal. Forest Service Report at 2-23. This point is overlooked by the RBTI DEIS.

Thus, contrary to the Air Force's summary, the Forest Service study compels the opposite conclusion: low-level bomber overflights may cause a serious impact on recreational visitors' experience and enjoyment of the areas of concern. The Air Force's summary also fails to acknowledge the Forest Service observation that visitors in wilderness setting are approximately 10 dB less

tolerant of noise than in residential settings. *Id.* at 2-22. Again, this initial calculation[1] suggests a much greater noise impact from the proposed action than is disclosed by the Air Force in the DEIS. Given this greater sensitivity to noise in the private wilderness and recreational land setting of the Trans Pecos region, it follows that even a small noise increase will have a disproportionately larger effect on recreation visitors' and ranch residents' and employees' experiences. The Air Force failed to disclose or adequately discuss this possibility in the DEIS.

AO-111

C. The Air Force Fails to Apply the Relevant Standards It Notes in Its Noise Assessment.

The DEIS notes that "areas exposed to DNL above 65 dB are generally not considered suitable for residential use." RBTI DEIS at App. G-6. However, residential land use issues, or noise contours from a public use airport (which is where the 65 dB L_{dn} figure is drawn from) are not the sole issue here for the recreational and outdoor ranching operations at issue. Thus, the EIS also notes that the L_{dn} of 55 dB was identified by EPA as the level requisite to protect the public health and welfare with an adequate margin of safety. *Id.* (citing EPA, *Information on Levels of Environmental Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety*, EPA Document 550/9/74/004 (1972)). Nonetheless, the RBTI noise assessment fails to ever again discuss or indicate what the anticipated effects to public health, welfare, recreation, or the environment might be from the vast number of areas affected that will exceed the 55 dB level. There is no assessment or discussion in the DEIS of what the effect will be on public health, welfare, or outdoor recreationists, to name a few concerns, from widespread exceedances of EPA's suggested levels. Nor does the DEIS identify, as required by NEPA, what the environmental risk is that is posed by the removal or significant diminution of the "adequate margin of safety" EPA indicates is required to protect the public health and welfare at the L_{dn} 55 dB level.

[1] The Forest Service study made this calculation as an initial effort "for the sake of consistency with prior practice in residential settings to predict the prevalence of annoyance among wilderness visitors from knowledge of L_{dn} values." *Id.* at 2-21. Thus, the report noted that the tentative nature of its implication that "residents of urban communities will tolerate ten times more aircraft noise exposure than visitors to wildernesses before describing themselves as highly annoyed by the noise." *Id.* Nonetheless, this initial finding is consistent with other researchers' statements that the "fact that outdoor recreationists are exposed to aircraft noise without the benefit of the insertion loss of residential structures suggests that likelihood of a leftward shift of the X-intercept of the dosage response relationship by 10 dB or more." Fidell and Silvati, *supra*, at 340.

D. The Air Force Noise Analysis Contains Other Flaws.

It is apparent that serious aircraft overflight impacts can occur from Air Force combat training operations. For instance, the Air Force's own documents indicate that it "routinely has about $10 million in claims pending relating to aircraft overflight issues . . . . [T]he claims typically result in disbursements of about $3.3 million each year." U.S. Air Force, Human Systems Center, Environmental Planning Directorate, Brooks AFB, Texas, Final Report, *Requirements Analysis for Noise* at 16 (Oct. 31, 1996). Given the Air Force's own recognition of the substantial monetary damage claims that arise from its aircraft overflight operations, it is incongruous to suggest that its extensive bomber combat training operations in the Trans Pecos region would not have a similar significant environmental effect.

BR-1

Also, the Air Force claims that its L_{dn} noise assessment prediction methodology "has been shown to be applicable . . . to rural populations exposed to sporadic military aircraft noise," citing two works by Stusnick et al. for this conclusion. RBTI DEIS at 4-9. However, an examination of the Stusnick studies belies this overbroad assertion. The Stusnick studies were done in houses and a laboratory in southern Virginia, in an area where many homes were present and where streets and aircraft contributed to background levels of noise. This environment has little application of relevance to the vastly scattered ranching settlements and wide open spaces of the Trans Pecos region. Thus, the Air Force's assertion that its L_{dn} methods have been shown to be applicable to rural populations does not help support its attempt to use this technique to predict or describe noise effects to the wildlands, ranchlands, and outdoor settings of the Trans Pecos.

The Air Force's noise evaluation in the RBTI DEIS also fails to acknowledge the scientific shortcomings of the methods used, and therefore it fails to candidly disclose in the DEIS the risks of the proposed actions. For example, the Air Force itself has repeatedly acknowledged that its noise analysis methodology is an imperfect predictor of noise impacts and resulting annoyance. In its fiscal year 1996-97 Environment, Safety and Occupational Health Strategic Plan, the Air Force states that "the methods used to gather the information required [for NOISEMAP] is [sic] extremely vulnerable to litigation. The current data collection methods do not provide indisputable data. In fact, the accuracy of the data is totally dependent upon human interpretation and therefore, extremely vulnerable to human error." USAF FY 96/97 ESOH Strategic Plan at 1a. Under NEPA, the Air Force must disclose these shortcomings in its noise evaluation methodology in the RBTI DEIS, and it must account for the range of potential impacts that might occur given the uncertainty in the methodology and data collection methods for that methodology.

BR-1

Further, the Air Force itself has noted that "no quantitative dosage-response relationship has been developed for predicting annoyance in these circumstances [where Air Force operations are occurring over lands used for outdoor recreation purposes]." *Id.* at 1b. Again, the Air Force needs to disclose these shortcomings and consider the impact of these data gaps in its RBTI DEIS. Similarly, the Air Force acknowledged that it has no accurate method of predicting annoyance from the combined effects of exposure to subsonic operations and supersonic operations. *Id.* at 1c. And, the agency has also admitted that "there exists no systematic methodology for assessing the impacts of aircraft noise and sonic booms to humans, animals and structures. Environmental impact analysis process (EIAP) documents presently use a variety of noise description and assessment models/data bases, often being of questionable scientific value." *Id.* at 2d. As before, the Air Force must disclose these shortcomings of its EIAP methodology in the RBTI DEIS, and it must undertake further analyses of potential environmental impacts to account for the extremely large analytical shortcomings of the methodologies it has applied.

BR-3

E. The DEIS Fails to Adequately Assess Livestock Impacts.

The RBTI provides that the majority of the MTR and MOA expansions will be over rangeland, yet the DEIS includes a very small review of published articles on the affects of noise and aircraft disturbance to livestock, and suggests that while "range cattle have not been tested, [] historical interactions between cattle and numerous overflights have not indicated a problem." DEIS at 4-93. The DEIS further states that "[s]ome horses with riders have been reported to startle when surprised by a low aircraft overflight." However, the DEIS fails to address the potential health and safety problems involving traditional rangeland management.

The biggest concern with the DEIS's very minor rangeland section is that it first fails to fully acknowledge the numerous adverse affects of aircraft noise and overflights to domestic animals, and then it concludes that it is unlikely that there will be negative impacts to livestock or humans associated with managing those livestock. The DEIS omits a number of studies that document negative effects to livestock and domestic animals. These include:

1. Espmark et al. (1974) concluded that sheep and cattle had little negative response when exposed to low-altitude subsonic flights in their study. However, the authors also stated that animals under different environmental conditions would display other and more severe reactions than they reported. Espmark et al. also reported that impacts may be greater in gestating animals because they jumped backward in response to being startled. These potential gestational impacts are of great concern to the Commenters' cow-calf

operations. The authors also found that sheep reacted more strongly than cattle, and that cattle did not adapt to low level flights when subjected to 10 flights at elevations between approximately 150 and 650 feet AGL over a two day period. Finally, the authors noted that their study gives no clear indication about the effect of subsonic flights upon the animals, because they had "insufficient data due to the small number of overflights." (Espmark et al. 1974).

2. Kovalcik and Sottnik (1971) suggest that gradually increasing noise levels instead of immediate exposure to high intensity noise reduces the response by animals. They reported that in the case of immediate exposure to high intensity noise (about 105 dBA), livestock consumption of feeds declined, milk yield was reduced, and the intensity of milk release decreased (Kovalcik and Sottnik 1971). Because overflights would not commence gradually, this study suggests that some negative affect may occur. Moreover, the potential for decreased milk yields is again of great concern to the Commenters' cow-calf operations, especially where the calves and yearlings being grown for market are relying on the mother cow's milk yields for the bulk, if not total, of the first year's nutrition and weight gain.

3. In another study of dairy cows, Oda (1960) found that dairy cows had lowered lactation curves caused by high intensity noise.

4. Head et al. (1993) conducted a study on dairy cows using recorded jet aircraft noise, and reported no statistically significant effects; however, existing literature suggests that animal stress may be more pronounced when an object is seen. Casady and Lehmann (1966) pointed out that reactions to subsonic, low-level aircraft noise were more evident than reactions to sonic booms, and several other studies verify that animals respond to both auditory as well as visual stimulus from low-level flights (Bond 1971, Bell 1972). Additionally, in Head et al. (1993) researchers did not know the prior exposure of the cows they used in their study to jet noise exposure, but noted that jet noise was rare in the vicinity of their dairy research farm.

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BI-9 [

F. The DEIS Fails to Adequately Assess Wildlife and Related Impacts.

1. The DEIS Fails to Adequately Consider Wildlife Impacts.

The area under the overflights is rich in wildlife species diversity. It is reported that more than 100 species of reptiles, amphibians, birds and mammals occur there. DEIS, Appendix H. Furthermore, the impacted area includes 36 threatened or endangered species. DEIS at 4-89.

The DEIS uses vague, non-specific language and over-generalizations to describe potential affects of overflights and noise on wildlife. Throughout section 4 of the DEIS, the authors state that because the noise activity and overflights are occurring "intermittently" or in "short duration," they will therefore have no significant impact. According to the document's own estimates, on just IR-178 under Alternative B, the MTR would sustain more than 1,100 additional sorties per year. The sound exposure level for a B-1 aircraft at 300 feet is reported as 117 dB and 110 dB for a B-52. DEIS, 4-6. As an estimate of noise impacts, this exposure could be multiplied at least 2 to 3 times a day on IR-178 and far greater within the MOA regions, but this is not done.

The most serious points lacking from this section that purportedly addresses the impacts of overflights on animals are as follows: (1) a large body of literature on studies of overflight impacts on animals has been overlooked; (2) literature that is referenced is sometimes used selectively to favor the conclusion that overflights and noise do not harm animals; (3) possible cumulative effects of overflights on animals are not properly addressed; (4) there is insufficient discussion in the DEIS of U.S. Fish and Wildlife Service observations and concerns about sensitive species, especially for alternatives other than Alternative D, although the Air Force acknowledges that it is currently in consultation with the U.S. Fish and Wildlife Service under Section 7 of the Endangered Species Act.

The RBTI DEIS does not report on noise level "peaks," or highs and lows of noise, but instead reports on average day-night sound levels, measured in onset-rate adjusted-monthly-day-night average sound levels (L_{dnmr}). This noise reporting system, and other "composite" noise metrics as well, are not necessarily useful for predicting noise exposure impacts on wildlife. To report on the peak noise levels in decibels (dBA), as well as average sound levels, is a more accurate way to measure potential affects to wildlife and habitat. Reporting on just average sound levels minimizes the true dBA level of the individual noise events and the frequency of those events, which is what needs to be evaluated for a legitimate assessment of the effects on wildlife. No reported studies conducted on the topic of aircraft and noise disturbance to wildlife or domestic animals link animal response to composite noise measurements such as L_{dnmr}. Nonetheless, wildlife managers generally treat an SEL of 95 dB as the level of concern for

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adverse startle effects to wildlife. The DEIS also fails to properly address this point of concern.

The RBTI DEIS lacks an approach or effort to ensure the professional scientific integrity of the document. The authors have not considered a large body of literature that exists on the subject of noise disturbance and aircraft overflight impacts to wildlife.

The use of selective literature in the DEIS to support the conclusion that there will be no significant impact to wildlife further documents the lack of a thorough and genuine disclosure of the available data, and an incomplete investigation of potential impacts. In addition, the DEIS lacks many citations to verify the statements asserted. While several studies are alluded to, and results briefly listed, there are often no citations of these studies for the reader to explore. Authors of the DEIS may want to refer to Bowles et al. (1994) as a start in their literature search.

The DEIS section discussing animal responses to overflights states broadly that "[f]or most species, past studies . . . show that wildlife habituates to the sporadic intrusion of low-altitude jet aircraft without negative effects on populations." DEIS at 4-92. There are several problems with this statement. First, the Air Force has previously acknowledged for this same area and for activities that form part of the purported RBTI baseline that: "In general, the long-term effects of aircraft overflights on wildlife are unclear. Reported animal responses vary greatly among species, and the ability of species to adapt to overflights also varies." U.S. Air Force, ALCM/Talon MOA EA at 4-25 (1997).

Second, the statement is inconsistent with the range of varying findings described in the research literature. For instance, the DEIS addresses mule deer and pronghorn antelope only in general passing, if at all, even though they are found throughout the region. Examples of studies that list variable responses to overflights are Workman et al. (1992), and Luz and Smith (1976). Workman et al. (1992) found that pronghorn would run when subjected to military jets flying at 5000 feet AGL, and Luz and Smith (1976) found a range of responses to low flying (150 to 400 feet AGL) helicopters, ranging from no change to running. Exclusion of such information suggests that the DEIS authors did not fully disclose the potential or likely effects of the proposed actions.

A study on how bighorn sheep react to helicopter overflights in the Grand Canyon (Stockwell et al. 1992) describes how sheep modify their behavior in the presence of aircraft, and decreased their foraging efficiency by 43% in winter and by 17% in summer in the presence of helicopter overflights. Effects of overflights on bighorn sheep are not discussed in the DEIS. However, other studies have reported the following: "Responses of bighorn sheep to low-level overflights (100 to 990 feet AGL) have included no response (Krausman and Hervert 1983), accelerated heart rates (Workman et al. 1992; MacArthur et al.

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1979), and abandonment of the area (Lamp 1989)." *See* ALCM/Talon MOA EA at 4-26. By broadly summarizing only a portion of the available literature, selectively reporting their findings, and then concluding that there will be no significant impact to wildlife from the proposed action, the Air Force failed to consider the range of respected scientific opinion available in the general literature on this point.

For instance, Krausman and Hervert (1983) reported that bighorn sometimes do not respond to fixed-wing aircraft (they did not evaluate jets) overflights between 100 and 990 AGL, but they also reported that 19% of sheep were greatly disturbed and ran from less than 330 feet to 1.2 miles. MacArthur et al. (1979) reported responses to overflight helicopters ranging from no response, to accelerated heart rate, to running when the aircraft was 490 to 660 feet AGL, well above range of some overflights under the proposed action.

Workman et al. (1992) reported accelerated heart rate in response to jet aircraft overflights, and the decibel levels were only 74 dBA, well below the noise that will accompany the overflights for the proposed action. An investigation of Lamp (1989) does not find the exact height of the overflight except to say that it is <3000 feet; this suggests that the height of the flights investigated which caused abandonment of the area may have been substantially higher than the 100 to 500 AGL flights of the proposed MTR modifications. Lamp (1989) only observed 11 low-level overflights, a very small sample by his own admission, and he considered his work a preliminary study.

Third, the Air Force's "habituation" statement is inconsistent with the lack of long-term studies to support such a conclusion. No long-term studies of overflights or noise are cited. It may be that bighorn sheep or other large mammals have only temporarily accelerated heart rates in response to low overflights, but the cumulative effects of short-term stress and increased heart rate should be discussed in the DEIS. Krausman et al. (1993a, b) and Weisenberger et al. (1996) found that accelerated heart rates were temporary and therefore concluded that those temporary changes would not be detrimental to populations. However, it should be acknowledged in the DEIS that accelerated heart rate is an indication of excitement or stress in animals. In addition, Weisenberger et al. (1996) suggested that interaction of noise with other environmental factors should be evaluated using free-ranging animals, instead of the captive animals that were used in their study.

On other points as well as the DEIS wildlife analysis is similarly overly-generic and flawed. The DEIS cites Ellis et al. (1991) to suggest that raptors, including peregrine falcons, are only temporarily affected by low-level overflights and to noise in general, in the form of "increased alert behavior, temporarily stopping current activities, increased heart rate." However, the FWS (1998) in its recent biological opinion on Air Force low-level, high-speed flight

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activities in the same areas cites studies that have determined that low aircraft overflights do disturb raptors, including flushing from nests and foraging areas. They also note studies which suggest that human activities within breeding and nesting territories may cause raptors to change home ranges. FWS concludes that a definitive information on the effects of overflights on peregrine falcons is not available.

By citing only two studies that support the conclusion of no impact, the authors of the EA use selective literature. In addition, there is no discussion of possible long-term effects of repeated short-term stress, which should be addressed.

Although the DEIS suggests that "habitat" will not be affected, e.g. DEIS at 4-97, 4-98, it should be noted that stress and disturbance to certain species can render their habitat unusable and therefore not suitable. The species may change home ranges or move out of otherwise suitable habitat due to stress from overflights and noise. This consequence is not adequately addressed or fully considered in the DEIS.

The DEIS fails to consider numerous factors and applicable studies, and did not weigh the potential significance of environmental effects of the proposed action in light of the intensity and context of probable effects. Information is drawn mostly from sources such as other military reports, internal government reports not subject to peer review, preliminary studies, studies not applicable to the proposed action, and telephone conversations to conclude that biological resources including protected species are not likely to be significantly impacted by the proposed action. A large body of literature on the topic of animal responses to overflights and noise is not cited, and some of the literature that is cited is used selectively to bolster the "no likely significant impacts" conclusion.

Information from USFWS that was available to the Air Force on the extent of critical habitats and nest sites of threatened and endangered bird species is used selectively, and sometimes omitted completely. In addition, only short-term responses by animals are discussed. The possibility of cumulative effects on wildlife from thousands of overflights each year is dismissed. However, the DEIS does not provide data to support this or many other "sweeping" conclusions of no significant impacts. In short, the DEIS wildlife and biological resources discussion lacks scientific credibility, and it does not indicate evidence that the authors conducted a thorough and genuine investigation of the likely aircraft-induced impacts to domestic animals and wildlife occurring in the overflight areas.

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2. The DEIS Fails to Consider the Cumulative Impacts on Wildlife.

Although the DEIS identifies various factors that will impact wildlife in the region (e.g., noise from aircraft, construction activities, loss of habitat, etc.), it does not consider the cumulative impact of all these effects on the wildlife in the proposed area. While exposure to low flying aircraft and ground-disturbing activities may have a minimal impact on certain species or specific animals, the combined effect of all the stresses on the wildlife may have a significant impact. The cumulative, potentially synergistic, effect of all the potential stresses on wildlife must be adequately identified in order to adequately assess the true impacts on wildlife. *Cf. National Wildlife Fed'n v. FERC*, 801 F.2d 1505 (9th Cir. 1986) (acknowledging need to evaluate cumulative impacts of development on fish and wildlife).

In this instance, the Air Force failed to conduct the required cumulative impact analysis of a proper scope to include an evaluation of the impact of the proposed DEIS actions together with the other past, present, and reasonably future actions.

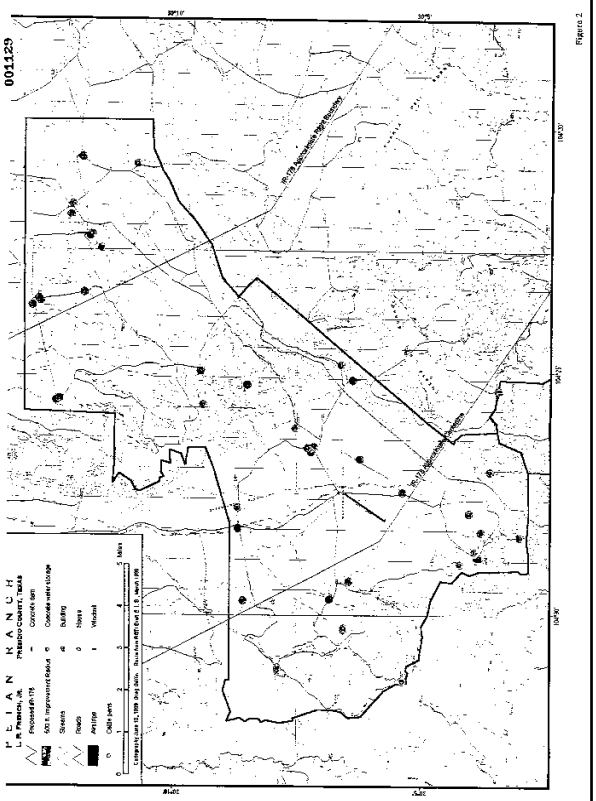
BR-3

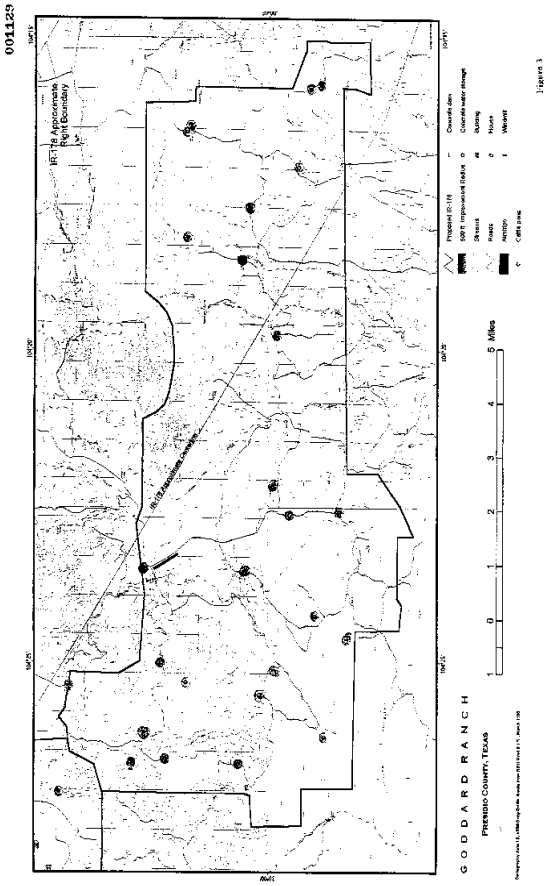
G. The DEIS Fails to Adequately Analyze the Impact of the Proposed Action on Traditional Lifestyles, Culture and Quality of Life.

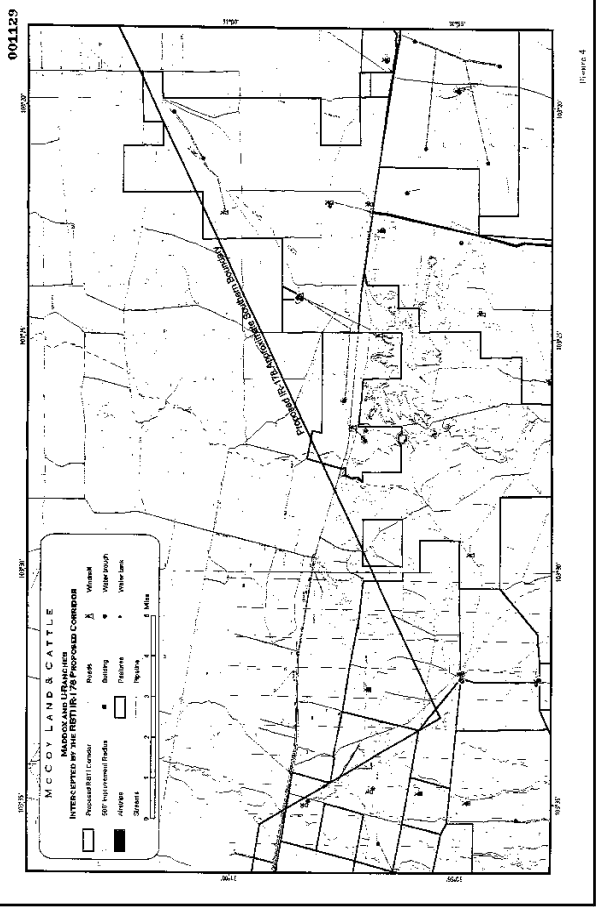
The RBTI DEIS fails to adequately describe or consider the myriad ranching activities occurring beneath the proposed low-level training activities. To identify these flaws, first a representative description of typical activities during the ranch production year is presented below, together with a discussion of the potential disruption and impact on these activities from the proposed actions. Second, the commenters have prepared detailed maps of their ranching properties (with the exception of Mrs. French's property) showing the location of sensitive structures and areas on these properties and relative location of the RBTI proposed airspace modifications of activities for Alternatives B and C. *See* Figures 2, 3, and 4 on the following pages. The DEIS fails to account for how these structures and the uses of them (including residential use) will be protected from the harmful (and in some instances of ranch houses potentially unconstitutional violations of the Third Amendment) intrusions of the proposed RBTI activities. All of these impacts and description of the existing environment are overlooked in the DEIS.

1. Fall Works.

At this time, cattle are gathered and moved by progression by the regular men to get them in position for the round-up. Potential overflight impacts may occur during horse shoeing, colt riding, "warming-up" of pastured horses, spreading out and sweeping cattle before the riders, trying to follow mountain trails (often precarious and requiring patience, caution, and an undisturbed







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environment), and allowing the cows and calves an undisturbed opportunity to "pair-up" at each new destination. The startle effect can cause injury to man and beast during shoeing, distract horses negotiating precarious trails, cause them to buck, scatter the cows, run the calves away from the gather or the drive, and run calves away from the "pairing-up" effort. A horse being shod can weigh 1,100 pounds. If the horse is startled, it could drag a nail across a farrier's leg and cause serious injury. Horseshoeing is a dangerous time to work with these animals, and not a time for startle effects and low-level disruptions by warplanes.

The scheduling of the works and hiring of extra cowboys and horses is next. They come from the local area as well as many other places around the country. A cook is hired along with the equipment needed to cook on the ground when necessary. Potential impacts: The startle effect and the cultural and heritage impacts can reduce the willingness to work in this environment, increase the risks to riders and horses through the startle effect, and make it less rewarding culturally to work here.

BR-3

Next comes the arrival of the extra crew and horses, setting up camp, and driving the remuda of approximately sixty horses to the first branding camp. Impacts: Horses are tricky to drive. The startle effect will scatter or stampede them. There is also a cultural/heritage impact of the noisy disruptions.

The daily gathering and driving of the cattle (the cows are now pregnant, with grown calves to be weaned). Some of these days are shipping days, when calves are sorted off and shipped to preconditioning pens. The cows -- weighing between 900 and 1,200 pounds -- are then palpated and examined by a veterinarian, and culled cows are sorted off and moved to holding pastures for later sale. This operation progresses for about one month. Then the culled cows are shipped, and the remaining cows are gradually driven back to their winter pastures. The first calf heifers are combined into a separate group for closer observation and for special nutrition and calving assistance. The calves in the preconditioning pens are sorted by size and sex into more marketable groups in preparation for satellite video auction sales. They are all vaccinated and inspected by a veterinarian, and fed preconditioning rations through weaning. Heifers and steers to be retained are selected and driven to their winter pastures. The extra cowboys are then paid off, and resume similar operations on other ranches in the area. Impacts: Startle effect on gathering, driving, and sorting; danger to veterinarian and animals during examinations. These individuals are trying to keep the animals calm during this process, yet still have to work with, examine, and sort them. The startle effect when sorting calves off cows and loading trucks can easily injure men and animals when tons of confined cattle are suddenly shifted. The startle effect on heifers can make observation difficult. The nature of the ranchers' cattle (tame, unlikely to stampede when gathered or corralled) is important to marketability, performance, and health. The startle

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effect will scatter them, and cause the negative training that careful handling seeks to avoid.

The preconditioning calves are re-sorted, weighed, and videoed for sale. After the sales have been conducted, the calf crop is sorted and weighed again and shipped after about 45 days of feeding and preconditioning. This concludes the Fall Works, usually about mid-December. Impacts: The calves are stressed from separation from the cows. Additional stress affects health and marketability from the learned behavior of fearing assembly and handling. How the ranchers handle them and how they learn to respond is important to their future performance. The ranchers try to reduce stress as much as possible, and train them to not fear assembly. This maintains their natural herding instinct, and improves controllability, health, and biological performance. The startle impact is carefully avoided by the cowboys for these reasons, because fleeing is a natural response to being startled and the handlers have to be very careful to avoid reinforcing it.

The formal forage and range condition analysis is usually conducted after the first freeze, when the grass plants have gone dormant. The range specialist is flown to the ranch, and helps perform a scientific survey of the permanent range trend monitoring sites. This survey provides the data necessary for assessing both the current forage availability and the long-term range condition trends. The data is then used for decisions pertaining to stocking rates and grazing distribution. The goal is to regulate and manage grazing to maintain and improve range condition. Impacts: The startle effect will prevent being able to control the distribution of the cattle. The distribution control will be lost not only in the portion of each pasture that is directly under the routes, but also in each entire pasture that a route crosses. The impact of the startle effect stems from both the danger and difficulty of driving the cattle, and the scattering of the cattle away from the zones to which they are moved. Overgrazing will occur in the areas to which the cattle are startled, and the harmful effects of under-utilization will occur in the zones from which they are startled. There is a similar impact from the unnatural distribution of wildlife that will occur. Wildlife such as deer and antelope help to both control and promote the forbs and brush that cattle do not consume. The aircraft exhaust emissions released at such low altitudes may also have a deleterious effect on the range. Large quantities of unburned or partially burned fuel will be carried straight to the ground by wake turbulence, without the opportunity to be dispersed into the larger volume of air at higher altitudes. This direct fuel and particulate absorption by the range can be very harmful. The invasion and proliferation of brush is a particularly difficult range management problem, and it has been determined that the higher CO levels help the brush to compete with the grass. The proliferation of brush is especially wasteful of groundwater and rainwater. The fuel and exhaust particulates dispersed at such low altitudes will settle directly onto any surface water, such as dirt tanks, streams, springs, and ponds.

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2. Winter.

The cattle are fed supplemental feeds to maintain health and performance, and to aid digestibility of the dormant grass. This is done by several methods. In some areas the men drive trucks into the pastures, honk the horn, and wait for the cattle to approach. This takes time and patience, but it provides the assurance of consumption and offers the opportunity to count and observe the cattle. Self limiting feeds are also used, such as range blocks and liquid feed bins which the cattle walk to when they need supplementation. Impacts: The startle effect will drive the cattle away from feeding locations. There is also a direct danger to the men while either driving the feed trucks or standing among the cattle. Cows walking down the steep mountain trails for feed or water are also at risk of injury when startled or distracted. The cattle are also in the last trimester of pregnancy at this stage of production, and are more vulnerable to injury or disruption. This time is of special concern given the research findings cited in the literature of the potential adverse overflight effects on gestating animals. However, there are no steps proposed in the DEIS to mitigate, limit, or address these impacts.

The cattle are gathered and moved as necessary to properly utilize winter forage and water availability. Impacts: The startle effect poses a hazard to the men on horseback, and will scatter the cattle that they are gathering and driving. The mountain trails are dangerous and require undisturbed negotiation by the horses and cows, and the flat areas have many holes and other hazards. Lest one assume that there are fewer hazards to riders and horses in the flats, it must be said that there are actually more accidents there when horses are tripped by holes hidden in the grass. Because of the brush and numerous draws, the riders and cows will still be very difficult for the military pilot trainees to see and avoid in those areas.

At this time, the Commenters also deal with the management of hunters and other recreational groups. Impacts: The startle effects and noise will decrease the desirability of visiting the ranches for lease hunting and eco-tourism uses, and increase the hazards. The effects on wildlife distribution and numbers will decrease hunting and observation opportunities. The distraction of shooters is an additional hazard, along with the danger of hiking the many mountain trails. Sleep will be disturbed by the proposed night operations, and the buildings that the guests use will be subjected to structural damage. The quiet and serenity of this area are particularly desirable to guests, and they will be disrupted.

BR-4

The cows begin calving in December, and they must be frequently observed for nutritional assessments and any developing calving problems. This is accomplished either while feeding or on horseback. Impacts: The startle effects can disrupt observation, drive cows away from unprotected new-born calves, and endanger the riders.

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The heifers begin calving in December also. They require quiet and special attention. This is much more intensive than calving the cows, since it is essential to check the herd every few hours. The pastures selected for this purpose are usually close to a corral so that each heifer that begins labor can be penned and assisted as necessary. The heifers don't know how to protect the calves from the predators that haunt the calving areas, and some of them do not accept their calves right away, so it is necessary to pair them up and put them into a separate herd as soon as they calve. Impacts: The startle effect can disturb calving, drive the heifers away from the calving areas, and upset the horses. There will be an additional hazard to the men on foot among the penned heifers or assisting the calving.

Brush control herbicides are applied by ag-planes during the winter. The planes fly 125 feet above the terrain at 90 knots. These planes are focused on attempting to make a pellet drop every 1.5 foot for proper coverage. Impacts: It will be impossible for the very high-speed military aircraft to adequately see and avoid an agricultural chemical application plane. It would not be necessary for them to actually collide to cause a disaster, since the bombers wingtip vortices and/or wake turbulence alone would be sufficient.

Many repair and improvement projects are accomplished during the winter months. These include such things as windmill repair and maintenance, fence repair, corral repair, and roadwork. Impacts: The startle effect will be hazardous to persons working with tools or machinery, and especially to anyone atop windmills, buildings, ridges, or water tanks. The force of the jet wash from a heavy overflying bomber aircraft can be enough to topple windmills and fences, and damage other structures.

AO-2

Bulls are gathered, sorted, and examined in preparation for the start of the breeding season. Impacts: The startle effect will be dangerous for men on horseback or on foot around the bulls. The disruption while they are penned for examinations can be especially hazardous, and they can tear down the pens if they are all stampeeded together.

On March 15, the men begin driving the bulls and distributing them to the cow herds. Impacts: Bulls are hard to drive in a herd (harder to drive than cows), since they do not usually stay together well, and some of them will frequently stop to fight. The startle effect of the low flying jets will make the job more difficult and dangerous by startling both the bulls and the horses.

3. Spring Branding.

As calving is completed, the planning for spring branding begins. This involves contacting the extra cowboys, planning the schedule, and preparing the corrals and equipment. Impacts: The Commenters' reputations for having a good and pleasing work environment is important to their being able to get help when

needed. The hazards to men, horses, and equipment caused by the startle effects of the low flying, high-speed warplanes will put this reputation at risk. The disruption of the quiet and traditional environment by the noisy intrusions will also undermine the motivations for working at the Commenters' ranching operations. Cowboys are essential to these operations.

The regular hands begin gathering and driving cattle in preparation for branding, and the spring works crew is hired. Impacts: The startle effect will scatter the cattle being driven, run some of the calves off, and cause horses to buck or bolt.

The cook and branding crew arrive, horses are unloaded and shod, camp is set up, and the remuda of horses is driven to the first branding camp. Each day, the remuda is driven into a corral for selecting the horses to be used the next day. Colts are then ridden and trained as necessary to prepare them for the coming work. Impacts: The startle effect will make horseshoeing very dangerous, and it is a daily occurrence since shoes are often thrown during the drives. Horses can be hard to control and the low flying warplanes will surely scatter them. Once they are in their corrals or traps, they can be severely injured when caused to bolt into the wires by the startle effects. The riders who are training or "warming up" their selected horses are at particular risk from the startle effect because these horses are much less tame and not as acclimated to being ridden.

During the daily branding operation, cattle are gathered and penned and the calves are roped and branded. The branding operation is very fast paced, in order to minimize stress on the calves and keep them separated from the cows as short a time as possible. Two mounted cowboys heel rope calves and drag them to two pairs of flankers. About 130 calves per hour are worked this way, and the traditional techniques are carefully followed to minimize the risks of injury to men and animals. As each day's branding is completed, the calves are turned back out with their mothers while the mounted riders hold the herd together long enough to allow them to quietly pair up again. Impacts: The startle effects of the low flying bombers will cause a number of significant and dangerous disruptions. Horses can be expected to buck, and the men working on the ground among them and the cattle will be at risk. The drives will be disrupted, calves will be run off, and the opportunity to quietly pair the cows and calves up again will be disturbed. Most of the branding pens are located in remote areas and are very difficult to see from the air. This will increase the probability of direct overflights and the resulting hazards. There is no discussion in the DEIS of how pilots will either locate or avoid these operational facilities. Even if these effects are only infrequent, it will be far too often for the men, ranches, and livestock affected.

At each branding, dry cows (cows without calves) are sorted out of the herd. The cowboys hold the herd together with their horses, and one or two men

ride into the herd to cut the dry cows out. The dry cows are then driven to a separate pasture for later accumulation. Impacts: The startle effect poses a danger to the riders, and the cutting and sorting efforts will be wasted when the herd is scattered. The startle effect will also make it very difficult to succeed in driving the dry cows to another pasture. Once the herd has been scattered, it is likely that the whole day's work will be lost, since it is essential to avoid delays that prevent getting the branding done before it gets too hot. Overheated cattle will suffer considerable stress, and may even be killed.

As the spring works are concluded, the cowboys are paid off and they then load their horses and gear into trailers and move to other nearby ranches to continue the work. Impacts: The startle effects create a danger to the horses and men while the horses are being gathered, sorted, and loaded into the trailers. There is an additional risk of startling the drivers and horses while trailering.

The dry cows are gathered, driven to an assembly point, and loaded into trucks for shipment to a sale. Impacts: The startle effect poses a danger to men and horses, and can scatter the drive. There is a particular danger to startling the cows while they are being loaded. Men will be on the ground among them as they are driven up loading chutes into the trucks in 42,000 pound groups.

4. Summer Production.

Following the springs works, usually around late-April to early-May, the summer production period begins. These activities include: repairs, road work, maintenance, and special projects continue through the Summer. Potential impacts are: The startle effect creates the risk of injury to men working outside, especially when operating machinery and using tools.

Considerable time and effort are spent in assessing forage and water conditions, and gathering and moving cattle as necessary. Extra time and effort are applied to redistributing cattle to hold them in dirt tank areas as the thunderstorms start and water in ungrazed zones becomes available. This provides the ungrazed grasses the opportunity to be partially harvested to avoid lignation of the plants. At the same time, this practice allows the grasses in the improved waterings zones to be deferred and re-seed. Impacts: The startle effect will pose a risk to riders, horses, and cattle during the drives, and it will also cause the calves to be run away from the drive. It is often necessary to return to the herd on subsequent days to prevent their returning to the fresh grass in the areas that are being deferred, and the startle effect will drive them away. Aircraft are used regularly for range, distribution, and water assessments, and there will be a very serious risk of collision with the speeding warplanes. Almost all of the rain-clouds in the Trans Pecos region are cumulonimbus, very rapidly forming, and un-forecast. When combined with the orographic influence of the mountains and the frequent downbursts, the very low altitude bombers will be at much greater risk of collision with the terrain and obstructions. The resulting fires will

AO-6

pose additional risks to production, improvements, and firefighters, including making firefighting activities and operations more difficult.

During July, the men begin picking up the bulls at the end of the breeding season. This involves riding through all the herds, sorting the bulls off, and driving the bulls to pens where they can be loaded into trailers and hauled to the bull pastures. Impacts: The startle effects are very hazardous to horses and riders, and can scatter the bulls which are hard to drive anyway. Once the bulls have been accumulated into pens, there will be the additional risk of startling them into tearing the pens up or injuring the men who are loading the trailers.

Yearlings held over from the previous calf crop are gathered in the summer, loaded into trucks, and shipped to sales. Impacts: The startle effects can make riding and gathering very hazardous, and can scatter the drive. Yearlings are particularly energetic and can be trained by the disruptions to run away and be hard to handle. This is a serious disadvantage to both the Commenters and their customers. The startle effect will also make loading the cattle into trucks very hazardous. In addition, any yearlings scattered that cannot be found in time for the sale will have to be sold separately later. They bring a much lower price in small quantities.

The cowboys occasionally ride through the herds to inspect the cattle and brand any unmarked calves. Impacts: The startle effect poses a danger to riders and horses, and can scatter the calves, especially during branding operations.

Late summer is the time to begin the preparation and planning for the fall works and the marketing, preconditioning, and grazing decisions. Impacts: The startle effects that train our calves to run away and become harder to handle can affect their biological performance, reputation, and marketability. For instance, yearling operators who buy from the McCoy Land & Cattle Company value the animals' tameness and performance. They have been willing to pay a premium for these traits, and they will surely note any change.

Tourists and guests come to visit the ranches in the summer, and preparations are made to manage their visits. Impacts: The quietness, serenity, and remoteness are among the greatest attributes of this region. The noise, smoke, startle impact hazards, and disruptions to wildlife and birds will diminish the desirability of visiting here. Sleep will be disrupted by the noise, and the guest buildings themselves will risk structural damage. The startle effects will also pose a hazard to vehicle operators on ranch and public roads.

Predator control continues in the summer when necessary for the protection of calves and deer and antelope fawns. For instance, the McCoy ranches are currently working to preserve their antelope herds and do not allow hunting of that species. The predator control operations are done by State trappers and aircraft. Impacts: The aircraft used may be unable to see and avoid

BR-2

the very fast fighters, and collisions are a very real hazard. The antelope in particular are very vulnerable to losses through the startle effects, and the resultant increased need for predator control will place more pressure on the predators themselves.

BR-2

IV. The DEIS Fails to Consider the Full Scope of Cumulative Impacts for the Proposed Actions.

CE-2

The DEIS fails to evaluate properly the full scope of past, present, and reasonably foreseeable military training and other activities occurring in the same area and affecting the same area as the RBTI proposed actions. Under the applicable NEPA regulations, the scope of an environmental document must include the range of actions, alternatives, and impacts to be considered in that document. 40 C.F.R. § 1508.25. The impacts to be considered include those that are direct, indirect, and cumulative. *Id.* § 1508.25(c).

The CEQ regulations require the discussion of cumulative impacts in environmental impact statements. *See* 40 C.F.R. § 1508.7; *Thomas v. Peterson*, 753 F.2d 754-758 (9th Cir. 1985); *LaFlamme v. Federal Energy Regulatory Comm'n*, 852 F.2d 398, 402 (9th Cir. 1988) (individual project cannot be considered in isolation without considering the net impact that all projects in an area may have on the environment). The regulations define a "cumulative impact" as:

> The impact on the environmental which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

40 C.F.R. § 1508.7.

In this instance, the DEIS fails to adequately identify or discuss the impact of past Air Force activities in the region so that the aggregate cumulative effect of past, present, and reasonably foreseeable future actions may be identified. The DEIS cumulative impact discussions specifically do not include any consideration of the environmental impacts attributable to past federal actions. This failure to consider and evaluate the cumulative impact of recent federal actions in the same geographic area is entirely inconsistent with NEPA's cumulative impact assessment requirement.

The present DEIS does not properly consider or identify the cumulative impacts of these recent past actions together with the proposed and reasonably

foreseeable actions in the same EIS as required by the CEQ regulations and applicable case law. By doing so, the Air Force has thwarted the full disclosure and informed decisionmaking purposes of NEPA, and has understated the potential environmental impact of its proposals. The other past cumulative actions that must be considered in the cumulative impacts analysis in the DEIS include the increased overflights, noise, and training activities from the German Air Force expansion at Holloman Air Force Base and related activities in Southwestern Texas and New Mexico. These effects must be compared to the baseline existing before all of these past, present, and foreseeable future training increases occurred.

Several important cases elaborate on the cumulative impact analysis required by the CEQ regulations. First, in 1987 the Court of Appeals for the Ninth Circuit stated that 40 C.F.R. § 1508.7 requires that the agency "consider cumulative impacts of the proposed actions which supplement or aggravate the impacts of past, present, and reasonably foreseeable actions." *Oregon Natural Resources Council v. Marsh*, 832 F.2d 1489, 1497-98 (9th Cir. 1987), *rev'd on other grounds*, 109 S. Ct. 1851 (1989); *see* Terence L. Thatcher, *Understanding Interdependence in the Natural Environment: Some Thoughts on Cumulative Impact Assessment Under the National Environmental Policy Act*, 20 Envtl. L. 611, 624-625 (1990).

Second, the Fifth Circuit addressed the issue by stating a five element standard for what constitutes a "meaningful cumulative-effects study." *Fritiofson v. Alexander*, 772 F.2d 1225, 1245 (5th Cir. 1985), *abrogated on other grounds*, *Sabine River Auth. v. United States Dep't of Interior*, 951 F.2d 669 (5th Cir. 1992). The standard requires the EIS to identify:

> (1) the area in which effects of the proposed project will be felt;
> (2) the impacts that are expected in the area from the proposed project;
> (3) other actions—past, proposed, and reasonably foreseeable—that have had or are expected to have impacts in the same area;
> (4) the impacts or expected impacts from these other actions; and
> (5) the overall impact that can be expected if the individual impacts are allowed to accumulate.

The standard requires that "probable impacts be identified and considered." *Fritiofson*, 772 F.2d at 1245 n.15.

The DEIS contains primarily a superficial cumulative impact analysis that applies an inappropriate baseline and fails to meet the Fifth Circuit standards for

such an evaluation. In addressing cumulative impacts, the EIS separates the discussion into three elements: (1) an express dismissal of the need to analyze separately cumulative impacts of related yet past actions; (2) an identification of some reasonably foreseeable future actions; and (3) consideration of the possible cumulative effects of those limited future actions only. *See* RBTI DEIS at 5-2 to 5-4.

The EIS fails to meet the regulatory requirements and the standard expressed by the Fifth Circuit regarding cumulative impact analysis. It fails for two reasons. First, the depth of discussion is shallow. The discussion of cumulative impacts must demonstrate an analytical approach and identify and consider the impacts. Instead, the DEIS only briefly mentions and then dismisses potential cumulative effects.

Second, the DEIS arbitrarily limits itself to cumulative impacts from reasonably foreseeable actions. The regulations clearly state that an EIS must consider past and present actions, yet the Air Force expressly limited the review to future actions. Past actions are relegated to the baseline condition upon which the RBTI proposal rests. This is not allowed by the CEQ regulations. The choice of which cumulative actions to evaluate is not discretionary. Past actions that have a cumulative affect when combined with the proposed action must be evaluated. The wholesale increase in military warplay operations and more intensive overflights and mission profiles are substantial past actions that must be examined together with the proposed actions in the cumulative impact analysis. That analysis is not limited to the proposed action, but includes analysis of the proposed action's aggravation of past, present, and future actions. *Oregon Natural Resources Council*, 832 F.2d at 1497-98.

The RBTI DEIS lacks a legally adequate consideration of cumulative impacts. The brief DEIS discussion on cumulative impacts is vague and conclusory. Thus, the RBTI DEIS fails to meet the requirements of NEPA and must be withdrawn for revision of the cumulative impact analysis so that the public and agency decisionmakers are fully informed of the complete scope of environmental impacts from the proposed actions. Despite the wide range of potential adverse impacts and potential cumulative effects occurring from the past, ongoing, and planned actions in the proposed action area, when considered together with the additional stress imposed by the proposed RBTI actions, these adverse cumulative effects are not properly evaluated in the RBTI DEIS. Thus, the agencies have failed to identify and carefully review a relevant area of environmental concern, and the agency's evaluation is not reasonable in light of this improper analysis. Accordingly, the DEIS must be withdrawn or a proper supplemental DEIS prepared to fully evaluate the environmental impacts of the proposed actions.

V. The DEIS Fails to Consider the Full Scope of Connected and/or Cumulative Actions.

CE-2 The Air Force's RBTI proposals are connected to, or at least will have similar impacts to the same geographic area with, other Air Force actions not yet implemented, including the expansion of German Air Force operations out of Holloman Air Force Base and the modification or establishment of MTRs, refueling anchors, and MOA airspace for those operations. NEPA does not allow the Air Force to segment its environmental decisionmaking to consider only the impacts of the current proposal when it is related to, flows from, or has cumulative impacts with these recent proposals identified in other Air Force NEPA documents. *See Concerned About Trident v. Rumsfeld*, 555 F.2d 817, 827 (D.C. Cir. 1977) ("It is the essence and thrust of NEPA that the pertinent statements serve to gather in *one place a discussion of the relative environmental impact of alternatives.*) (emphasis added) (quoting *Natural Resources Defense Council v. Morton*, 458 F.2d 827, 834 (D.C. Cir. 1971)).

Moreover, the Air Force's approach of deferring the evaluation of environmental impacts impermissibly separates the consideration of connected or similar actions into different documents. The CEQ regulations require that connected or cumulative actions must be considered together in a single EIS. *Thomas v. Peterson*, 753 F.2d 754 (9th Cir. 1985); 40 C.F.R. § 1508.25(a)(1).

The following types of actions must be addressed in a single EIS:

> (1) Connected actions, which means that they are closely related and therefore should be discussed in the same impact statement. Actions are connected if they:
>
> (i) Automatically trigger other actions which may require environmental impact statements.
>
> (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.
>
> (iii) Are interdependent parts of a larger action and depend on the larger action for their justification.
>
> (2) Cumulative actions, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement.

> (3) Similar actions, which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography. An agency may wish to analyze these actions in the same impact statement. It should do so when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement.

40 C.F.R. § 1508.25(a).

Accordingly, because the RBTI actions are connected, similar, or cumulative actions to the earlier Air Force actions affecting the areas beneath IR-178 and related locations, including the Talon MOA and refueling anchor for GAF operations, a full evaluation of the environmental impacts of all of these actions must be considered in a single EIS. *See Thomas v. Peterson*, 753 F.2d at 758-759.

VI. The DEIS Fails to Contain An Analysis of the Potential Impact on Private Property Rights. BR-4

The Commenters' properties affected by the RBTI proposals include several ranch properties located in west Texas. There are private landing strips for civil aviation air travel access located on many of these properties. The ranch properties consist of variable topography that ranges from flat to gently rolling to rugged hills and mountains. The properties generally have adequate fencing, improvements, watering facilities, and other accouterments necessary to utilize the ranches as economic agricultural operations and also for economic recreational purposes, including lease hunting and eco-tourism. For such ranch properties in the Trans Pecos area, recreational hunting leases are a significant income or income potentially consumed by property owners.

Significant wildlife resources are present on the ranch properties and have important value implications that may equal or exceed the net income realizable from ranching operations. The market value of hunting leases in the Trans Pecos area ranges from $1.50 to $3.15 per acre for mule deer, javalina, quail, and varmints. Desert bighorn sheep are also present in the area and the market value for legally permitted mature rams of this species exceeds $50,000 per hunt.

From a property valuation and potential economic impact perspective, the Air Force's proposed uses of the ranch properties, and overflights of the homes located on these properties, for military warplane and bomber low-level, high-speed overflights, represents a significant change in use, intensity, and frequency

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of use over the previous use of the airspace overlying the property. This significant change in use has serious implications for the property value of both the houses located on the property and the overall ranch property.

The RBTI proposal is a major change of airspace use that has substantial implications to the landowners' value of the property, income stream, recreational use, and Texas ranching culture and lifestyles. For instance, the proposed military training uses will interfere with and cause a potentially dangerous situation in the use of private aircraft for agricultural, recreation access, and cattle operations to the subject properties. Private airstrips are major value components in improvements of remote west Texas ranches such as these in terms of utility, replacement cost, and marketability of the properties.

The rugged terrain and topography of the ranch areas which provides potential warplane pilot training challenges are the same features that make this area and these ranches desirable for recreational activities and locations on the subject properties. However, the proposed uses and overflights will adversely affect the income stream or consumptive use of the properties for such purposes (and residential purposes) by the current owners.

The value loss of the subject properties due to their proposed use as military aircraft training corridors will range between $26 to $105 per acre considering only current recreational leasing rates of $0.80 to $3.15 per acre per year and the capitalization rate of .03 or 3 percent return on area ranchland properties. Additional value losses due to reduced agricultural income and stigma effects for potential purchasers may also be realized.

Overall, the proposed Air Force bomber training activities will effectuate a transfer of wealth away from those properties (including both the ranch properties and ranch home properties) subjected to low-level, high-speed military warplane overflight activities, encroachments, loss of air rights, and the associated effects, to those properties that are not so encumbered. The properties not so encumbered include those over which the Air Force determined to locate its operations away from, such as several populated areas, and some other developed ranch and farm areas.

The definition of the highest and best use of the subject properties includes that use which is legal, achievable, and returns the highest rate of return or value to the property owners. The subject properties' highest and best use is as private recreational land, cattle ranching, and commercial recreational uses. Land prices in this west Texas area tend to capture and reflect the potential for future development of approximately 40-plus acre tracts as long-term land investments, semi-desert/mountain retirement sites, and weekend home sites. The rapid growth of the American southwest and in particular the San Antonio, El Paso, and Dallas/Fort Worth metropolitan areas as well as the growing popularity of the Trans Pecos region of Texas as a tourism destination has resulted in the

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subdivision of some larger ranch properties. The Arizona, Nevada, and New Mexico subdivision trends in the desert southwest have started to occur in west Texas.

The region's existing low levels of noise pollution, clean air, quiet clear skies, clean water and natural beauty has increased the potential and attractiveness for such development in the area. Private "wilderness" or nature retreats as a highest and best use is presented in an article by Wilson (1991). In his "Case for Environmental Real Estate Market," he concludes that "if environmental real estate is a contemporary market, real estate counselors need to recognize that supply and demand factors influence its value." The U.S. government's purchases, for condemnation at market value, of approximately 50 million acres of wildland and related areas for the national park system since 1970 is confirmation that such a market exists and is the highest and best use of land in particular areas, including the subject properties.

The increasing tourist pressure on the very limited number of Texas natural national parks (including Big Bend National Park) and state parks has created an increasing demand and increasing rents for recreational and hunting access to private lands. Hunting leases, camping sites, bird watching, eco-tourism, and hiking access "day" fees form a significant portion of the economic value of the subject properties.

Nature retreat/reserve use, agricultural operations and recreational income/rents (whether realized or consumed by the owners) all operate in concert as the current highest and best use of the subject properties. The importance of hunting and eco-tourism income is important to ranchland owners, including the owners of the subject properties, because this income stream is less volatile than agricultural income and has relatively lesser expenses associated with the activities thus generating a net operating income.

BR-2 The RBTI DEIS does not provide any specific analysis of how warplane overflights will avoid or give reasonable notice of being closer than 500 (or even 300) feet to any person, vessel, vehicle, or structure. Ranching employees, their horses, hunters, hikers, bird watchers, eco-tourists, recreational guests, and campers may be subject to excessive noise event exposures (even at a 500-foot overflight) on a random, uncontrollable basis. The value implications to the desirability, marketability, and mortgagability of these properties is serious.

The capitalized value of one bighorn sheep mature ram with a $50,000 present value in the current Texas sporting market is $500,000 ($50,000 ÷ .10 cap rate = $500,000) or $1,660,000 rounded at prevailing rates of return (.03 or 3% cap rates) on many ranches in Texas ($50,000 ÷ .03). The loss or migration of these sheep or potential populations equates to a significant loss of property value of the owners of the subject property.

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The potential for temporary disturbance to vacationers and others in the region has a concomitant long-term effect to private ranch owners who lease or charge access fees for hunting and recreation. However, the DEIS does not address this potential impact for private property value implications.

The RBTI DEIS discussions effectively discount the importance and value of traditional ranching, ranching families, and ranching as a way of life for owners, employees occupying the land full time, and visitors who pay to experience the Texas ranching culture. The Texas ranching culture, its equipment, livestock, and improvements are a way of life that has actual and realizable value for both the property owners and those recreational, nature tourism, and other guests who pay to experience and visit part of that culture and lifestyle.

Previously, the Air Force acknowledged that overflying military aircraft, even at 500 feet above ground level "may startle, annoy, or disturb sleep of people exposed to [such] noise levels." *See* USAF, ALCM/Talon MOA Final EA (June 9, 1997) at 4-11. The land use and value implications of this noise exposure, disturbance, and annoyance in regard to the highest and best use of the property can be severe.

Military jet aircraft overflights through private land airspace that occur at non-scheduled times can have serious economic implications to property values, including both land and residential (home) values. In the real estate appraisal literature, noise is considered to be unwanted sound and its impact on real property market values is compensible. The diminution in market value due to noise value can and should be found in the marketplace through effect on values, rental rates, or income. *See, e.g.*, Joe Kern, *Noise: Is It Compensible? How Is It Measured?*, 43(2) Real Estate Appraiser Journal 31-38 (1977). The dollar value required to cure or replace the areas affected by noise (unwanted sound) is the measure of the damage to the value of the property for special use properties such as the subject properties which are recreational and ranch properties.

BR-4 Research in the real estate appraisal literature has identified, reported, and developed the Noise Depreciation Sensitivity Index (NDSI) which provides an indication of the percentage change in property value per decibel change in the noise level for affected real properties. The NDSI was based on summaries of the results of studies from 13 different airports, and considered the impact of commercial aviation traffic on real estate values in the urban environment. The NDSI reported that the majority of the percentage change in property value per decibel (measured as the L_{dn} day-night average) was from .50 percent to .60 percent per decibel, with the mean value at .58 percent reduction in value per each decibel level increase in the noise impact. *See* Marvin Frankel, *Aircraft Noise and Residential Property Values: Results of a Survey Study*, The Appraisal Journal, January 1991, at 96-110.

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Applying the NDSI approach to representative properties in the region and the noise impact increases from the significant bomber overflight increases outlined in the DEIS, a property value impact to the subject properties of at least a 4 to 5 percent reduction from the RBTI actions, and a cumulative reduction of 12 to 13 percent, would be expected. This reduction is based on the mean per decibel reduction of .58 percent of value with a decibel level increase of approximately 7 dB on some portions of the RBTI routes that overlay ranching properties. *Compare* USAF, Proposed Expansion of German Air Force Operations at Holloman AFB, NM, FEIS (1998) at 3-17 (55 dB baseline for reference point 43) *with* RBTI DEIS at 4-31, 4-32, and 4-41 (62 dB noise level for equivalent route segment following proposed Alternative B or C). This reduction estimate is a tentative figure based on the poor data presented in the DEIS which is often missing information that would be used for a more descriptive valuation analysis. In other areas, background noise levels in sparsely developed desert areas of the southwest may be below 40 L_{dn}, and the FAA has previously concluded that 30 dB CNEL (a measure similar to L_{dn}) is a reasonable estimate of background noise levels in completely undeveloped desert and mountain areas.

Applying these previously accepted background noise level figures for the representative properties, and comparing them with the projected noise levels presented in the EA at page 4-4, yields a projected cumulative dB increase of approximately 22 dB from Air Force overflights depending on the particular route segment under consideration over the subject properties. Applying the .58 percent per decibel property value decrease factor to the 22 dB increase over natural background noise levels for the subject property yields a projected cumulative property value decrease of 12 to 13 percent for the subject properties.

Significantly, the actual property value decrease from the proposed actions could be significantly greater given the much greater annoyance with low-level, high-speed military training route overflight noise in rural and wilderness areas as measured by and acknowledged by previous Air Force research. As mentioned above, the NDSI figures were developed from surveys of airport studies using commercial airport traffic in urban environments. The Air Force has noted in other research and publications that overall annoyance of residents beneath military training routes averages 11.7 times greater than its model predictions. Researchers working for the Air Force have also stated that the general dosage-response relationship for annoyance from transportation noise applied by the Air Force cannot be directly applied to outdoor recreational settings. Thus, the anticipated property value impact likely would be higher here, and could be as high as a 25 percent or more decrease in value.

It is important to note again that the valuation depreciation estimates above are based on the poor and spotty information presented in the DEIS, and that the DEIS does not present complete (or even field-measured baseline data)

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that would allow for a more descriptive assessment of negative property valuation impacts to be made. Significantly also, the Air Force in the DEIS analysis makes no effort to undertake such an evaluation of property valuation impacts to private property from its activities immediately above the ranching and other properties beneath the expanded routes, where such activities transit through the airspace of the affected properties.

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VII. The DEIS Fails to Contain an Adequate Discussion of Measures to Mitigate Adverse Environmental Impacts.

An "important ingredient of an EIS is the discussion of steps that can be taken to mitigate adverse environmental consequences." *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 351 (1989). NEPA requires a "reasonably complete discussion" of possible mitigation measures. *Id; see also Citizens Advocates for Responsible Expansion v. Dole*, 770 F.2d 423, 432 (5th Cir. 1985) (EIS must include identification of measures to mitigate "to the fullest extent possible" harmful effects to environment). "Without such discussion, neither the agency nor other interested groups and individuals can properly evaluate the severity of the adverse effects." *Robertson*, 490 U.S. at 352. A reasonably complete mitigation discussion helps guarantee that the decisionmaking agency has taken a "hard look" at the environmental consequences of the proposed action. *Id.*

The CEQ regulations require that an EIS address mitigation measures in evaluating the proposed action, alternatives to proposed actions, and environmental consequences. 40 C.F.R. §§ 1502.14(f), 1502.16(h), & 1508(25)(b). The Air Force must address mitigation measures in explaining its decision. 40 C.F.R. § 1505.2(c). *See also* Department of the Air Force Environmental Impact Analysis Procedure Regulations, 32 C.F.R. § 989.22. According to the CEQ, the mitigation measures discussed in an EIS "must cover the range of impacts of the proposal." CEQ's Forty Most Asked Questions Concerning CEQ's NEPA Regulations, 46 Fed. Reg. 18026, 18031. Furthermore, "[a]ll relevant, reasonable mitigation measures that could improve the project are to be identified, even if they are outside the jurisdiction of the lead agency . . . ." *Id.*

The CEQ regulations define mitigation to include:

> (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
> (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
> (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.

> (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
> (e) Compensating for the impact by replacing or providing substitute resources or environments.

40 C.F.R. § 1508.20.

The Air Force's complete failure to address mitigation measures in the DEIS is in clear violation of NEPA's "reasonably complete" discussion standard. Despite the Air Force's recognition in the DEIS of several potentially adverse affects resulting from the proposed alternatives, there is no discussion of measures to mitigate these adverse effects, some of which are of significant magnitude. *See* DEIS, ES-3. This oversight on the part of the Air Force to include any discussion of measures to mitigate adverse effects violates NEPA's underlying purpose of requiring the decisionmaking agency to "conduct an exhaustive environmental review of the impacts of the proposed action" and to "mitigate to the fullest extent possible harmful effects to the environment." *Citizens Advocates for Responsible Expansion*, 770 F.2d at 432.

A. Airspace and Aircraft Operations.

The DEIS acknowledges that the establishment of new military airspace and increased military aircraft traffic will result in an increase in military sorties under each of the proposed alternatives. Even under the most favorable baseline flight numbers used by the Air Force, the number of sorties on Alternatives B and C will increase up to 6 flights per day, and under Alternative D up to 10 sorties per day. DEIS, ES-3. While the DEIS recognizes that the airspace impacted by its proposed alternatives is routinely used by civilian aircraft for travel, recreation, and ranch support purposes (including by Commenters), the Air Force has not proposed any mitigation measures to identify or avoid private airfields or aircraft, to post notices concerning when it will be using the proposed airspace, or to coordinate scheduling to avoid conflicts despite its recognition that such scheduling is necessary. *Id.* 4-28. Instead, the Air Force places the burden on civilians to obtain this information from non-military sources. *Id.* at 4-3.

B. Land Management and Use.

The DEIS states that noise levels resulting from its proposed alternatives will result in increases of up to 18 dB for Alternatives B and C, and up to 13 dB for Alternative D. *Id.* at ES-3. Furthermore, the DEIS acknowledges that this increase in noise level, which will result in impacts as high as an additional 16 DNL for some communities underlying its proposed routes, "could be perceived by some people as affecting their quality of life." *Id.*

In apparent response to this adverse effect on the local communities, the DEIS states that "all aircrews adhere to FAA avoidance rules" which includes avoiding "congested areas of a city, town, settlement, or any open-air assembly of persons by 1,000 feet" and "any person, vessel, vehicle, or structure by 500 feet." DEIS, 4-5. Although the Air Force has set forth in detail the specific flight paths for its bomber aircraft through the proposed MTRs, MOAs and ATCAAs, it has not made any effort to identify any of the categories of sites and structures identified in the FAA rules except for the largest cities in the area. Without any prior identification of these sites and structures, it is highly unlikely that Air Force pilots flying bomber aircraft at speeds as high as 550 knots at 300 feet AGL will be able to comply with FAA rules as well as other legal protections afforded to citizens who are subjected to such intrusive actions by the U.S. military. Even if such surveys are done prior to route approval, the failure to include this information in the DEIS defeats the purpose of the mitigation discussion requirement of allowing the public and decionmakers to gauge the true extent of anticipated effects.

C. Wildlife.

The DEIS states that the proposed alternatives would result in adverse impacts on wildlife and a number of threatened or endangered species including aplomado falcons, peregrine falcons, bald eagles and Mexican spotted owls. *Id.* at ES-4. Furthermore, the DEIS acknowledges that the U.S. Fish and Wildlife Service "considers low-altitude overflights as potentially significant to these species." *Id.* Despite this acknowledgment, the DEIS fails to explain how the Air Force proposes to protect these species and to prevent further decline in species' population levels and habitat.

D. Cultural Resources.

The DEIS states that the proposed alternatives could adversely impact one archaeological site under Alternative B, two under Alternative C, and five under Alternative D, *id.* at ES-5, as well as several additional sites listed on the National Register, *id.* at table 4.5-13. Despite this recognition and its acknowledgment and that the "impacts to these sites could be avoided in most cases or mitigated to insignificant levels," *id.* at ES-5., the DEIS contains no discussion whatsoever of how such impacts can or will be avoided or mitigated.

E. Recreation.

There is no discussion of potential mitigation measures (such as flight path adjustment or increases in minimum altitudes) for recreation impacts. The DEIS analysis should discuss mitigation measures based on the full scope of potential mitigation as described in the CEQ regulations. 40 C.F.R. § 1508.20.

F. Summary.

The shortcomings in the mitigation analysis identified here and similar shortcomings in other sections of the DEIS entirely undermine the public disclosure and informed decisionmaking purposes of NEPA. These shortcomings mandate that the DEIS be redrafted to contain the reasonably complete identification and discussion of possible mitigation measures required by NEPA. The development of these mitigation measures cannot be deferred until a Record of Decision is issued. NEPA must be complied with at this stage of the proposed action if decisionmakers and the public are to carefully consider detailed information on significant environmental impacts at the time the decision on the Air Force's proposals is made.

CONCLUSION

As set out above, the Air Force and cooperating agencies have failed to comply with the full scope of their NEPA obligations here. The myriad flaws in the DEIS noted in these comments have undermined NEPA's twin goals of informed decisionmaking and informed public participation. *California v. Block*, 690 F.2d 753, 761 (9th Cir. 1982). Furthermore, the DEIS shortcomings discussed here "are not mere legal nitpicking, but go to the heart of the NEPA process." *California v. Bergland*, 483 F. Supp. 465, 493 (E.D. Cal. 1980), *aff'd in part sub nom. California v. Block*, 690 F.2d 753 (9th Cir. 1982). Because the DEIS has failed in so many crucial respects to comply with the NEPA standards for EIS preparation and analysis, the Air Force should withdraw the DEIS and prepare a new DEIS that fully responds to the issues raised in these comments.

Respectfully submitted this 16th day of June 1999.

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H.E.P.A., INC. 001130
Heritage-Environmental
Preservation Assoc.
, Snyder, TX

June 11, 1999

BY FEDERAL EXPRESS

Major Brent Adams, RBTI EIS Project Mgr.
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: RBTI Draft Environmental Impact Statement (DEIS)

Dear Major Adams,

Enclosed herewith, please find written comments on the RBTI DEIS prepared by H.E.P.A., Inc. on behalf of its membership which now totals over 900 persons. As you are probably aware H.E.P.A., Inc. is a non-profit corporation organized in 1998 primarily by residents of West Texas concerned about the proposed RBTI. Our membership is mostly concentrated in the area underneath the proposed Lancer MOA in what is referred to as Alternative B in the DEIS.

We have reviewed the DEIS in great detail and believe that it is not acceptable in its present form to serve its legal purpose under NEPA for reasons set out in detail in this response document. We remain adamantly opposed to implementation of Alternative B in the DEIS.

We trust that you will address the issues we are raising in this response document in the final EIS. Many of these very same issues were raised during the scoping process yet were not addressed in the DEIS.

Very truly yours,

John F. Oude, Chairman
H.E.P.A., Inc. Legal Committee

JFO/s
Enclosures
CC:
Congressman Charles W. Stenholm
Congressman Henry Bonilla
Congressman William Thornberry
Senator Phil Gramm
Senator Kay Bailey Hutchinson
Federal Aviation Administration
Environmental Protection Agency

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H. E. P. A., Inc.

Heritage-Environmental Preservation Association, Inc.

Response to

Realistic Bomber Training Initiative

Draft Environmental Impact Statement

March 1999

H. E. P. A., Inc.

Snyder, TX

June 1999

H. E. P. A., Inc.

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INTRODUCTION

This document compromises the written comments on the Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement (DEIS) submitted by H. E. P. A., Inc., P. O. Box 209, Snyder, TX 79550. This written comment document is organized in a fashion so that it tracts the DEIS released in March 1999 section to section and where necessary page references relate to pages in the DEIS and quotes are taken from the pertinent sections referenced in the DEIS.

Sources quoted or referenced in this written comment will be indexed in the Appendix to this document.

Chapter 1. PURPOSE & NEED FOR PROPOSED ACTION

1.1 INTRODUCTION

PD-41

The map in Figure 1.1-1 of the DEIS on page 1-1 is misleading in that it indicates B-1 and B-52 aircraft have to fly to Wyoming and Utah for current training. However, a lot of current training is done at bases closer to Dyess and Barksdale.

1.2.1 BOMBER AIRCREWS TRAIN FOR A VARIETY OF MISSIONS

On page 1-4 the DEIS states,

> "Currently, bombers are an integral part of the Air Expeditionary Force concept."

A USAF fact sheet titled "United States Air Force Expeditionary Force Experiment (EFX)1998" (H. E. P. A. Appendix L) states:

> "What is EFX 98?
>
> Air Force chief of Staff views EFX 98 as an experiment that combines live-fly, simulations and technologies into a seamless warfighting environment to rapidly evolve and mature:
>
> 1. Air Force Core Competencies
> 2. Applications of Decisive Air and Space Power
> 3. Improved Command and Control (C2) Capabilities.

> For the ASC2A, EFX 98 is both an opportunity and a challenge to provide a first of its kind experiment that combines live-fly missions, simulation and leading-edge technologies all focused on rapidly fielding improved warfighting capability."

Is the USAF proposing to conduct a "first of its kind experiment" over citizens, livestock, wildlife, and 9.2 million acres of private land?

1.3.1 NEARBY TRAINING ASSETS DO NOT SUPPORT REALISTIC COMBAT TRAINING

The Air Force states in 2.1.1 (page 2-8),

> " The overlapping area within approximately 600 NM was defined as the search area for identifying the alternatives. This distance represents the maximum extent that a B-52 or B-1 aircraft conducting a training sortie could travel & still achieve the defined training goal while minimizing transit time (refer to section 1.3.3). Individual units at bases must complete a specified number and type of sorties based on the mission, training program, available aircraft, and personnel. These sorties must be completed using allocated flying hours based on funding from Congress. Dividing the number of required sorties into the flying hours yields an average sortie duration."

The Realistic Bomber Training Initiative (RBTI) proposal seems to be based on the premise that both B-1 and B-52 must train on the same site. This site must be located within a 600 NM radius of overlap from both bases so described in Appendix A, Figure A-1.

In the DEIS Appendix A, Table A-1 and Table A-2 shows the maximum distance of B-52 and B-1 based on optimum average sortie duration (ASD) to be 617.5 nm and 600 nm respectively. Tables A-1 and A-2 show that every sortie spends 60 minutes in air refueling even though a B-1 has a range of intercontinental unrefueled, a B-52 has a range of 8,800 miles unrefueled. If these aircraft did not refuel every sortie, it would extend the maximum distance of 600 nm that was determined by the USAF to be the maximum outbound or inbound distance to meet optimum average sortie duration (ASD) goals. In essence, it would change **Figure A-1 Average Sortie Duration Radii from Barksdale and Dyess AFBs** to radii for B-52 of 678 nm and for B-1 of 660 nm.

PD-26

Do B-1 and B-52 air refuel every sortie? What is the nautical mile distance from Dyess AFB to Colony ESS in Wyoming; to Granite Peak ESS in Utah; to Melrose ECR in New Mexico; to Claiborne, Louisiana range; Davis-Monthan AFB, Arizona; Ellsworth AFB, South Dakota; Smokey Hill, Kansas; Fort Huachucha, Arizona; Peason and Fullerton Military Reservation, Louisiana; and Poinsett, South Carolina; Nellis AFB, Nevada; Everton ESS, Arkansas; and La Junta, Colorado?

What is the nautical mile distance from Barksdale AFB to the AFBs and ranges listed above?

What is the current percent utilization rate, number of sorties, and number of flight hours conducted at each of the above mentioned AFBs and ranges by B-1 and B-52 bombers?

There are at least 5 existing or scheduled FY99 sites that would appear to meet the Air Force criteria. These sites already have the Electronic Scoring Sites and Electronic Combat Ranges necessary (i.e. SEEK SCORE, MUTES, TRAINS and Mini-MUTES).

Smokey Hill, Kansas

Claiborne, Louisiana

Cannon AFB, New Mexico

Fort Huachucha, Arizona

Peason and Fullerton Military Reservation, Louisiana

Smokey Hill, Kansas is within the overlap radius of 600 nm to both bases. It is scheduled for integration into the Route Integration Instrumentation System (RIIS) in FY99.

Claiborne, Louisiana is within 40 miles from Barkesdale AFB and within the 600 nm radius of Dyess AFB. It is located on Federal land and is scheduled for integration into the RIIS in FY99. Both of the above sites contain SEEK SCORE, MUTES, and TRAINS with Mini-MUTES.

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Cannon AFB, New Mexico (Melrose Range) is also within the 600 nm radius overlap area. This range also contains all equipment necessary and is located primarily on Federal land. In 1993 aircrews from Barksdale were the second largest users of the Melrose Range.

Fort Huachucha, Arizona is part of the Joint Interoperability Test Command and is a major range and test facility base. It contains real estate at Willcox Dry Lake and Gila Bend. It has a variety of threat emitters and is free from air congestion. Fort Huachucha is within the 600 nm radius for Dyess AFB and is located on Federal Land.

The Fullerton and Peason Military Reservations are part of the huge complex making up Fort Polk. Fort Polk is within 100 miles of Barksdale AFB and within the 600 nm radius for Dyess AFB. It is part of the Joint Service Participation (JRTC). Air Combat Command currently provides air combat forces to include fighter aircraft at these locations. The " Reservations" already contain the equipment needed and are located on Federal land.

PD-4 If these alternative sites were considered, why were they not acceptable?
If these sites were not considered, why not?

1.4.1 A VARIETY OF LINKED AIRSPACE IS NEEDED TO SUPPORT TRAINING

PD-27 The margin note on page 1-12 says,

> "MTRs may be defined with floors below 300 feet, but RBTI bomber aircraft would not fly below 300 feet."

In what document will this guarantee be made?

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Chapter 2. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

2.1.2 ALTERNATIVE IDENTIFICATION METHODOLOGY

There is some confusion over the average sortie duration. In this section the Air Force states proposed average sortie duration of a B-52 is 4.6 hours (276 minutes) and a B-1 is 4.3 hours (258 minutes).

Fig 1.6-1 Comparison of Optimum, Current and Proposed Training for B-52 and B-1 Bombers shows proposed sortie duration of a B-52 is 350 minutes and a B-1 is 305 minutes.

PD-28 The sortie duration difference between the two is 74 minutes for a B-52 and 47 minutes for a B-1. Which is the correct information? Which duration were the noise studies based on? The amount of flight time in Lancer MOA and MTR has a direct bearing on all studies of noise, annoyance, etc. that were done for this proposal.

PD-29 The DEIS never stated the number of proposed sorties in the entire document, it only refers to sorties – operations ("during a single sortie, an aircraft may conduct several sortie operations"). If the Air Force will not disclose the number of proposed sorties - the citizens will have no idea of the total number of flight hours in the Lancer proposal.

We need this information to fully evaluate the DEIS.

2.1.3 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD

AF-30 On page 2-16 under the heading Move Bombers, the USAF indicates that this is not possible because the USAF would have to ask for Congressional or Presidential authorization. Why can't this authorization be requested?

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2.4.1 ELEMENTS COMMON TO ACTION ALTERNATIVES

Ground Operation's

On page 2-30 the DEIS says:

> "Emitters generate radio frequency (RF) emissions. The Air Force has established safe energy levels and separation distances for humans, fuels, and electroexplosive devices relative to different types of RF emitters."

According to USAF Current Technology Needs # 1419 and Needs # 1007 (H.E.P.A. Appendix E), safety research concerning RF radiation from emitter systems has not been finalized.

Need # 1419 says:

> "The issue of biological effects of ultra-wide band, fast rise time electromagnetic pulses will be the focus of technology development in FY97. The rapidly advancing development of emitter systems capable of producing these unusual pulse shapes dictates that data be gathered upon which to base health and safety standards for human exposure to such pulses. These studies, begun in FY94, will be greatly expanded in FY97 to include a wide range of candidate emitter systems being tested at various tri-Service facilities. In collaboration with Phillips Laboratory, Kirtland AFB NM, these studies will focus on whole animal exposures and will evaluate exposure effects on a wide variety of teratological, behavioral, biochemical, and physiological endpoints. This effort will incorporate detailed anatomic propagation studies to identify areas in the body subject to excess energy deposition. Algorithms to define direct microwave scattering from full complex, three-dimensional objects will be available in FY97. Algorithms for the full human body and specific organ calculations will be established in FY98. Preliminary studies with cell and subcellular preparations have been accomplished and further studies will continue. A study of tissue acoustic response to wideband signals will occur in FY97. The results of these investigations will be used to update the current interim guidance for safe human exposure to these emissions, which will be issued to the laboratories in FY97. A reassessment of wideband exposure standards will occur in FY00."

Early on in the scoping process we requested information on radio frequency hazards as it relates to the proposed emitter sites. We received **AF0SH Standard 161-9 Attachment 5** in response to that request. This document speaks of the biological effects of radio frequency radiation as follows:

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Biological Effects

"The preponderance of studies reported to date has not defined any deleterious health effects from exposure to RF energy below a SAR of 4W/kg. Studies that have been reported which show effects below a SAR of 4W/kg either report effects which are not considered hazardous, or effects which have not been substantiated by replication in other laboratories. Extensive research continues in order to establish the validity and true nature of these effects. SAM-TR-87-03 provides a critique and summary of the relevant. RF bioeffects literature to date, and is periodically updated to maintain currency with the extensive research underway in the world today."

Microwave Hearing Effect

"The so-called "microwave hearing effect" has been known for more than 30 years and consists of an audible sound which seems to originate within or near the head. The sensation is described as a clicking, buzzing, or chirping sound depending upon the pulse repetition rate and pulse width of the incident RF radiation. The mechanism responsible for the sensation is similar to that produced by ordinary sound. The pulse of RF energy appears to produce a thermoelastic wave or pressure wave described as a cochlear microphonic. This wave is conducted by inner ear structures to receptors, and then by nerve impulses to the brain as in ordinary sound perception. For 15 microsecond pulses the threshold for this response is approximately 700 mw/cm2. Most operational systems will not produce power densities in accessible locations that reach this threshold. This effect, of itself, is not considered to be hazardous. However, any reports of this effect should be treated as a possible overexposure and carefully investigated."

Ophthalmologic Considerations

"RF energy has been shown to produce cataracts in experimental animals when the exposure is sufficient to raise the temperature of the lens to around 41-degree Celsius. In rabbits, exposure for 1 hour to 2450 MHz radiation to 100 mw/cm2 is sufficient to induce a cataract."

Indirect Biologic Effects

"Electronic medical prosthetic devices such as artificial cardiac pacemakers can respond to pulsed RF radiation fields. Most modern devices are however, insensitive to the RF radiation levels encountered in areas where persons are allowed unrestricted access by this standard. Significant disruption of normal pacemaker function requires RF radiation signals having a primary frequency between 0.1 and 5 GHz, pulse widths of greater than ten microseconds, and electric field strengths greater than 200 v/m. It is, however, prudent for individuals dependent on such devices to recognize the possibility of interference and avoid controlled areas."

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Metal Implants

" Little is known concerning the interaction of RF radiation with metal implants such as cranial plates or orthopedic pins. However it is thought that the PELs in this standard provide adequate protection against harmful effects from any interaction with such implants, and no instances of adverse reaction to RF fields from metal implants have been reported."

"The PELs given in this standard are the result of extensive scientific research on the characteristic of RF radiation interactions with living organisms. The frequency dependent interactions of RF radiation with geometric and biological objects, including humans, have been published in the "Radiofrequency Radiation Dosimetry Handbook", SAM TR-85-73. Data in this handbook can be used to determine the incident power density as a function of frequency to limit whole body SARs to 0.4 w/kg or less and may also be used to extrapolate exposures causing effects in animals to those in man required to produce the same SAR."

The actual RF energy level and specific absorption rates (SAR) of the emitters were never discussed in the DEIS or in the information we received as the result of our request. What are these levels? The citizens must not be subjected to unknown emitter health hazards.

PD-30 The RF energy level and specific absorption rates (SAR) of emitters, radar jamming devices, MUTES, TRAINS, SEEK SCORE, Mini-MUTE, radar radio equipment or any other ground equipment or aircraft equipment that would involve the use of any type of radiation (nonionizing and ionizing radiation) must be disclosed to the citizens and addressed in the DEIS. What are they?

The Air Force sent letters to landowners in the targeted emitter site areas in 1997 requesting right of entry. The letter states:

> "The United States Air Force is considering development of electronic emitter sites in your area. The emitters are transmitting devices that simulate enemy radar ... "

However, the letter never stated anything about RF radiation emissions or that testing was not complete. Nor did it mention the potential health effects of microwave hearing, cataracts, pacemaker malfunction, metal implants or other unknown deleterious health effects. Most

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GE-27 people thought it was satellite operated. The letter was misleading and improper and permission for right of entry was improperly requested and or granted.

PD-30 The DEIS makes no mention of how radio frequency emissions would affect microwaves, cellular phone use, radio and television transmissions, private business mobile radio frequency and stations, etc.

These subjects need to be addressed. If emitter radio frequencies would in any way affect the above communication systems in current use, the citizens need to be aware of these issues.

2.4.2 ALTERNATIVE B:IR-178/LANCER MOA

Clarification is needed on the subject of the primary and secondary MTR's underlying the proposed Lancer MOA.

1.) Currently Reese 4, Reese 5 and Roby MOA have IR-178/128/180, IR-154, and VR-1116 underlying the MOA's. **Figures 2.3-1 Alternative A: No-Action** shows IR-178 segments ASAT, ARAS, AQAR, and APAQ underlying the proposed Lancer MOA. In the DEIS Appendix C, **Table C-1** shows the current altitude structure of these segments: ASAT (7000' MSL to 11,000'), ARAS (200' AGL to 7000'), AQAR (600' AGL to 7000'), and APAQ (200' AGL to 7000').

PD-31 **Table C-2 Proposed IR – 178 Corridor Altitudes and Widths Under Alternative B &C** do not show these segments. No other table in the DEIS concerning the Lancer Alternative makes reference to these segments.

However, on **Figure 2.4-4 Alternative B: IR –178/ Lancer MOA Proposed Airspace Modifications** these segments are not designated as eliminated airspace.

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PD-31 If there are in fact segments of IR-178 underlying the Lancer MOA that the Air Force plans to use - they have been totally deleted from this study. The citizens need clarification on this issue.

AO-73 **2.)** Were the primary and secondary MTR's –178/128/180, IR-154, and VR-1116 underlying the proposed MOA included in the studies on noise, annoyance etc. that were done for the Lancer MOA? The floor of IR-154 is the surface to 5000' MSL and will be used by F-16's

PD-32 that have a potential speed of Mach 2 (2 times the speed of sound). VR-1116 has a floor of 200' AGL and will be used by B-1 aircraft with a speed potential of Mach 1.2. These primary and secondary MTR's would have a cumulative noise impact with the Lancer MOA.

Can these MTR's, VR's and IR be utilized by aircraft in the RBTI? If not, why not?

IR-178/128/180 segments ASAT, ARAS, AQAR and APOQ have floors described above, but there is no information pertaining to use of these segments of the MTR.

We find no mention of the noise, annoyance, etc. related to these segments of IR-178 even though they underlie the proposed Lancer MOA and would certainly have a cumulative noise impact.

2.) Further clarification is needed relative to the statement on pages 2-32 that

> "Roughly 10 percent of the area outlined by the proposed Lancer MOA/ATCAA would consist of new airspace not currently covered by a MOA or MTR."

What is the percent of new cubic airspace used in the proposed Lancer MOA including the new ATCAA?

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Chapter 3. DESCRIPTION OF REGIONAL ENVIRONMENT

3.3 TRADITIONAL LIFESTYLES AND QUALITY OF LIFE

Under Ranching and Family on page 3-9 it states:

> "At the same time, a threat to their quality of life may also be seen as resulting from government acquisition of private land."

BR-7 Yes, it does. Peace, quiet, and solitude are a major part of the rural citizen's way of life, and one of our most valuable natural resources. The Federal domain in the United States covers a third of the nation at present, more than 700 million acres, a public trust unmatched in the world. (Ref: - National Geographic Society 1996). To see the government taking private land for use in military operations is a travesty of grave concern to the private property rights of all Americans. When 1/3 of the nation is not enough land to satisfy military operations you must question the validity of military needs vs. military wants. When the military has free reign to dictate over public and private lands, in a peacetime environment; it becomes an issue so frightening as to shake the very foundations that our country is based on.

The Lancer proposal would overlie 9.2 million acres of private land - making it the second largest Special Use Airspace within the United States.

BR-5 The Air Force proposal would subject citizens to combat conditions on their own private property. This property was bought and paid for by citizens through a lifetime and sometimes several lifetimes of hard work.

The citizens of Lancer pay tax dollars to fund Air Force training. The Air Force must not expect the citizens living under the Lancer proposal to make up for the financial shortcoming of funding from Congress.

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How much money is saved by the Air Force in going forth with RBTI in the Lancer proposal?

BR-4 What is the economic cost to the rural citizens underlying the proposal?

Why should rural citizens be asked to bear the economic burden of this proposal? Is anyone going to represent the citizens who are opposed to the RBTI proposal before us?

Chapter 4. AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

4.1 AIRSPACE AND AIRCRAFT OPERATIONS

4.1.1 METHODS AND APPROACH

Airspace Management

Table 2.4-3 Comparison of Existing and Proposed Area Under Alternative B: IR-178/Lancer MOA

shows that total proposed airspace is 10,897 square Nautical Miles. (14,416 square statute miles; 9,225,907 acres).

According to information published by Hill AFB, "The Utah Test and Training Range (UTTR) is the largest DOD Special Use Airspace within the Continental United States in comparing airspace starting at or near the surface.... UTTR encompasses 12,574 square nautical miles (16,651 square statute miles) of airspace. There are 2.3 million acres of Department of Defense land under UTTR airspace". The rest of the UTTR airspace overlies wilderness areas and national forests.

If approved, the Lancer proposal will be the second largest DOD Special Use Airspace within the Continental United States - 97 % of which will be over private land!!!!

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The citizens must know the maximum potential utilization rate by sorties and gross capacity of flight hours of the Lancer alternative.

Aircraft Noise Assessment Methods

At this point the DEIS begins discussions on the subject of noise which is a subject involved in many parts of the DEIS. H. E. P. A., Inc. and its consultant, Dr. William Weida, dispute in large measure all the data submitted in the DEIS on the subject of noise and the measurement of noise. In essence, H. E. P. A., Inc. believes that the USAF has significantly underestimated the noise levels that will be experienced by citizens living in the affected areas and their resulting annoyance to those noise levels. On this matter, therefore, H. E. P. A. is submitting a report entitled, "Comments on the Air Force Noise Analysis in the Realistic Bomber Training Initiative Draft Environmental Impact Statement" by Dr. William Weida in Appendix D. It is the opinion of H. E. P. A., Inc. that due to the flaws and misrepresentations on noise measurements contained in the DEIS that the DEIS is invalid.

BR-1

AO-74 Noise varies according to the type aircraft, its altitude and its speed. The DEIS never states at what speed its noise models were based on. The DEIS also fails to state what percent use of each altitude per aircraft that its noise model was based on.

AO-74 **Table 4.1.1 Representative A-Weighted Instantaneous Maximum (L Max) Levels at Various Altitudes** shows type of aircraft and altitude (feet AGL) but no aircraft speeds on which this table is based are shown.

AO-74 **Figure 4.1-2 Noise Levels From an Overflight Last Several Seconds** shows B-52 traveling at 350 knots at 500 feet AGL and B-1 traveling at 550 knots at 500 feet AGL. What speeds were

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AO-74 used to calculate the maximum (L max) levels at 300 feet, 1,000 feet, 2,000 feet, 3,000 feet, 5,000 feet and 10,000 feet? What speeds were used on F-16, Tornado, F-14, F-18, and B2 at each of the altitudes described in the chart? The table needs to include the same information on C-17, C-141, T-38, and T-1 since they will also be flying in Lancer. The table also needs to show the information based on 200 feet AGL since this is the MTR floor.

> "SEL's decrease as altitude increases and vary according to the type of aircraft, its altitude or distance from the observer, and its speed."
>
> "Integrated aircrew training is achieved when all members of the crew are working together as a team to perform the events and activities in sequence, and with the speed and pace of combat." (page 1-4)

What maximum speed is used in actual combat for B-52, B-1, F-16, Tornado, F-14, F-18, B-2, C-17, C-141, T-38 and T-1? We would assume that training would test upper and lower limits of

AO-112 the speed of each aircraft involved. The study has failed to show what noise conditions would result from the maximum airspeed of each aircraft involved at various altitude levels. What speed restrictions would apply to MTR, MOA, ATCAA?

H.E.P.A. Table 4.1 Maximum Speed of Aircraft:

Aircraft	Speed
B-1B Lancer	900 plus mph (Mach 1.2 at sea level)
B-52 Stratofortress	650 mph (Mach 0.86)
F-16 Falcon	1,500 mph (Mach 2 at altitude)
Tornado	1371.6 plus mph (Mach 1.8 +) *
F-14	1371.6 plus mph (Mach 1.8 +) *
F-18	1371.6 plus mph (Mach 1.8 +) *
B -2	High Subsonic *
C-17 Globemaster III	575 knots (Mach .875)
C-141B Starlifter	500 mph (Mach .66)
T-38 Talon	812 mph (Mach 1.08 at sea level)
T-1 Jayhawk	538 mph (Mach .73)

* Exact maximum speed not found

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AO-113 **Tables A-1 & A-2 Maximum Distance-Based on Optimum ASD from Barksdale AFB and Dyess AFB** refer to an airspeed of 420-mph enroute to IR, MTR, MOA and to base. This speed was for transit times to and from base and did not include low level high-speed combat training along MTR and in MOA. However, in **Fig. 4.1-2 Noise Levels From an Overflight Last Several Seconds**, the noise level for B-52 was calculated at 402 mph (61 % of the maximum airspeed), less than the enroute speed, not at "low-level high speed training" conditions.

AO-114 The citizens must be given the exact parameters of speed, altitudes, type aircraft, number of days the noise level was averaged over (260 flight days, or 360 days in a year), number and distribution of aircraft in airspan, number of sorties per day (not sortie operations). In essence the public needs to see the actual work paper prepared for the noise study.

Assessing Aircraft Noise Effects

Discusses annoyance, human health considerations, noise-induced hearing loss, speech interference, and sleep disturbance.

On the subject of "HEARING LOSS", the DEIS states on page 4-13:

> "Studies on community hearing loss from exposure to aircraft flyovers near airports showed that there is no danger, under normal circumstances, of hearing loss due to aircraft noise (Newman & Bettie 1985)."

Conditions of flyovers near airports in urban areas, and at low speeds necessary for take off and landings do not correlate in any way to rural settings of bombers and fighter planes capable of

AO-112 Mach 1.2 and Mach 2 airspeeds at 200 feet AGL conditions. Is it true that some maneuvers contemplated in the RBTI to be conducted in the proposed Lancer MOA could be done at full throttle? Were noise studies conducted for full throttle noise exposure? If not, why not?

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The DEIS states on page 4-13,

> "The conclusion of no risk to hearing loss as a result of low-altitude flight noise is also supported by a recent laboratory study that measured changes in human hearing from noise representative of low-flying aircraft on MTR'S (Nixon, et al. 1993). In this study, participants were first subjected to four overflight noise exposures."

A study based on 4 overflights cannot be compared to conditions of proposed Lancer project, which would consist of:

IR-178	2660 sortie operations
Lancer MOA	2350 sortie operations
IR-154	70 sortie operations
IR-128/180	150 sortie operations
VR-1116	30 sortie operations

These flight operations could last for an indefinite period of time. What are the cumulative effects for 25 years or more?

Dr. Alice H. Suter, Conference Consultant to the Administrative Conference of the United States: Noise and Its Effects (H. E. P. A. Appendix F) states the following:

> "Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. Its progression, however, is insidious, in that it usually develops slowly over a long period of time, and the impairment can reach the handicapping stage before an individual is aware of what has happened. While the losses are temporary at first, they become permanent after continued exposure, and there is no medical treatment to counteract the effect. When combined with presbycusis, hearing loss naturally occurring with the aging process, the result is a premature impairment that grows inexorably with age."
>
> "Because noise damages the ear's ability to perceive high-frequency sounds much earlier and more severely than the low-frequency sounds, individuals with noise-induced hearing loss are at a particular disadvantage in understanding speech."
>
> "As the hearing loss progresses, these individuals avoid social occasions and situations where they must listen at a distance, like church and theater. The eventual result can be loneliness and isolation."

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> "The laboratory allows for strict control of noise level and duration, but the durations are usually relatively short because of the time and expense involved. Also there is some controversy over the extent to which the results can be generalized to humans."

AO-126 The Air Force has used 2 studies that do not relate in any way to the Lancer proposal and concluded there will be "no hearing loss" to the Lancer citizens. Valid "same condition" studies must be cited in order that the "decision makers" have adequate information to make an informed decision. Was Dr. Suter's work considered in the DEIS? If not, why not?

On the subject of "SLEEP DISTURBANCE", the DEIS states on page 4-13:

> "Although considerable progress has been made in understanding and quantifying noise – induced annoyance in communities, quantitative understanding of noise – induced sleep disturbance is less advanced."

It further states on page 4-13:

> "To date, no exact quantitative dose-response relationship exists for noise-related sleep interference…"

If no conclusive studies have been completed on noise-related sleep interference in general or in rural, low altitude, high-speed conditions in specific, how can the Air Force assume "a limited number of noise-related awakenings"? Since "quality sleep is recognized as a factor in good health", the Air Force is assuming that the health of the citizens will not be jeopardized.

On page 4-14, the DEIS says,

> "Annoyance that may result from sleep disturbance is accounted for in the calculation of DNL, which includes a 10-dB penalty for each sortie occurring after 10:00 PM or before 7:00 am. No RBTI alternative generates a noise level of 65 DNL, so all noise levels would fall below the USEPA guideline of 45 DNL."

The above USAF statement seems to be in direct conflict with information contained in the Noise Control Act of 1972, which states on page 28:

> "An indoor L_{dn} of 45 dB will permit speech communication in the home, while an outdoor L_{dn} not exceeding 55 dB will permit normal speech communication at approximately three meters. Maintenance of this identified outdoor level will provide an

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> indoor L_{dn} of approximately 40 dB with windows partly open for ventilation. The nighttime portion of this L_{dn} will be approximately 32 dB, which should in most cases, protect against sleep interference."

AO-115 The citizens need clarification on the different sleep disturbance DNL used by the Air Force (45 DNL) and the one used by the Noise Control Act (32 DNL). Which is correct?

Was an additional 10 dB penalty assessed to account for sudden onset when considering sleep? disturbance?

Appendix G 1.2.1 states:

> "The highest A-weighted sound level measured during a single event in which the sound level changes value as time goes on (e.g., an aircraft overflight) is called the maximum A-weighted sound level or maximum sound level, for short. It is usually abbreviated by ALM, L_{max} or L_{Amax}. The maximum sound level is important in judging the interference caused by a noise event with conversation, TV or radio testing, sleep or other common activities".

However, the Air Force did not use maximum sound levels, but instead used DNL averaged levels as a basis for asserting their assumption of "limited number of noise related awakenings."

AO-26 Many hunters, recreationists and ranchers on roundups sleep outdoors and would not have a 20 dB noise insulation. Have these conditions been taken into consideration? If not, why not?

A similar concern was recently stated by the U.S. Fish and Wildlife Service in their response to the Draft EIS dated May 7, 1999 (H.E.P.A. Appendix O).

> "The discussion of Aircraft Noise Assessment Methods (pages 4-5 to 4-14, and pages 4-23 to 4-24) has limited relevance to assessing impacts on federal lands or resources, such as natural quiet (i.e., the natural soundscape unaffected by human noise sources), or on a park visitor's experience, which may range from a few hours to a few days at most and may occur mostly out of doors seeking such things as solitude, tranquility, and natural environment (including natural sounds). This limited relevance is probably also true for other outdoor recreation and natural areas. While the NPS is still evaluating the utility of noise metrics to assess impacts in the very wide variety of park units, some matters are becoming clear. The Department supports the use of Lmax and SEL metrics in combination with Percent Time Audible and one-hour Leq metrics which have proven to be important for assessing noise impacts on most park resources and visitors. The cumulative metric Day-Night average sound Level (DNL), which is an annualized 24-hour average relevant to residents of an area, has no relevance at all to impacts on a visitor's experience or

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> federal resources. For example, if a visitor's once-in-a-lifetime visit to a NPS area includes a 100+ dB aircraft event of even a few seconds, it may be one of the most memorable parts of the visit, regardless of the event's effect on the DNL. Whether that memory is positive or negative, it will not be part of the purpose of any of the parks in the study area, so it will detract from the intended visitor experience."

BR-1 Yet, the Air Force continues to use DNL as their standard of noise measurement in the DEIS. It should be obvious that the USAF continues to use DNL as it's standard because it tends to artificially "average down" the noise levels to intentionally understate the noise levels to be experienced by residents.

Dr. Alice Suter (H. E. P. A. Appendix F, page 20) states:

> "Noise is one of the most common forms of sleep disturbance, and sleep disturbance is a critical component of noise-related annoyance. A study used by EPA in preparing the Levels Document showed that sleep interference was the most frequently cited activity disrupted by surface vehicle noise (BBN, 1971). Aircraft noise can also cause sleep disruption, especially in recent years with the escalation of nighttime operations by the air cargo industry. When sleep disruption becomes chronic, its adverse effects on health and well-being are well-known."
>
> "As a result of many years of research on the effects of noise on sleep, it is clear that intermittent and impulsive noise is more disturbing than continuous noise of equivalent energy … "

AO-26 The Lancer project must not go forward without definitive sleep disturbance studies based on maximum sound levels and without divulging the information criteria used to calculate the DNL levels. Was Dr. Suter's work on this subject considered? If not, why not?

In regard to Air Force use of studies on annoyance, human health, hearing loss, speech interference and sleep disturbance-

1.) The studies used were for urban settings not rural settings.

2.) Assumptions with no verifiable studies were considered accurate.

3.) Many studies that had totally opposite conclusions were not considered.

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Dr. Alice Suter's report (H. E. P. A. Appendix F, pg. 3) states:

> "Noise has a significant impact on the quality of life, and in that sense, it is a health problem in accordance with the World Health Organization's (WHO) definition of health. WHO's definition of health includes total physical and mental well-being, as well as the absence of disease. Along these lines, a 1971 WHO working group stated: 'Noise must be recognized as a major threat to human well-being.' (Suess, 1973)
>
> The effects of noise are seldom catastrophic, and are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. Although it often causes discomfort and sometimes pain, noise does not cause ears to bleed and noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can indeed impair the quality of life, through a reduction in the ability to hear important sounds and to communicate with family and friends. Some of the other effects of noise, such as sleep disruption, the masking of speech and television, and the inability to enjoy one's property or leisure time also impair the quality of life. In addition, noise can interfere with the teaching and learning process, disrupt the performance of certain tasks, and increase the incidence of antisocial behavior. There is also some evidence that it can adversely affect general health and well-being in the same manner as chronic stress."

On the subject of "HEALTH", the DEIS states on page 4-14:

> "The potential for noise to affect physiological health, such as the cardiovascular system, has been speculated; however no unequivocal evidence exists to support these claims (Harris 1997). Conclusions drawn from a review of health effect studies involving military low-altitude flight noise with its unusually high maximum levels and rapid rise in sound level have shown no increase in cardiovascular disease (Schwartze and Thompson 1993). Additionally, claims about flyover noise producing increased mortality rates and increases in cardiovascular death, adverse effects on the learning ability of middle-and low-aptitude students, increase in admissions to mental hospitals and adverse affects on pregnant women and the unborn fetus are similarly unsupported (Harris 1997)."

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The Air Force uses two studies Schwartze & Thompson 1993 and Harris 1997 to conclude that there are no health related hazards to low-altitude high-speed flight noise. The Air Force has dismissed the many other studies (without even a cursory examination or mention of the merits of these studies) that generated completely different conclusions to the two above mentioned studies. Schwartze & Thompson 1993 and Harris 1997 must be attached in the appendix so the public will be aware of the evidence the studies are based upon.

We are including references here to three studies done in Germany which draw negative conclusions which were apparently ignored in the DEIS.

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These German studies have recently been conducted that address in specific military low-altitude flight noise and health effects.

The study "Acute Circulatory Effects of Military Low-altitude Flight Noise", Michalak, et al. (H. E. P. A. Appendix J) states the following:

> "In the general population unexpected low-altitude flight noise with fast level increase to very high maximal levels often leads to a shock reaction with serious physical effects. Examination of reactions of important functional systems (e.g. cardiovascular) must take place in a real-life situation where the noise exposure is not an expected event."
>
> "An analysis of low-altitude flight noise effects has to take into account dependence of noise impact on several factors. One of these is age."
>
> "Low-altitude flight noise differs from noise from other sources in that it involves very high maximal sound levels and a fast noise level increase at high flight speeds. It has been suggested that noise from low-flying combat aircraft produces strong and potentially dangerous physiological reactions when the noise level rapidly increases.
>
> For this reason we studied the dependence of various circulatory indices (e.g. blood pressure) and of behavioural shock reactions on the speed of noise level increase and on the maximal noise level. The effects of noise on humans often do not decrease with longer exposure time (habituation), but rather increase (sensitization). In animal experiments, there is a relatively rapid conditioning of effects of low-altitude flight noise (Beyer 1983). Conditioning means an increase in sensitivity. Therefore in this investigation of the acute effects of low-altitude flight noise, we also consider the question of sensitization, that is, whether physiological reactivity is changed by repetitive noise stimulation."
>
> "Since the maximum systolic blood pressure increase was the most striking feature of this investigation, we give the individual maximal values for emphasis: Two persons, i.e. 4% of the total group, had blood pressure increases of more than 40 mm Hg after four low-altitude flight noise exposures with Lmax = 106 dB(A) – twice with a slow and twice with a fast level increase.
>
> Behavioural shock reactions were evident only after the two noise exposures with fast level increase. Both exposures led to shock reactions in 10 to 20% of the subjects."
>
> "The results of the control tests are presented in Fig. 7. Noise exposure with a slow level increase did not cause any shock reactions or subjective complaints. Fast level increases, however, resulted in obvious behavioural shock reactions which were observed in 1 to 3 person per group at Lmax = 106 dB(A) and higher levels. Two subjects reacted so intensively to the second exposure with 112 dB(A) that a repetition would have been medically unethical. Because of the low number of subjects in this group, an additional exposure of four persons to 110 dB(A) and a fast level increase, one subject discontinued

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> participation in the experiment because of sickness. In this case the heart rate was raised by 21 beats per minute."

Another study done in Germany by Ising, *et al.* titled "Annoyance and Health Risk Caused by Military Low-altitude Flight Noise" (H. E. P. A. Appendix J) states the following:

> "Summary. Effects of noise of low-flying military jet aircraft were investigated from demoscopic and epidemiological points of view. Areas with different low-altitude flight noise exposure were compared with one another as to subjective annoyance, casual blood pressure and ear symptoms. With the same energy equivalent sound pressure level (Leq), the subjective disturbance caused by military low-altitude flight noise was essentially greater than that due to ordinary flight noise (in the neighbourhood of civil airports). A comparison of several areas revealed that frequencies of ear symptoms (tinnitus lasting more than one hour and permanent hearing threshold shifts of >30 dB) were higher only in areas where maximal flight noise levels considerably exceeded 115 dB(A) accompanied by rapid noise level increases. Blood pressure measurements yielded significantly higher values (group difference 9 mm Hg systolic) in girls living in these highly exposed areas."
>
> "Humans exposed to low-altitude flight noise suffer annoyance, long-term health risks (partly due to continual annoyance), acute functional reactions and possible acute health risks. Recent research on low-altitude flight noise confirms that its effects – especially in quantitative respect – differ from those caused by other types of noise. The public continually complains about annoyance due to low-altitude flight noise although its energy equivalent continuous noise level is comparatively low compared with that of other types of noise. Furthermore, there is public fear of eventual noise-induced health risks.
>
> The intense effects of low-altitude flight noise can be related to its physical characteristics. The unusual physical features of this type of noise are the extremely high maximal sound level and the very rapid increase in sound level in the case of a direct overflight. The maximal sound levels of the most frequent overflights are in the range of 100 to 115 dB(A), but higher levels of up to 125 dB(A) occur, although much less often. Level increases up to 75 db/s and beyond (200 dB/s and more, Spreng, et al. 1988) were measured.
>
> Maximal levels of more than 100 dB(A) with rapid level increases are rarely produced by other environmental noise sources. Levels of 100 dB(A) may be found for instance in the immediate vicinity of civil airports, but here the level increase speed is markedly lower and special noise protection measures are usually taken.
>
> The annoyance due to overflights increases with the maximal sound level and the frequency of occurrence of single overflight events. In spite of the fact that very loud overflights can cause very strong effects, annoyance can be estimated approximately by means of the energy equivalent continuous sound pressure level (Leq) measured in low altitude flight areas. However, the increase in annoyance with Leq is considerably greater in the case of low-altitude flight noise as compared with other noise, e.g. civil aviation noise.
>
> As well as causing the usual effects due to ordinary noise (e.g. acute disturbances in work, communication, recreation and sleep), low-altitude flight noise also causes sleep disturbances even during quiet nights which follow days in which there are many overflights. In the case of small children extreme anxiety states may occur. Overflights interrupt communication of any kind and those with high sound levels and rapid sound level increase are very often accompanied by behavioural shock reactions.

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> The space and time unpredictability of low-altitude overflight noise contributes substantially to the high reactivity of those people exposed to that noise. Near airports, there is, of course, no such space unpredictability because of fixed air corridors.
>
> Such effects are claimed by the majority of those people temporarily or permanently resident in low-altitude flight areas."
>
> "In common types of jet aircraft, a speed increase of 20% beyond 420 kn (778 km/hr) leads to a noise level increase of about 12 dB."
>
> "Any analysis of the effects of low-altitude flight noise has to be based on the physical peculiarities of this kind of noise, its extraordinary high maximal levels and rapid level increases.
>
> In general the principle of energy equivalence is used as a basis for the measurement of varying noise. However, the physiological effects of noise are more intense at higher time discontinuity (e.g. Brandenberger et al. 1980; Follenious et al. 1980). As stress research has shown (e.g. Selye 1976), the compensability of stress effects is strongly attenuated when the momentary exposure exceeds certain threshold, or in other words, when the controlling range is exceeded at the input.
>
> In the context of adaptation characteristics, maximal level and level increase speed are main determinators of reaction intensity. In case of a fast increasing noise, it is conceivable that neuronal circuits cannot adapt and this could lead to an intense and also longer lasting reaction of the autonomic nervous system. Therefore, the unusually high maximal levels and the rapid level increases have to be taken into consideration in any assessment of the potential health effects of this stressor. For the same reason, the effects of low-altitude flight noise are more intense than might be expected from its Leq.
>
> The immediate effect of low-altitude flight noise exposure is annoyance. Furthermore, an acute health hazard for risk persons must be taken into account (Ising and Michalak 1990). In addition, long-term exposure may lead to health risks in both auditory and non auditory domains."
>
> "*Auditory effects*. The ear is protected by mechanisms which are activated by high sound levels (e.g. reduction of sound transmission into the inner ear by the stapedius reflex, decrease of the oscillation amplification of the basilar membrane by a reduction in the active motion of the stereocilia of the outer hair cells which is mediated by efferent nerve fibres).
>
> Since military low-altitude flight noise reaches its maximal level in a short time, several adaptation processes and reflex protection mechanisms are unable to function completely effectively, so that a damage risk to the inner ear is higher than with slowly increasing noise."
>
> "*Non-auditory effects*. Acute stress-induced blood pressure increases in animals can lead to chronically increased blood pressure after long-term noise stress (Peterson et al. 1981) Furthermore, Schächinger et al. (1988) provide empirical data from a prospective study that persons with a high blood pressure reactivity to mental stress have an increased risk for the later development of hypertension. Thus, the size of acute blood pressure responses to noise stimuli seems to determine a possible long-term effect of chronic noise exposure."

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Another study "Specific Features of Military Low-Altitude Flight Noise: Criteria for Risk of Damage and Physiological Effects" by M. Spreng (H. E. P. A. Appendix J) states:

> "Compared with other forms of environmental sound, the sonic impact of military low-altitude flight is characterized by
> - high maximum levels (up to 125 dB lin)
> - rapid, impulsive rises in pressure level (up to 111 dB/s)
> - high concentration of energy in frequency range 0.8 – 4 kHz
> - secondary follow-up oscillations (approx. 30%) up to ca. 90% of the primary maximum level.
>
> **Assessing risk of cochlear damage by means of maximum level and impact time**
>
> "The predominant effect of impulse sound of this kind are irreversible changes and damage to the particularly sensitive, fine, hair-like protein processes of the sensory cells in the basal area of the cochlea, near the stapes.
>
> "Animal experiments have demonstrated that even relatively low sound levels and also relatively brief impact times affect these stereocilia, leading to disarray, fusion, wrinkling, even tilting and disruption, accompanied by changes in the membrane."
>
> "We can see clearly from morphological changes found in animal experiments that such damage does occur to the stereocilia."
>
> "As one might expect, noise from low-altitude flying also influences other physiological functions of the human being."
>
> "That is why low-altitude flight noise, which reaches considerable levels from virtual silence at a high rate of increase, can be expected to exert a particularly pronounced influence on vegetative parameters."
>
> "It is above all the single flight events which clearly illustrate those extreme vegetative changes provoked by low-altitude flight noise such as ISING and MICHALAK recorded in 1990 [2], and which must be classified as dangerous in relation to risk groups."

Why were the results of these studies ignored in the DEIS and a determination of "no impact" made without considering these works? They appear to clearly indicate several significant human health dangers that could be produced by the RBTI.

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On page 4-14 of the DEIS the Air Force states:

> "The potential for noise to affect physiological health, such as the cardiovascular system, has been speculated; however no unequivocal evidence exists to support these claims."

However, the above cited studies by Michalak et al., Ising et al., and Spreng are evidence that studies have been conducted to address low-altitude military flights and the concluding evidence states that there are negative health effects. The Air Force is negligent in not citing these studies but instead claiming no evidence exists.

NEPA regulations Section 1502.22 Incomplete or Unavailable Information states:

> "When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.
>
> (a) If the complete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.
>
> (b) If the information relevant to reasonable foreseeable significant adverse impacts cannot be obtained because of overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:
>
> 1. A statement that such information is incomplete or unavailable;
>
> 2. a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment.
>
> 3. A summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment, and
>
> 4. the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, 'reasonably foreseeable' includes impacts which have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason."

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EPA 1974 "Information on Level of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" states the following:

> "Until more information exists, judgments of environmental impact must be based on the existing information, however incomplete. The most simple approach is to assume that animals will be at least partially protected by application of maximum levels identified for human exposure."

By ignoring present research, the USAF appear to be violating both NEPA and EPA regulations.

The RBTI must not go forward until these issues are properly studied and all relevant data addressed in an unbiased way. The health, hearing ability, and quality of life of all citizens in the Lancer MOA are at risk.

A comparison of **Table 4.1-1 "Representative A-Weighted Instantaneous Maximum (Lmax) Levels at Various Altitudes," Figure 4.1-3 "Representative A-Weighted Sound Exposure levels at Various Altitudes"** and **Figure G-1 "Typical A –Weighted Sound Level of Common Sounds"** indicate a wide variance in sound levels based on same criteria. None of the tables indicate what airspeed was used for the data.

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H.E.P.A. Table # 4.1-1 - A Comparison of DEIS Table 4.1-1, Figure 4.1-3, and Figure G - 1

Aircraft /Altitude	Table 4.1-1	Figure 4.1-3	Figure G-1
B-2 at 200 feet	-	-	121
at 300 feet	114	118	-
at 500 feet	110	114	114
at 1,000 feet	102	108	-
at 2,000 feet	94	102	-
at 3,000 feet	88	98	-
at 5,000 feet	82	92	-
at 10,000 feet	71	83	-
at 20,000 feet	-	73	-
at 25,000 feet	-	70	-
B-1 at 200 feet	-	-	119
at 300 feet	117	116	-
at 500 feet	112	113	113
at 1,000 feet	106	108	108
at 2,000 feet	98	102	102
at 3,000 feet	93	98	-
at 5,000 feet	86	93	-
at 10,000 feet	75	83	75
at 20,000 feet	-	70	70
at 25,000 feet	-	65	-
B-52 at 200 feet	-	-	115
at 300 feet	110	111	-
at 500 feet	105	107	-
at 1,000 feet	96	100	100
at 2,000 feet	86	92	92
at 3,000 feet	83	86	-
at 5,000 feet	70	78	-
at 10,000 feet	58	68	-
at 20,000 feet	-	56	56
at 25,000 feet	-	52	-
F-16 at 300 feet	106	106	-
at 500 feet	101	103	103
at 1,000 feet	94	98	-
at 2,000 feet	86	92	92
at 3,000 feet	83	87	-
at 5,000 feet	74	81	81
at 10,000 feet	63	70	-
at 20,000 feet	-	56	56
at 25,000 feet	-	50	-

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Aircraft /Altitude	Table 4.1-1	Figure 4.1-3	Figure G-1
Tornado at 200 feet	-	-	107
at 300 feet	104	104	-
at 500 feet	99	101	-
at 1,000 feet	92	95	-
at 2,000 feet	84	89	89
at 3,000 feet	78	85	-
at 5,000 feet	72	80	-
at 10,000 feet	62	71	-
at 20,000 feet	-	60	-
at 25,000 feet	-	56	-
F-14 at 200 feet	-	-	-
at 300 feet	115	115	-
at 500 feet	110	111	-
at 1,000 feet	103	105	-
at 2,000 feet	94	98	-
at 3,000 feet	88	93	-
at 5,000 feet	80	86	-
at 10,000 feet	67	75	-
at 20,000 feet	-	60	-
at 25,000 feet	-	54	-
F-18 at 300 feet	120	118	-
at 500 feet	116	114	-
at 1,000 feet	108	108	-
at 2,000 feet	99	101	-
at 3,000 feet	93	96	-
at 5,000 feet	85	89	-
at 10,000 feet	71	77	-
at 20,000 feet	-	62	-
at 25,000 feet	-	56	-

- Indicates information was not available in the DEIS.
* No information was given in the DEIS on C-17, C-141, and T-38 aircraft that will be using the Lancer airspace.

NOTE: Keep in mind that the human threshold for pain is around 120 dB.

Footnote #1 to Figure 4.1-3 states:

> "The values shown represent average sound levels. These levels may vary by ½ dB depending on the application of power and speed."

However, a comparison of the three DEIS tables shows sound level variances of up to 12 dB. For example, a B-52 at 10,000' is shown to have a dB of 71 on one table and a dB of 83 on another

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table. Which table is correct? Which table was the noise study based on? Why is there a noise variance of 12dB, when the Air Force has stated only ½ dB variance would occur depending on application of power and speed? An explanation is needed on all inconsistencies in the above tables.

Thus far the Air Force has not disclosed the number of sorties to be flown in Lancer - only sortie operations. The Air Force also gives no breakdown of kinds and number of sortie operations or speeds of aircraft that were used to calculate the noise levels in the Lancer proposal.

The Air Force Environment, Safety and Occupational Health (ESOH) Technical Planning Integrated Product Team (TPIPT) was created to address ESOH needs within all mission support areas. The Air Force is fully aware that it is lacking in noise models that fit the rural environment of the Lancer proposal -as verified by their own documented list of "Current Technology Needs". (H. E. P. A. Appendix A.)

The citizens of Lancer feel the Air Force has presented a false "no impact" outcome for the DEIS in order to go forward with the RBTI.

AIR COMBAT COMMAND

NEED	TITLE
1410	A New Method is Needed to Gather Defensible Aircraft Operational Data for Use in Determining Noise Levels for Aircraft Beddowns/Realignments and the Air Insulation Compatible-Use-Zone Program
1411	A Quantitative Dosage-Response Relationship for Predicting the Effects of Noise Is Required
1412	Methods Are Needed to Assess the Annoyance Of Sporadic Exposure to Sonic Booms and the Combined Annoyance of Noise Exposure of Subsonic and Supersonic Operations

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1413	Model Updates to the Assessment System for Aircraft Noise (ASAN) for Prediction of Noise Exposure from Military Aircraft Operations and the Resulting Impact to Humans, Animals, and Structures.
252	The AF, in Many Cases, Must Reduce Mission Rates Because of Community Noise Concerns
450	Need Analytical Methods to Determine Environmental Impacts of Sonic Boom from Launch Vehicles and Sonic/Supersonic Airplanes through Air Propagation and Underwater Propagation.

In 4.1.1 the DEIS states under "AIRCRAFT EMISSIONS & AIR QUALITY" on page 4-14:

> "Because military aircraft are mobile… they commonly contribute little to the total emissions in a region. This is especially true since they fly at altitudes where emissions would tend to be dispersed and not result in effects on human health or visibility."

Yes, usually aircraft fly at altitudes where emissions would disperse. However, the RBTI proposal is unusual in that it proposes to fly at low levels at high speeds that create greater emissions. In the proposed Lancer MOA emissions would increase in all areas overflown. In some cases the increase is as great as 19,900%. Even though the Air Force has assured us that these added emissions would be in attainment of NAAQS standards – any increase in emissions is still of great concern to the Lancer citizens. Are there any cumulative effects of these emissions over a number of years?

AO-1

H.E.P.A. Table 4.1-2 The Net Increase and % Increase in Emissions Resulting From the Lancer Proposal
(Reference Table F-1 and F-2)

Total Emissions (tons/year)

MTR/MOA	CO		VOC		NOx		SOx		PM_{10}	
	Net Increase	Percent Increase	Net Increase	Percent Increase	Net Increase	Percent Increase	Net Increase	Percent Increase	Net Increase	Percent Increase
IR-178	154.86	59%	16.12	44%	298.7	59%	40.41	58%	35.6	46%
Proposed Lancer MOA	56.4	1880%	3.4	1700%	27.9	3100%	8.3	2075%	1.99	19,900%

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What company did the Air Force contract to test the baseline emissions in each of the 26 counties involved in the Lancer proposal? The final report from this company must be attached to the DEIS. Did the emissions for baseline include secondary MTR'S, vehicles, oil field etc. (i.e. all emissions)?

AO-70

The DEIS states on page 4-34,

> "Added emissions in AQCR 153, 210, 211 and 218 would be dispersed over hundreds of miles and thousands of feet of altitude. Such dispersal would likely preclude ground – level concentration of criteria pollutants leading to exceedences of the NAAQS… Mails modeling confirms that Alternative B aircraft operations would not cause potential exceedences of the NAAQS or PSD Class I Standards (Table 4.1-12)."

In the DEIS Appendix F Pages 16-20 show some of the criteria used to determine the USAF conclusions. However, Appendix F consists totally of charts and tables with no explanations at all. The airspeeds used to calculate emissions at 300 feet altitudes were less than the airspeeds used for enroute to MOA and MTR (Table A-1 and Table A-2). Several questions need to be answered concerning the data.

AO-62

1.) Why did the Air Force not use maximum airspeeds for the emissions data?
Example: F-16 maximum speed = 1,500 mph, USAF used 575 mph (38 % power)
2.) What does the heading Flight Frequency mean and why did the Air Force use the flight frequency they used?
3.) Why was data excluded on F-18, F-14, T-38, C-17, C-141? These planes will be flying in the Lancer airspace also.
4.) How was the 1 – hour concentration calculated?
5.) What does the number of aircraft types designate?
6.) Does the data include several planes flying in formation and several sortie operations over the test area in the averaged period of time?

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AO-62

7.) Since emissions increase with airspeed, this data should reflect the maximum emission exposure to the Lancer citizens and it does not.

F-16 airspeed used was 38 % of maximum.

B-1 airspeed used was 70 % of maximum

B-52 airspeed used was 61 % of maximum

Tornado airspeed used was 35 % of maximum

8.) Why was the altitude of 500' used for F-16 and Tornado instead of 200'?

9.) Why did the baseline Altitude Data on Alternative A use 200' AGL and projected emissions in Alternative B and C use 300' AGL?

10.) How can the citizens compare the increase in emissions from baseline data unless the projected emission is based on the same AGL of 200'?

The USAF states in the DEIS on page 4-36,

"Since the results of analysis show that emissions from the projected sortie-operations represent a fraction of regulatory standards and all affected areas are in attainment, Alternative B would not lead to nonconformance for any criteria pollutants. Consequently, a conformity analysis is not required."

The USAF also states in Table 2.6-1 under "Aircraft Emissions" on pages 2-60:

"Aircraft emissions produce minimal quantities of criteria pollutants and ground level concentrations of pollutants are fractions of Federal and State standards."

AO-66

However, the following USAF generated "Current Technology Needs" documents # 1417 and # 992 (H. E. P. A. Appendix B) state that the USAF is not in compliance with NAAQS Air Quality Standards. In fact, USAF is using JP-8 jet fuel on almost all its bases and JP-8 jet fuel has not been tested for atmospheric releases of criteria and hazardous air pollutants. (See Need #'s 1417 and 992)

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NEED	TITLE
Need # 1937	Drop-in Replacement for Halon 1301 and Halon 1211 on the B-2 Spirit
Need # 1939	Replacement of Hydrazine Used As A Fuel in the Emergency Power Unit of the F-16
Need # 535	Alternative Methods for Purging Fuel Tanks
Need # 165	Drop-In Replacement for Halon 1301 Fire Suppressant for B-1B
Need # 1417	Analyze JP-8 Fuel to Speciate All Criteria and Hazardous Air Pollutants Called For in the CAA That Result From Combustion and Volatilization
Need # 992	Emissions Data Required for All Air Force Aircraft Using JP-8
Need # 943	Develop an Alternative Nontoxic Monopropellant for Hydrazine for the F-16 Emergency Power (EPU)
Need # 413	Real-Time Detectors for Sub 1.0 ppb Hydrazine Fuel Vapor Monitoring at CCAS and VAFB

The USAF has also failed to disclose that the "F-16 Emergency Power Unit" currently employs Hydrazine, a hazardous material as the propellant. Hydrazine is toxic at low levels and it is suspected to be a carcinogen and mutagen. The Clean Air Act (1990 Amendments) lists Hydrazine as a "Hazardous Air Pollutant". (H.E.P.A. Appendix B) which states,

"The lethal concentration (LC_{50}) – a calculated concentration of a chemical in air to which exposure for a specific length of time is expected to cause death in 50 % of a defined animal population."

AO-95

Lethal concentrations causing death was never discussed in the DEIS. In fact, Hydrazine was never even mentioned in the DEIS. Why not?

AO-117

The USAF has also failed to disclose that B-1, B-2, F-16, and other aircraft use Halon 1211 and 1301 as a fuel tank inerting agent and fire suppression systems. The Clean Air Act calls for a complete phase out of the production of Class I substances (Halons) by January 1, 2000. Halon

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1211 and 1301 are among the most potent ozone depleting materials being manufactured at this time. Furthermore, a total U.S. production phaseout by the year 1995 has been directed by Presidential order. However, the USAF Need # 1937 (H.E.P.A. Appendix B) document states that the USAF has an existing stockpile of Halon 1301 and 1211 to last for the next 200 and 150 years respectively. The F-16 consumption is estimated to be 16 lbs/sortie. Halon (Bromomethane) is listed as a hazardous air pollutant by the 1990 Amendments of the Clean Air Act and is toxic to humans and animals. (H.E.P.A. Appendix B)

AO-1

The Air Force felt it unnecessary to inform the citizens of Lancer of the health and environmental effects of NOx, CO and SOx emissions since the present proposal does not exceed regulatory standards. However, since the Lancer proposal will be the second largest Special Use Air Space in the United States, we can reasonably expect many future proposals to come. In 1993 The Utah Test and Training Range complex saw 24,898 sorties by all users. The utilization rates for FY 1995 included 1,996 bomber sorties (not sortie – operations, but sorties). The citizens need to be aware now of the health and environmental effects of increased emissions of NOx, CO and SOx and what this will mean to them.

The Environmental Protection Agency Fact Sheet # EPA420-F-97-010 (April 1997) states the following:

"NOx is harmful to human health and the environment. Nitrogen dioxide, a form of NOx, can reduce pulmonary function and increase airway irritation in healthy people as well as individuals with pre-existing pulmonary conditions. The risk of respirator illness appears to increase in children exposed to nitrogen dioxide. NOx contributes to acid rain, which affects both terrestrial and aquatic ecosystems, including acidification of waters, reductions in fish populations, damage to forests and wildlife, soil degradation, and damage to materials, monuments, and buildings. NOx is also a precursor to ozone, which affects both biological tissues and man-made materials. Ozone affects human pulmonary and respiratory health and causes damage to forests and vegetation. NOx emissions could also form secondary particulate matter, which causes detrimental health and welfare effects."

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"CO also has significant human health effects. CO enters the blood stream through the lungs and reduces the delivery of oxygen to the body's organs and tissues. Persons with heart disease are especially sensitive to CO and may experience chest pain when breathing CO. Infants, elderly persons, and individuals with respiratory diseases are also particularly sensitive. CO can affect healthy individuals, impairing exercise capacity, visual perception, manual dexterity, learning ability and the ability to perform complex tasks."

"SO_2 contributes significantly to the formation of acid rain, which harms lakes and streams, and can damage trees, crops, historic buildings, and monuments. Adverse health effects associated with high concentrations of SO_2 include effects on breathing, respiratory illness, and aggravation of existing respiratory and cardiovascular disease. Asthmatics, the elderly, and children are most susceptible to the health effects of SO_2."

"In May 1996, EPA announced its decision not to revise the existing health-based or primary national ambient air quality standards for SO_2. EPA believes that the current standards provide adequate nationwide protection from adverse health effects associated with sustained, low-level exposure to SO_2. EPA also believes that the current health-based standard, in conjunction with the existing 3-hour welfare-based standard, provides substantial protection for most asthmatics against acute, short-term peak exposures to SO_2."

"However, EPA remains concerned that some asthmatics in very localized situations may be repeatedly exposed to short-term peak SO_2 levels of concern while engaged in mild physical activity. Therefore, EPA is today proposing a new Intervention Level program to address the potential health risks posed by short-term peak levels of SO_2 in specific, localized circumstances."

On the subject of "AIR CRAFT SAFETY" found in the DEIS on page 4-16

"For the major aircraft types using the primary and secondary airspace (B-1, B-52, F-16 and Tornado), Class A mishap rates are quite low. (Figure 4.1-7) Based on the flying hours for the different major aircraft types under each alternative, these mishap rates are used to compute a projection of the estimated years between Class A mishaps in each affected MTR and MOA. Actual mishaps result from many factors, not merely the amount of flight time by an aircraft."

In the DEIS page 4-54, Table 4.1-23, the Air Force states:

"The probability of a B-1 Class A mishap on proposed IR-178 would be 0.08 percent per year and for B-52's, the probability would be 0.03 percent. The probabilities of Class A mishaps in all other primary airspace would be even lower."

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The Air Force defines a Class A Mishap as an accident that results in a loss of life, permanent total disability, and total cost of more than $ 1 million, or destruction of the aircraft beyond repair.

In Table 4.1-13 Estimated Class A Mishaps for Primary Airspace for Alternative B, the DEIS shows projected years between mishaps on IR-178 to be 13 years for B-1, 38 years for B-52 and projected years between mishaps in Lancer MOA/ATCAA to be 27 years for B-1, 583 years for B-52. No safety data is given for the other aircraft types that will be using Lancer airspace (F-16, B-2, C-17, C-141, T-38, T-1 or Tornado).

AO-116

However, the data provided by the Air Force Safety Center at Kirtland AFB shows very different statistics than the Air Force is stating in the DEIS. (H. E. P. A. Appendix C) Kirtland AFB compiles USAF peacetime incident data on USAF Aircraft.

1.) B-1 statistics show that in the last 12 years (1987-1998) there were 12 Class A major accidents (1 per year), 6 destroyed aircraft (.5 per year), 6 pilot fatalities, 11 other fatalities, and 1 major accident for every 24,245 hours flown (233,451 actual hours flown in 12 years).

2.) B-52 statistics show in the last 43 years (1956-1998) there were 97 Class A major accidents (2.25 per year), 76 destroyed aircraft (1.76 per year), 100 pilot fatalities, 311 other fatalities, and 1 major accident for every 76,958 hours flown (7,464,991 actual hours in 43 years).

3.) F-16 statistics show that in the last 24 years (1975-1998) there were 246 Class A major accidents (10.25 per year), 234 destroyed aircraft (9.75 per year), 66 pilot fatalities, 101 other fatalities and 1 major accident for every 22,814 hours flown (5,612,324 actual hours flown in 24 years).

4.) C-17 statistics show that in the last 3 years (1996-1998) there were 3 Class A major accidents (1 per year), -0- destroyed aircraft, -0- fatalities, 1 major accident for every 30,053 hours flown (90,159 actual hours flown in 3 years).

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5.) C-141 statistics show that in the last 33 years (1966-1998) there were 34 Class A major accidents (1.03 per year), 16 destroyed aircraft (.48 per year), 34 pilot fatalities, 161 other fatalities, 1 major accident for every 296,420 hours flown (10,078,291 actual hours flown in 33 years).

6.) T-38 statistics show that in the last 37 years (1962-1998) there were 189 Class A major accidents (5.1 per year), 183 destroyed aircraft (4.9 per year), 75 pilot fatalities, 134 other fatalities, 1 major accident for every 329,742 hours flown (12,200,458 actual hours flown in 37 years).

7.) T-1 statistics show that in the last 7 years there were –0- Class A major accidents in the 276,647 hours flown.

8.) Tornado- (Not available)

H.E.P.A. Table 4.1-3 CLASS A MAJOR ACCIDENTS AS REPORTED BY KIRTLAND AFB

	# Years	# Class A Major Accidents	# Class A Accidents Per Year	# Aircraft Destroyed	# Per Year Destroyed	Total Pilot Fatalities	Total Other Fatalities	Hours of Per Major Accident
B-1	12	12	1	6	.5	6	11	24,454
B-52	43	97	2.25	76	1.76	100	311	76,958
F-16	24	246	10.25	234	9.75	66	101	22,814
C-17	3	3	1	0	0	0	0	30,053
C-141	33	34	1.03	16	.48	34	161	296,420
T-38	37	189	5.1	183	4.9	75	134	329,742
Tornado	Not	Available						
F-18	Not	Available						
F-14	Not	Available						

Since the majority of B-1 and B-52 flight time would occur over the new RBTI area, the citizens can anticipate 3.25 crashes per year from these two aircraft alone. Air Combat Command Safety Statistics on low-level high speed training are maintained at Kirtland AFB also. However, these statistics are not available to the public and the USAF has chosen not to mention or use these flight safety statistics in the DEIS. Logically, the potential of military aircraft accidents and crashes is greatly increased by low altitude flight training.

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"In addition to the direct effects from an aircraft crash (i.e., damage to the aircraft and the point of impact) there may be secondary effects, such as fire and environmental contamination. The extent of these secondary effects is situational dependent and difficult to quantify." (DEIS page 4-16)

The USAF failed to mention in the DEIS that military jet air crashes pose a toxic danger. Carbon based composite materials are highly toxic when burned. They chemically alter and are dispersed over a wide area at crash sites. The release of the material is biologically malignant and should be treated like asbestos. We are sure the USAF is aware of post crash management techniques – sites have to be sealed and there could be downwind contamination posing dangers to the public in the area of such incidents. According to an article by Lt. Col. Ezequeil Parrila, Langley AFB, Virginia, "As far as the physical hazard, bloodborne pathogens can be a serious problem along with composite materials and other burning substances."

AO-49

A USAF Memorandum concerning "Response to Aircraft Mishaps Involving Composite Materials (Interim Guidance) (H. E. P. A. Appendix C) states the following:

"The current guidelines for response to aircraft mishaps involving composite materials were developed in 1993 by the USAF Advanced Composites Program Office (ACPO). These guidelines were developed prior to the introduction of the B-2 and C-17 into the Air Force inventory. Because these weapon systems contain much greater amounts of composite materials than those in the inventory at the time of the development of the guidelines, both the ACPO and the Air Force Safety Center have expressed concerns over their adequacy. There is also renewed interest in composite fiber hazards resulting from aircraft recovery crews working at a recent aircraft mishap site without recommended protective equipment (details "Official Use Only"). As a result of these concerns, the Industrial Hygiene Branch was requested to provide updated guidance on health hazards and protective equipment requirements for recovery operations associated with composite aircraft mishaps."

"There are two distinct phases of an aircraft mishap: initial response and recovery. Initial response teams face the probability of an aircraft fire. As the composite material burns, gases, vapors, and solid particles are released into the smoke plume. Fire fighting personnel may be exposed to toxic gases and fibers in the smoke or fibers present on parts when performing rescue operations."

"The amount of fibers and dusts generated will dictate the hazard. In addition, because aircraft debris is frequently handled, there is the possibility of personnel receiving composite fiber splinters."

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"Insoluble fibers with diameters of less than 3-um, length greater than 5-um, and an aspect ratio (length/width ratio) of greater than 3:1 may have the most significant disease potential, and are considered the most hazardous [17]."

"Fire fighting personnel will normally be adequately protected when they respond to an aircraft fire involving composite materials. However, recovery teams may be formed from other organizations who do not maintain adequate protective equipment. It is important these teams be protected as they move or modify the aircraft wreckage. Until we obtain additional sampling data on the hazards present during recovery operations, personnel disturbing or moving aircraft parts should wear the following…"

"Have other hazards been identified, such as large quantities of spilled jet fuel or location of radioactive parts, such as depleted uranium?"

Table 1 of this document shows that all aircraft using the proposed Lancer airspace contain hazardous composite fiber.

The DEIS implies on page 4-27 under "Aircraft Safety" that bird strikes will not be a problem and says, "No bird-aircraft strikes have been recorded during the past 11 years in the primary MOAs. This low rate may be the result of two factors. First, aircraft in MOAs predominantly operate at altitudes above which most bird-strikes occur (e.g., 3,000 AGL). Second, the lands underlying the MOAs lack areas that attract large concentrations of birds." The DEIS further states on page 4-36, "Neither the existing nor proposed airspace in Alternative B overlies or intersects any major migration flyways or water bodies where birds congregate." H. E. P. A. believes these statements are completely false. Much of the area in the proposed Lancer MOA lies in the central flyway for migratory birds and furthermore much of the area is in the wintering grounds for the Sandhill Crane. In fact, the USAF was appraised of these facts and specifically the danger associated with Sandhill Cranes at a March 1998 hearing referred to in the attached correspondence from David Haukos, Regional Migratory Bird Management Specialist, dated February 25, 1998 (H.E.P.A. Appendix O). Why were the facts presented at the March 1998 meeting not addressed in the DEIS?

BI-2

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The omission of this reference is either gross negligence or intentional in light of the fact that this letter refers to a presentation made on March 11, 1998 at the Air Force Southwest Region Airspace/Range Management Council Meeting in Santa Fe, N.M. Does the USAF believe that 300,000 – 400,000 annual wintering Sandhill Cranes in Lynn County, TX do not constitute a "large concentration of birds"?

BI-11

H.E.P.A. believes that the USAF has further misrepresented the nature of its cooperation with other agencies. As an example, in 4.3.1 page 4-85, the DEIS states,

> "The Air Force and the USFWS are currently in consultation under Section 7 of the Endangered Species Act regarding RBTI". (page 4-85)

Yet in the attached correspondence from the U.S. Department of the Interior, Fish and Wildlife Service, dated May 7, 1999, (H.E.P.A. Appendix O) the USFWS specifically denies that it is in current consultation with the Air Force on this matter, saying:

> "We request that the discussion about threatened and endangered species be clarified and corrected. The references to an on going consultation with the U.S. Fish and Wildlife Service (Service) are in error."
>
> "Thus, the statements that the Air Force is currently in consultation with the Fish and Wildlife Service (pg.4-85) should be corrected."

How does the USAF explain this blatant misrepresentation of the truth?

AO-118

No mention was made in the DEIS of the accident rate of jet fuel spills during air to air refueling. In the DEIS Appendix A, Table A-1 and Table A-2 show that every sortie spends 60 minutes in air refueling even though a B-1 has a range of intercontinental unrefueled, a B-52 has a range of 8,800 miles unrefueled. What is the accident rate of jet fuel spills during air to air refueling?

BR-2

No mention was made in the DEIS of the "see and avoid" regulation used by all private aircraft in military air space. Currently aircraft fulfilling the Texas Bollweevil Eradication Program,

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spraying crops for weeds and aerial spraying of mesquite, and other private aircraft use this air space.

An article entitled, "In the Blink of an Eye' by Lt. Col. Dennis Selvig, USAF (RET), Sumter, South Carolina (http://www.acc.af.mil/public/combat-edge/May99/debrief.htm) states the following concerning the dangers of "see and avoid":

> "This is a true story of what I experienced several years ago as an F-15 Instructor Pilot at Luke AFB AZ. After this harrowing sortie, I learned how a pilot's alertness impacts the ability to quickly process immediately available information. Maintaining a ready state of mind can make the difference between life and death. Read on to find out why…"
>
> "I don't know if you know how big an F-5 is at 1 mile range and pure nose on. Try to imagine your refrigerator. Take that fridge down the highway a mile, drop it off, and drive back to where you started. Look back. Kind of small down there, isn't it? I couldn't see anything at a mile. As we were closing into each other, I saw a dot… then a dot with wings and a tail. My next image was of an F-5 right beside me, the left about 20 feet and slightly low. The pilot was hunched over in the cockpit, and I could see the back of his helmet as he flashed by. His shock wave jolted me in my cockpit. I must have had an angel flying with me that day—our jets were definitely too close for comfort.
>
> At the debriefing, I asked him why he was hunched over when he went by. He said, 'Because I thought your wing was going to cut my head off! That was a minus 2-G push over.' I felt kind of stupid about not taking any action to avoid the situation, but then I realized he was able to do something only a second or so before we met – probably because he had a little bigger image to see."
>
> "Things that are coming at you 'fast' aren't where you see them—they're closer. OK, still with me? Hang in there while I explain another lesson from safety school. It takes a finite amount of time for an image to travel from your eyeballs back along your optic nerve to your brain. Then you have to process that image. Closing in at 800 knots, the approaching aircraft would be at your front doorstep in just 'a blink of an eye.' Therefore, we need to realize that what we see out there coming at us at supersonic closure is really a lot closer than it seems due to our limited image processing/reaction time."
>
> "After all, a lot can happen in just a 'blink of an eye.'"

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4.1.3 Alternative B: IR-178/Lancer MOA

AIRCRAFT NOISE

> "Noise levels in the proposed Lancer MOA/ATCAA would increase from less than 45 DNL to 46 DNL in response to added sortie – operations…. With flight activities restricted to above 3,000 feet AGL, cumulative and single overflight noise levels would remain low." (DEIS page 4-29)

H. E. P. A. has compiled the following data out of the DEIS as cited:

H.E.P.A. Table # 4.1-4-Compilation of Data from Air Force Figure 4.1-3 and Figure G-1 at Unknown Speeds

	% Night	At 3,000	At 20,000
B-2	-	98	73
B-1	20 %	98	70
B-52	15 %	86	56
F-16	7 %	87	56
F-14	1 %	93	60
F-18	1 %	96	62
Tornad	7 %	85	60
T-38	1 %	-	-
C-141	1 %	-	-
C-17	1 %	-	-

\- No information given in the DEIS.

Is 85-98 dB considered low? The proposition that there are "low levels" seems preposterous.

Table 4.1-9 Projected Average Daily Sortie–Operations and Noise Levels Alternative B is shown on page 4-30. This table shows only 2 increases in DNL noise level in the entire Lancer proposal.

> IR-178 would increase by 1 DNL.
>
> Lancer MOA would increase by 1 DNL.

Table 2.2-1 & Table B.2 shows IR-178 annual sortie – operations would increase by 1,100 operations at 200 feet AGL and Lancer MOA would increase by 2,244 operations at 3,000 feet AGL.

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The baseline data for Reese 4 MOA was 3 sortie operations per year at 10,000 feet MSL. The baseline data for Reese 5 and Roby MOA was 103 sortie operations per year at 12,000 feet MSL.

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The baseline data for IR-178 was 1,560 sortie operations per year at 200 feet AGL. This baseline data apparently includes sortie-operations, which are not scheduled to take place until some future year. How can these be validly included in "baseline" calculations? This systematically underestimates all new and proposed activity by falsely raising "baseline" data.

AO-119

The Air Force expects the citizens to believe there will only be 1 DNL increase of noise when there will be a 70 % increase in sortie operations in IR-178 and a 2116 % (a 21 fold increase) increase in sortie operations in Lancer MOA at a significantly lower floor. This conclusion by the USAF appears to be an intentional misrepresentation or gross negligence and in any event should invalidate the DEIS.

Furthermore the statement, "Under the proposed Lancer MOA/ATCAA, the percent of highly annoyed would remain very close to that as under existing Reese 4, Reese 5, and Roby MOA's (less than 1 percent)," on page 4-29, is a complete misrepresentation of the facts.

How can the USAF believe they can fly 2,350 sortie – operations at 3,000 feet AGL and the citizens will not be any more annoyed than by 106 sortie operations at 10-12,000 MSL? The USAF needs to go forward with their noise research - Needs # 1410, 1411, 1412, 252, 1413, and 450 as soon as possible, but in any event before a final EIS is prepared.

La Junta, Colorado has 705 baseline sortie operations per year (Table 2.2-1 –IR-150 and IR-177/501.) USAF factsheet on La Junta ESS (www.nellis.af.mil/range/99rs/lajunta.htm), Colorado states:

> "The site has numerous noise complaints towards low level aircraft flying through IR's."

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Yet the Air Force states in the DEIS that the 2,350 sortie operations in the Lancer MOA would create less than 1 percent annoyance.

In reference to noise effects on recreation in National Forests, the DEIS states:

> "low altitude, high-speed aircraft were reported as the most annoying types of aircraft to hear or see" (DEIS page 4-56)

In reference to possible damage to structures the DEIS states on page 4-127,

> "Sound exposure levels would range from less than 86 to 116 dB. Studies indicate that low altitude overflights, even with noise levels above 120 dB, do not usually cause damage to buildings."

BR-1 Why would the noise exposure to buildings be any different than the noise exposure to citizens? The citizens will not experience noise on a DNL average; they will experience it as one deafening single blast of sound—just as buildings would. The DEIS should always assume that people in rural settings are outdoors, not insulated by buildings. Apparently, this was not done in the DEIS. Why not?

BR-1 A B-52 at 200' AGL (Figure G-1) produces a noise level of 121 dB at unknown airspeed. The human threshold for pain is 120 dB. The citizens want to know how many blasts of painful sound per day they are expected to tolerate—not the average DNL over a year. This again illustrates that the noise data used in the DEIS is fatally flawed so as to invalidate the DEIS.

The proposed emitter site locations in IR-178 are located along Interstate Highways, Principal Highways, and Farm to Market roads where a majority of traffic would be located. Emitter site locations # 81 and # 54 in Brewster County on Hwy. 118 (Hwy. 118 is designated a Texas Scenic Route); # 91 and # 93 in Pecos County along on Hwy. 285 (a Principal Highway); # 55 in Presidio County along FM Road 169; # 88 and # 89 in Reagan County along Hwy 61 (a Principal Hwy), and Hwy 33 and within 2 ½ miles of Big Lake; # 59 and # 60 in Reeves County along

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Hwy 285 (a Principal Hwy), and Hwy 17 (a Principal Hwy), within 7 miles of Interstate 20 and in the middle of Lake Toyah.

These Interstates, Principal Highways and FM Roads may look insignificant to some, but they are arteries to commerce for the rural people who live in the area. If aircraft traffic is to be centered around the use of the emitters, it certainly appears that a lot more citizens will be annoyed and a lot more citizens will be startled while driving thus jeopardizing their safety. The recreationist and tourists using Big Lake and Lake Toyah have a high potential of being annoyed also. The proposal flies over Interstate 10 for approximately 83 miles in IR-178 segment ST, RS, and NO at 400 feet AGL. It also flies over Interstate 20 for approximately 44 miles in IR-178 segments TU, VAVB, ACAD, AJAK at as low at 400 feet AGL.

How many people traverse these Interstates, Principal Highways and FM roads every day? How many citizens fish and boat on Big Lake and Lake Toyah? Did the Air Force research these considerations in their annoyance study?

The same is true of Lancer MOA. The emitter sites # 67 and # 65 in Borden County are located along Hwy 669 and FM Road 1610 within 3 miles of Lake JB Thomas; # 72 in Garza County along Hwy. 84 (a 4-lane divided highway); # 64 and # 95 in Scurry County between Hwy. 180 (a principal highway) and Fm Road 611, and Hwy. 84.

The startle effect of a motorist on an Interstate, Principal Highway, or FM Road has a great potential of being a major safety hazard – endangering lives and property.

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How many citizens traverse these principal highways and FM roads everyday? How many citizens fish and boat on Lake JB Thomas? Did the Air Force consider this in their annoyance and safety studies? If not, why not?

AO-120 The annoyance data supplied by the Air Force can not be accurate because it is based on urban, not rural, noise models. The data failed to take into consideration the placement of emitters on Interstates, Principal Highways and FM Roads. The data failed to consider the annoyance and safety of motorists experiencing the startle effect where MTR's cross Interstates, Principal Highways and FM Roads.

AO-14 The studies failed to consider (Table 4.2-5 Emitter and Electronic Scoring Site Land Use Under Alternative B) that air flight emitter traffic from emitters # 61, #62, # 60, # 64, # 66, # 82, and # 95 are within ½ mile to residential areas and towns; # 55, # 65, # 67 are within 1 mile to residential areas.

The studies of noise, annoyance, health effects, safety, hearing loss, etc. never mention **sonic boom effects** even though at least 6 aircraft using the airspace have supersonic capabilities. The information relating to speed was consistently misused, ignored, or not designated throughout the DEIS. If the Air Force will be using the proposed airspace for "high speed, low altitude Realistic Bomber Training", the citizens expect "high speed" to be taken into consideration in every facet of the studies included in the DEIS. The only speed designated in the entire study was on Table A-1 and Table A-2.

In Appendix **G 1.3.2 Land Use Compatibility,** the DEIS states,

> "In June 1980, and ad hoc Federal Interagency Committee on Urban noise published guidelines (FICUM 1980) relating Day – Night average sound levels to compatible land

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> uses… Since the issuance of these guidelines, federal agencies have generally adopted these guidelines for their noise analysis."

Table G-1 Land Use Compatibility with Yearly Day – Night Average Sound Levels shows FICUM 1980 regulations with explanatory notes. These guidelines pertain to urban noise and land use compatibility not rural noise and land use compatibility. In Table 2.6-1 the Air Force states "no likely effects to land use, recreation resources or visual settings" under Alternative B.

However, in the Air Force published "Current Technology Needs # 252" (pg. 19) the USAF states "The USAF land use planning guidelines have not been updated in 20 years."

As stated in USAF **Needs # 1413 Model Updates to the Assessment System for Aircraft Noise (ASAN) for Prediction of Noise Exposure from Military Aircraft operations and the Resulting Impact to Humans, Animals and Structures**

> "The animal impact studies will divide the efforts into studies on domestic animals and wildlife. Domestic studies will focus on the evaluation of economic loss and mitigation of adverse effects."

BR-4 If the USAF has no defensible or reliable studies on animals and wildlife how can they state the land use is compatible with RBTI? If the Air Force has no studies evaluating the economic loss of domestic animals and wildlife, they must not go forward with the RBTI until such studies are completed.

The economic viability of these 26 counties is dependent on livestock, farming related to livestock, cotton, oil and the hunting industry. If range cattle studies have not been conducted in "same condition" environments, then the land use compatibility is unknown. It would be reckless and irresponsible not to complete range cattle studies before the EIS is completed.

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In **4.2.1 Methods and Approach**, the DEIS states under NOISE EFFECTS ON COMMUNITIES AND LAND USE on page 4-56,

> "Another way to evaluate noise effects on land use is to assess the amount of change in noise levels that would occur as a result of an action…in general, most people can clearly notice a change of 3 DNL. Changes of 3 DNL or more, even below 65 DNL, can be perceived by people as a degradation of their noise environment (FICON 1992) or negatively affecting their quality of life."

Many tables throughout the DEIS refer to the noise DNL baseline in the Lancer MOA to be <45 (less than 45 DNL).

AO-121 The actual baseline # DNL was never given in the DEIS.

> "Ambient noise levels without aircraft operations can range from 34 to 45 DNL in rural areas and 32 to 54 DNL in wilderness areas." (Pg. 4-23)

The DEIS on page 4-23 the side bar states:

> "Ambient noise levels in wilderness areas can range from 20 to 60 DNL and are influenced by the sounds of nature such as thunderstorms, insects chirping, storms, and wind."

A baseline of <45 could actually be 20-34 DNL in our rural area. If the proposed Lancer MOA DNL is 46, an increase of 12-25 DNL would occur. Throughout the entire DEIS, the Lancer MOA change from baseline DNL is continually referred to as a change of <1DNL or 1 DNL. (Table 4.1-11, 4.1-9, 4.1-6, 4.1-4).

A change of 3 DNL can be perceived by people as a degradation of noise environment and quality of life. An increase of 12-25 DNL would degrade the noise environment and quality of life of all citizens, livestock, and wildlife under the 2.8 million acres of Lancer MOA by an unbearable amount.

The Air Force has grossly misled the citizens by using the term less than 45 DNL.

> "Under the proposed Lancer MOA/ATCAA, the percent highly annoyed would remain very close to that as under the existing Reese 4, Reese 5, and Roby MOA's (less than 1 percent)." (DEIS page 4-29)

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The Air Force must rectify all statements in the final DEIS to reflect the true increase in DNL and the percent highly annoyed.

The Air Force has continually used DNL instead of SEL to determine the annoyance and sleep disturbance percentage. In 1992, FICON recommended use of SEL (Sound Exposure Level) to determine sleep disturbance.

> "In 1992, the Federal Interagency Committee on Noise (FICON) recommended an interim dose-response curve to predict the percent of the exposed population expected to be awakened as a function of the exposure to single event noise levels expressed in terms of SEL." (DEIS page 4-29)

In the DEIS the Air Force states, "…revealed SEL as the best noise metric predicting noise-related awakenings." Yet throughout the DEIS, the Air Force has used DNL to reflect this disturbance, in order to make the annoyance and sleep disturbance appear to be less than it will be.

Appendix G states:

> "The maximum sound level is important in judging interference caused by a noise event with conversation, TV, sleep or other common activities." (1.2.1, page G-3)

Why wasn't maximum sound level used to determine noise interference?

In **4.2.3 Alternative B: IR-178/Lancer MOA**, the DEIS states under "AIR SPACE & FLIGHT OPERATIONS"

> "The primary land use outside population centers is livestock grazing. Approximately 86 percent of the land under the airspace associated with this alternative is privately owned rangeland used for grazing livestock (Figure 4.2-3). Approximately 11 percent of the remaining land is used for agricultural production."

Even though 86 % of the land under the Lancer Alternative is used primarily for grazing livestock, only a cursory 2-3 paragraphs is devoted to livestock in the entire DEIS. The Air Force has stated on page 4-93 of the DEIS "Range cattle have not been tested ... ," however in

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Table 4.2-15 they state "no likely effects to land use…" These two statements contradict each other – if one statement is true, then the other statement cannot be true.

BR-3 The Air Force "conclusion" has no basis in studies and no studies were put forth to substantiate their conclusions. The RBTI must not go forward without substantiated studies of "like kind conditions," –range cattle in a rural environment. Not to do so would be jeopardizing the economic viability of all citizens who use 86 % of the land under the proposal for livestock grazing.

In 4.2.3 under "EMITTERS AND ELECTRONIC SCORING SITES", page 4-65, the DEIS says,

> "All the emitters are located in remote, rural areas…"

If the Air Force considers locations along Interstate 10, Interstate 20, Principal Highways # 285, # 61, # 17, # 84, # 180 remote locations, I suppose the above statement could be true. Most people would not consider main traffic thoroughfares to be remote. Why not do a traffic use study on these main thoroughfares before concluding the percent of annoyed population? The Air Force never once mentioned the safety hazards of the "startle effect" to motorists along these traffic arteries.

AO-120

The emitter sites themselves may not be dangerous to motorists. The fact that airplanes will be flying over these sites at 300 feet AGL and 3,000 feet AGL is the danger.

On page 4-66, the DEIS states,

> "None of the sites are located in or adjacent to recreation areas."

Yet according to Appendix D which contains maps of emitter site locations, we find the following:

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LU-5

1.) Site # 88 and # 89 are within 2 ½ miles of Big Lake

2.) Site # 59 is on Lake Toyah

3.) Site # 65 is within 3 miles of Lake J.B. Thomas

How does the USAF define the word "adjacent?" Why are these emitter site locations not considered adjacent to recreation areas?

On page 4-66, the DEIS states,

> "There are no identified scenic resources or vistas within visual range of any site."

LU-6 Yet sites # 81 and # 54 are located right on Hwy. 118 which is designated as a Texas Scenic Route. How does the USAF reconcile this apparent conflict?

On page 4-66, the DEIS states,

> "While recreational uses such as horseback riding may occur on the parcels, the sites are privately owned and not generally available for public use."

Throughout the DEIS the Air Force continually discriminates against rural private property owners. Is it permissible to disturb private property owners riding horseback for work, but not the public riding in a recreation area? Is the duty of the government to protect the health and safety of its citizens to a lessor degree if they are on private property than if they are on public land?

LU-7

The DEIS states,

> "The Air Force purposely modified the IR-178 corridor to eliminate airspace over Big Bend National Park" (page 4-62)

Why? If the RBTI impacts are negligible, why move it off Big Bend National Park?

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LU-8 Is it okay to fly over rural citizens who live there permanently, but not over visitors on vacation who can go home and forget about it?

Air Force training is to protect the public and should be conducted over the 700 million acres of public land (National Geographic map "Federal Lands", October 1996) which comprises 1/3 of the Continental United States – a public trust unmatched in the world. To do otherwise is to discriminate against rural private property owners – making them bear the burden of living under combat conditions to expedite Air Force training. If the USAF is unable to locate a map of existing public land, H. E. P. A. can send one.

The DEIS states under "AIR SPACE & FLIGHT OPERATIONS" on page 4-68,

> "Land under most of the affected airspace has been subject to military jet overflights for more than 40 years. Low-level military aircraft are part of the existing environment." (Page 4-68)

This statement is a gross distortion of the facts.

Referring to **Table 2.4-3 Comparison of Existing & Proposed Area Under Alternative B: IR-178/Lancer MOA**

-1,907 statute square miles or 1,220,480 acres have never been overflown before.

-4,007 statute square miles or 2,564,480 acres have been overflown by 106 sortie operations per year at 10-12,000 MSL, not 3,000 AGL.

-Of the 10,897 square nautical miles in the Alternative B proposal,

13 % has never been overflown

28 % has had 106 sortie operations per year at 10-12,000 MSL

41 % (3.8 million acres) of the total proposed airspace has had light use or no use.

AO-3 We have no way to determine how long IR-178 has been overflown or the incremental increases of flights over the last 40 years. The Air Force will need to supply that corrected information.

The vast majority of land under the proposed Lancer MOA has been very lightly overflown at

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altitudes much higher than the proposed floor of 3,000' AGL and often by non-jet aircraft. USAF statements in the DEIS to the contrary are gross misrepresentations of the facts.

The DEIS covers the subject of "Wildlife" in 4.3.2 and then again in 4.3.3. The general discussions on wildlife do not adequately deal with the subject of specific game animals; namely, quail, white-tailed deer, mule deer, Sandhill Cranes, ducks, geese and turkey. These game animals are not only important in and of themselves, but they also are the foundation of the important hunting industry existing in the eight-county area underlying the proposed Lancer MOA (Alternative B). It would appear that the USAF conducted no studies on any of these game animals even though many of the concerns cited in the scoping meetings and in written

BI-12 comments made at that time related to wildlife. This DEIS is grossly lacking in any meaningful research on how the proposed RBTI will affect populations of our game animals in the overflown areas. Was any research conducted by the USAF on the aforementioned game animals specifically in the areas under the proposed RBTI? If so, no copies of that research have been cited or furnished to the public. If not, why not?

In 4.3.3 "Environmental Consequences" on page 4-95, the DEIS states,

> "The results of analysis, as presented below, demonstrates that neither airspace operations, construction, nor emitter and Electronic Scoring Site operations would significantly impact biological resources."

This statement is completely unfounded, represents a major flaw in the DEIS and renders the conclusions of the DEIS invalid.

Further, Appendix G seems to contradict the "no impact" conclusion of the DEIS relating to wildlife by stating the following:

> "The greatest impact to wildlife from aircraft overflights is from the visual effect of the approaching aircraft and the concomitant subsonic noise. Studies have shown that wildlife react to visual stimuli (e.g., aircraft overflights) that are below 1,000 feet AGL (Lamp 1989, Bowles 1995). Aircraft overflights and the associated noise can affect wildlife directly. Wildlife responses may include increased movement after an overflight, avoiding or leaving areas where overflights occur, changes in foraging patterns, and arousal of species-specific defensive behaviors (e.g., flight, aggression). Noise from aircraft overflights may also have indirect affects on wildlife such as masking. Masking occurs when noise interferes with the perception of a sound of

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> interest. For example, masking may affect predator avoidance and the detection of social signals (Bowles 1995).
>
> The effects of noise from aircraft overflights are difficult to assess because a number of adaptive responses may be involved, making the overt behavioral or physiological changes in response to noise highly variable. These responses include the acoustic startle, the orienting response, and other species-typical and individual strategies for coping with novelty, species-typical defensive behaviors, and responses conditioned by previous exposures to noise."
>
> "The primary concern with aircraft overflights, and the associated noise, is the startle effect."

This data clearly indicated potential problems that are not adequately addressed in the DEIS. How can this data be reconciled with the DEIS's statement of "no significant impact" on page 4-19?

BI-13
BR-4 The DEIS states that wildlife habituate to low-altitude aircraft; Appendix G states wildlife responses may include avoiding or leaving areas where overflights occur. Which position is correct? If wildlife leaves the area overflown in the RBTI, the property owners will suffer severe economic consequences. Why was this contingency not addressed in the DEIS?

Air Force Current Technology Need # 1413 Model Updates to the Assessment System for Aircraft Noise (ASAN) for Prediction of Noise Exposure from Military Aircraft Operations and the Resulting Impact to Humans, Animals, and Structures states the following:

> "**1.5 Need Description:** Because USAF requires the ability to conduct flight operations at its airfields, weapons ranges, and in designated airspace. This requirement is met by aircraft/mission realignments, acquiring and maintaining airspace, preventing or controlling encroachment of airfields and weapons ranges. Performance of this mission is dependent upon the ability to describe and assess, in a timely and defensible manner, the magnitude and impact of subsonic and supersonic noise, particularly noise impacts associated with Military Training Routes (MTRs) and Military Operating Areas (MOAs). New and refined methods of analysis are needed 1) to ensure Environmental Law requirements can be met without prolonged controversy, 2) to be consistent with mission requirements, and 3) to ensure Air Force actions in response to environmental issues are based on legally defensible, state-of-the-art description and analysis methods."
>
> "A major part of the USAF-EIAP effort involves the prediction of aircraft noise effects around air bases in over 350 MOAs, in restricted areas and along more than 600 MTRs, encompassing approximately one half million square miles of domestic airspace. The USAF must be able to predict aircraft noise levels in exposed areas, the effects of both subsonic aircraft noise and sonic booms on the populations, the dynamics of animal wildlife, health, and welfare of domestic animals, and damage to conventional and non-conventional structures."

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In order to satisfy Need # 1413, the U. S. Air Force/U. S. Fish and Wildlife conducted a literature search of information pertaining to animal hearing and the effects of aircraft noise and sonic booms on domestic animals and wildlife. The resulting document is entitled "Effects of Aircraft Noise and Sonic Booms on Domestic Animals and Wildlife: A Literature Synthesis." (H. E. P. A. Appendix G)

The following tables taken from the above mentioned literature synthesis sum up the negative effects to animals and wildlife.

Species	Type of noise	Effect
Domestic livestock:		
Various species	Sonic boom (80-370 mN/m2); low-level subsonic flights (50-200 m) (Nixon et al. 1968; Bond et al. 1974; Espmark et al. 1974).	Startle reaction
Dairy cow	Exploding paper bags (Ely and Petersen 1941)	Cessation of milk ejection
	General noise (105 dB) (Kovalcik and Sottnik 1971)	Reduces feed consumption, milk yield, and rate of milk release
	Tractor engine sound (97 dB) (Broucek et al. 1983)	Increased glucose concentration and leukocyte counts in the blood; reduced level of hemoglobin
	General noise (1 kHz, 110 dB) (Broucek et al. 1983)	Increase in glycemia, nonesterified fatty acids, creatin; decrease in hemoglobin and, thyroxin concentration

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Goat	Jet noise (Sugawara et al, 1979)	Reduced milk yield
Swine	General noise (108-120 dB) (Borg 1981)	Influence on hormonal system: increase of plasma 11-OH-corticosterone and catecholamines; decreased corticosteroid level
	General noise (93 dB) (Dufour 1980)	Aldosteronism (excess secretion of aldosterone from the adrenals)
	Recorded aircraft noise (120-135 dB) (Bond et al. 1963)	Increased heart rate
Sheep	White noise (100 dB) (Ames and Arehart 1972)	Higher heart rate and respiration rate; lower feeding efficiency
	White noise (90 dB) (Ames 1978)	Decreased thyroid activity
	General noise (4 kHz, 100 dB) (Ames 1978)	Increased number of corpora lutea; more lambs/ewe
Wild ungulates:		
Reindeer	Sonic booms (35-702 Pa) (Espmark 1972)	Slight startle responses: raising of head, pricking the ears, scenting the air
Caribou	Low-altitude aircraft (<200 ft): fixed-wing, helicopter (Klein 1973)	Running and panic behavior
	Low-altitude aircraft (<500 ft): fixed-wing, helicopter (Calef et al. 1976)	Escape or strong panic reactions
	General noise (Calef 1974)	Increased incidence of miscarriages; lower birth rates
Pronghorn	Low-altitude helicopters (150 ft, slant range of 500 ft; 77 dBA) (Luz and Smith 1976)	Running
Laboratory rodents and rabbits:		
Various species	General noise (150 Hz-40 kHz, 132-140 dB) (Anthony and Ackerman 1957)	"Anxiety-like" behavior
Guinea pig	General noise (128 dB SPL) (Beagley 1965); simulated sonic booms (130 dB) (Hajeam-Chargois et al. 1970)	Anatomical hearing damage; hearing loss
Mouse	Simulated sonic booms (Reinis 1976)	Auditory damage; inner ear bleeding
	Intermittent noise (110 dB)	Decrease in circulating eosinophils; adrenal

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	Intermittent noise (110 dB) (Anthony and Ackerman 1955)	Decrease in circulating eosinophils; adrenal activation
	Recorded subway noise (105 dB SPL) (Busnel and Holin 1978)	Longer time interval between litters; lower weight gain of young; increased incidence of miscarriage, resorption and malformations
	Continuous, high-intensity jet engine noise (127 dB); random onset noise (103-110 dB); high-frequency noise (113 dB) (Nawrot et al. 1980)	Decreased pregnancy rate (all groups); decrease in number of implantation sites per litter and fetolethal effects (high-intensity jet noise)
	General noise (106 dB) (Ishii and Yokobori 1960)	Teratogenic effects
Rat	General noise (105 dB SPL) (Moller 1978; Borg 1979, 1981)	Hearing loss; damage to inner ear structure
	General noise (80 dB SPL) (Borg 1978a,b,c)	Vasoconstriction
	General intermittent sound (Buckley and Smookler 1970)	Rise in blood pressure; hypertension
	Recorded thundercisps (98-100 dB SPL, 50-200 Hz) (Ogle and Lockett 1966)	Increased urinary excretion of sodium and potassium; excretion of oxytocin and vasopressin
	Electric buzzer (110 dB) (Sackler et al. 1959)	Decreased adrenal , body, thymus, spleen, liver, pituitary, ovary, and uterine weights; slight gain in thyroid weight; increased production of ACTH; inhibition of gonadotrphin, ovarian hormones, and possible inhibition of the thyrotrophic and thyroid hormones
	General noise (1 kHz, 95 dB) (Fell et al. 1976)	Suppressed thyroid activity
	General noise (120 Hz, 95-105 dB) (Jurtshuk et al. 1959)	Reduced glutathione levels in blood, increased adrenal weights and ascorbic acid; decrease in total adrenal cholesterol
	Intermittent noise(95 dB)(Hrubes and Benes 1965)	Increased secretion of catecholamines in the urine; increased free fatty acids in the blood plasma; increased weight of the adrenals; inhibition of growth
	General noise (92 dB) (Gamble 1982)	Persistent vaginal estrus prolonged vaginal cornification; higher preweaning mortality of young
	White noise (102-114 dB) (Friedman et al. 1967)	Change in the hypothalymus
	Electric bell (95-100 dB) (Zondek and Isacher 1964)	Enlarged ovaries; persistent estrus; follicular hematomas
	General noise (Zondek 1964)	Decreased fertility
omestic rabbit	White noise (107-112 dB) (Nayfield and Beach 1981)	Increased adrenal weights; decreased spleen and thymus weights

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	(Nayfield and Beach 1981)	thymus weights
	White noise (102-114 dB) (Friedman et al. 1967)	Change in the hypothalymus; higher plasma cholesterol and plasma triglycerides; fat deposits in the irises of the eyes; more aortic atherosclerosis and higher cholesterol content in the aortas
	Electric bell (95-100 dB) (Zondek and Isacher 1964)	Enlarged ovaries; persistent estrus; follicular hematomas
Chinchilla	Simulated sonic booms; general noise (65-105 dB) (Carder and Miller 1971, 1972; Reinis 1976)	Hearing loss; outer cell damage of the cochlea
Wild rodents:		
Desert kangaroo rat	ORV noise (78-110 dB SPL) (Brattstrom and Bondello 1983)	Temporary threshold shift in hearing
House mouse (feral)	Aircraft (110-120 dB) (Chesser et al. 1975)	Increased adrenal weights
Cotton rat	Recorded aircraft noise (110 dB SPL) (Pritchett et al. 1978)	Increased body weights; increased secretion of ACTH
	High-pitched whistles (Hepworth 1966)	Enlarged ovaries; persistent estrus; follicular hematomas
Carnivores:		
Domestic cat	Noisy laboratory (Liberman and Beil 1979)	Hearing threshold shifts; loss or damage to hair cells of inner ear
	General noise (100-1,000 Hz) (Miller et al. 1963)	Hearing threshold shifts
Domestic dog	Sudden loud noises (Stephens 1980)	Increase in plasma corticosteroid concentrations
Farm-raised mink	Simulated sonic booms (167-294 mN/m2) (Travis et al. 1974)	Brief startle reaction
Wolf/grizzly bear	Low-altitude fixed-wing aircraft and helicopters (Klein 1973)	Startle reaction; running
Aquatic mammals:		
Beluga whale	Boat traffic (Acoustical Society of America 1980)	Easily displaced
Pinnepeds	Sonic booms (80-89 dBA SPL) (Jehl and Cooper 1980)	Startle reactions
Elephant seal	Impulse noise created by a carbide pest control cannon (115.6-145.5 dBA) (Stewart 1982)	Alert behavior

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The Air Force funded the above study and was clearly aware of the stress-related effects to wildlife and animals. However, the DEIS determined a "no impact" conclusion.

Dr. Robert H. Horwich, Ph.D. in his summary, "Effects of Aircraft Noise on Wildlife and Domestic Animals" (H. E. P. A. Appendix H) states the following:

> "Environmental Impact Statements (EIS) rarely consider the effect of aircraft noise on wildlife due to the lack of field data and we must therefore rely on laboratory studies or limited field observations. The bibliographic abstracts and the literature synthesis compiled by the U.S. Fish and Wildlife Service in 1988 provides a great deal of information on the available subject. This research indicates the serious nature of noise affecting animals with few resulting benefits. These effects could result in long term population survival problems for wild species and health and production problems for farm animals. Thus, the burden of proof that there will be no adverse effects on wildlife, must fall on the Air National Guard.
>
> A sudden, unfamiliar sound such as aircraft noise, alarms an animal or human and activates the sympathetic nervous system, giving first a short term flight or fright response commonly found in many vertebrae species. This general pattern includes activation of the neural and endocrine systems, resulting in increased physiological stress, which when prolonged may even result in death and a lowered reproduction rate. Such effects, in response to noise include startle reactions, cessation of milk ejection, reduction in feeding and milk yield, increased glucose concentration and leukocytes with reduced hemoglobin, increased adrenal secretion, increased heart rate, decreased thyroid activity, increased miscarriages and lower birth rates, hearing loss due to anatomical damage, longer inter litter birth intervals, lower weight gain in young animals, decreased pregnancy, vasoconstriction, decreased organ weights, increased adrenal weight, higher mortality of young, and enlarged ovaries.
>
> The research done on the effects of noise on animals indicates major potential for problems from low-level aircraft flight noise which fall into four main categories: 1) short term responses of alarm and disturbance of feeding, 2) effects on the development of embryos and young animals, 3) direct injury from high intensity noise, and 4) long term anatomical and physiological responses to stress.
>
> 1. **Short Term Alarm Responses** – Short term stress responses are the initial responses to the visual and auditory stimulation of the low flying aircraft. Hoofed mammals such as caribou, big horn sheep, pronghorn antelope, and domestic sheep, goats and cattle respond to airplanes with startled panic responses. Secondarily they show reduced feeding and feeding efficiency which may have a major effect during the winter when physical resources are minimal. In domestic livestock this has resulted in a cessation of milk ejection, reduction of milk production and an affect in the meat. Game birds and birds in general, responded to low-level flight noise in startled flight similar to hoofed mammals. Birds respond to the overhead silhouette of an aircraft as they would to a predator.

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2. Effects on Development – Experiments with noise on animals have indicated that noise, both has deleterious effects on the development in a number of animal species from invertebrates to mammals including primates. Effects ranged from increased mortality, decreased feeding, reduced longevity, reduction in eggs, and reduced embryo viability.

3. Direct Ear Injury- Noise can induce seizures in mammals and can have a permanent effect on the ear, damaging hair cells in the cochlea of the inner ear. This can result in permanent hearing loss.

4. Long-term Physiological Stress – A variety of long term physiological effects resulting from low flying aircraft noise have been induced in a number of mammalian species. All of these effects are directly related to stress."

EPA, 1974, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" states the following concerning animals:

"Noise produces the same general types of effects on animals as it does on humans, namely: hearing loss, masking of communications, behavioral, non-auditory physiological effects.

The most observable effects of noise on farm and wild animals seem to be behavioral. Clearly, noise of sufficient intensity or noise of aversive character can disrupt normal patterns of animal existence. Exploratory behavior can be curtailed, avoidance behavior can limit access to food and shelter, and breeding habits can be disrupted. Hearing loss and the masking of auditory signals can further complicate an animal's efforts to recognize its young, detect and locate prey, and evade predators. Competition for food and space in an 'ecological niche' results in complex interrelationships and, hence, a complex balance.

Many laboratory studies have indicated temporary and permanent noise-induced threshold shifts. However, damage-risk criteria for various species have not yet been developed. Masking of auditory signals has been demonstrated by commercial jamming signals, which are amplitude and frequency modulated.

Physiological effects of noise exposure, such as changes in blood pressure and chemistry, hormonal balance and reproductivity have been demonstrated in laboratory animals and, to some extent, in farm animals. But these effects are understandably difficult to assess in wildlife. Also, the amount of physiological and behavioral adaptation that occurs in response to noise stimuli is as yet unknown.

Considerable research needs to be accomplished before more definitive criteria can be developed. The basic needs are:

- More thorough investigations to determine the point at which various species incur hearing loss.
- Studies to determine the effects on animals on low-level, chronic noise exposures.

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- Comprehensive studies on the effects on animals in their natural habitats. Such variables as the extent of aversive reactions, physiological changes, and predator-prey relationships should be examined.

Until more information exists, judgments of environmental impact must be based on the existing information, however incomplete. The most simple approach is to assume that animals will be at least partially protected by application of maximum levels identified for human exposure."

The EPA stated the above in 1974. More information did exist in 1988 with the Manci literature synthesis, however, the USAF chose to ignore it—even though the USAF funded the study.

BI-9 H. E. P. A. has cited sufficient data to conclude that the USAF should have been aware that the RBTI could cause significant damage to wildlife and animals in general.

In regard to livestock, the Air Force states the following in DEIS page 4-93:

"The effects of aircraft overflights and their accompanying noise on domestic livestock have been the subject of numerous studies since the late 1950's. These studies have examined the effects on a wide range of livestock including poultry, cattle, sheep, pigs, goats, and mink. Exposure to multiple real and simulated overflights at all altitudes provided the basis for testing the animals response. Several general conclusions are drawn from these studies:" (page 4-93)

"Overflights do not increase death rates or reduce productivity rates (e.g., birth rates and weights) among domestic livestock." (Page 4-93)

"Most large mammals, such as cattle and sheep, show no signs of startle or agitation." (Page 4-93)

"Domestic livestock, especially when in corrals, barns, or under other restrictions, habituate to overflights and noise, even near busy airports where noise is loudest and most infrequent." (Page 4-93)

BR-3 What definitions are being used for domestic livestock and range cattle? What distinctions is the Air Force making between the two? What air speeds and AGL criteria were used in these studies? If studies have been made on animals exposed to "real and simulated overflights at all altitudes", these studies must be cited.

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The DEIS states on page 4-93,

"Range cattle have not been tested, but historical interactions between the cattle and numerous overflights have not indicated a problem. For example, cattle have grazed under heavily used military space at Avon Park Range in Florida, Saylor Creek Range in Idaho, and Smokey Hill Air National Guard Range in Kansas for decades. At these training ranges, grazing cattle have been subject to upwards of 100 overflights per day, many as low as 100 feet AGL. No evidence exists that the health or well being of the cattle has been threatened. The animals, including calves, show all indications of habituating to the noise and overflights."

BR-3 What evidence has been gathered on these cattle? Who gathered the evidence and over what time span? Was this an actual scientific study or a mere observation? Was evidence gathered before overflights and after several years of overflights with a result comparison? If the Air Force is using the above information as a basis for their conclusion of "no impact on range cattle", they must cite the studies and include in the DEIS Appendix. This information needs to be available for review by all citizens.

The following is a cursory list of range cattle criteria that need to have answered on a "before overflights" and "after several years of overflights" (BO/ASYO) basis.

1.) Was the hearing ability of the cattle tested BO/ASYO?
2.) Were sleep patterns tested BO/ASYO?
3.) What were the conception rates BO/ASYO?
4.) Was feed consumption tested BO/ASYO? Did feed consumption drop off ASYO?
5.) Did milk production remain the same BO/ASYO?
6.) What were the weaning weights of calves BO/ASYO?
7.) Were abortion rates the same BO/ASYO?
8.) How much sickness, weight loss, and percent death were experienced in weaning calves BO/ASYO?
9.) What percent death loss was there BO/ASYO?
10.) How much vaccine and what kind was required to keep cattle healthy BO/ASYO?

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11.) Did the average daily gain on yearlings remain the same BO/ASYO?
12.) Did yearlings eating habits, sleeping habits, and vaccine requirements remain the same BO/ASYO?
13.) Did cows heat cycle remain the same BO/ASYO?
14.) Were producers able to use the same ratio of cow to bulls BO/ASYO – or did they need more bulls to breed the same number of cows?
15.) Did labor related costs increase due to more care required for doctoring sick cattle, repairing fences and pens torn down due to startle effect, regather cattle that have scattered due to noise, etc?
16.) Did vet costs increase due to cattle being injured due to startle effect?
17.) Did medical related expenses increase due to injury of cowboys thrown from horses, falling off windmill towers, etc.?
18.) What was the number of injuries to livestock BO/ASYO?

BR-3 All of the above questions need to be answered for horses, sheep, pigs, goats, and wildlife. The citizens asked these same questions during scooping and they were never addressed in the DEIS. This amounts to a fatal flaw in the DEIS, invalidating its conclusions.

If the Air Force has studies on the above list of items, they must cite the studies & attach in appendixes so they are available to all citizens. A blanket statement of "no evidence exists that the health or well being of cattle has been threatened" is not enough – especially since it is preceded by "range cattle have not been tested."

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The DEIS states,

> "A large bibliography of studies of aircraft noise on large stock has consistently minimized the effects of noise and vibration in the health and well being of many animal species. Without exception, these studies failed to provide conclusive evidence of any serious effect except trauma due to panic reaction." (G-13)

H.E.P.A. takes great issue with this statement. The Air Force itself has cited the study by Manci et al (H.E.P.A. Appendix G) entitled "Effects of Aircraft Noise and Sonic booms on Domestic Animals and Wildlife: A Literature Synthesis". A careful reading of the Manci study and the attached tables show numerous evidence of "serious effect" (see pages 53-57 of this report). Perhaps the DEIS believes that this evidence, produced in a study funded by the USAF, was not "conclusive". If that is the case then the USAF, having seen clear evidence of "serious effects", should conduct further, more "conclusive" studies before proceeding to prepare a final EIS.

BR-3

Further, the DEIS admits,

> "Infrequently some livestock startle in reaction to the rapid onset of an aircraft noise, but usually these animals have not been previously exposed to such noise." (Page 4-93)

Stress and trauma are very real concerns for all livestock producers. They can make or break an operation. The following is an article published in Ford Dodge Animal Health's "Cow/Calf Herd Health Guide." Fort Dodge Animal Health is a leading manufacturer of biological and pharmaceuticals engaged in the research and therapeutic products for the animal care industry.

> "Respiratory and reproductive diseases cost cow/calf producers millions of dollars a year in reduced productivity, infertility, delayed conception, medical treatment and death loss. Understanding how these diseases impact your business is your first step toward preventing them.
>
> **Bovine Respiratory Disease Complex**
>
> Bovine Respiratory Disease Complex (BRDC), or "Shipping Fever", is a general term for the pneumonia commonly seen in freshly weaned calves. The syndrome may be caused by several disease agents or other interacting factors.
>
> Stress is a major contributor to BRDC. Stressful events such as weaning, dehorning, shipping and weather changes can compromise the animal's immune system, making it susceptible to disease-causing viruses and bacteria. Although stress cannot be eliminated entirely from the cow/calf operation, it can be reduced through careful handling and sanitary conditions.

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> "....calves which survive respiratory disease often don't grow as fast or as large as calves which have never been infected. Affected heifers may also calve later than their healthy herd mates.
> The following respiratory diseases contribute to BRDC:
>
> - **Bovine Viral Diarrhea (BVD).** This is one of the most costly diseases of cattle. Signs include scours, nasal discharge, coughing and fever. BVD can also cause infertility, abortion and birth defects. Type 2 BVD is a severe form of this virus which can cause hemorrhaging and death in young calves and adult cows.
> - **Infectious Bovine Rhinotracheitis (IBR).** Also known as "Rednose", this highly contagious virus causes respiratory disease, abortions and infertility. Signs include inflamed nasal passages, fever, rapid breathing, deep cough and loss of appetite.
> - **Parainfluenza Type 3 (PI_3).** This is a common, mild respiratory disease which suppresses the animal's immune system, allowing other diseases to develop. The virus is shed in nasal and eye secretions, and infects nonvaccinated animals through the mouth and nasal passages.
> - **Bovine Respiratory Syncytial Virus (BRSV).** A sometimes fatal, stress-related infection which can cause mild to severe respiratory disease and reduce the animal's resistance to other diseases. Signs include coughing, high fever and runny eyes and nose.
> - **Haemophilus somnus.** H. somnus is a bacterial infection implicated in a variety of respiratory, neurological and reproductive disorders. H. somnus can be the primary cause of respiratory disease, or it can be an underlying infection that is masked by other disease-causing agents. Signs of H. somnus include fever, coughing, nasal discharge, labored breathing and abortion. Death without symptoms can occur.
> - **Pasteurella haemolytica and Pasteurella multocida.** These highly infectious bacteria are the major cause of pneumonia, and the most commonly found pathogens in cattle dying of respiratory disease. P. Haemolytica and P. multocida multiply quickly in the presence of stress, poor weather, or primary viral infections. Signs include depression, lethargy, loss of appetite and high fever. Death can occur suddenly with few signs of disease, or the animal can survive only to become a "poor doer" due to the lung damage caused by this disease."

A study by Waynert et al. "The Response of Beef Cattle to Noise During Handling" (H. E. P. A. Appendix K) concludes the following:

> "Noise is often overlooked as a potential source of fear for cattle during handling."
>
> "Fear causes both behavioural and physiological changes in cattle. A stimulus that is of high intensity, is novel, or presented suddenly, may be considered frightening (Wood-Gush, 1983)."

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> "Noise as a cause of fear in cattle is often overlooked, though some noise may be more irritating to cattle than people, since cattle can hear sounds of much higher frequencies than humans (Kilgour and Dalton, 1984)."
>
> "It has been shown that noise contributes to transport stress in calves (Francesco et al., 1990). Observations at slaughter plants indicate that animals held overnight in noisy yards were more agitated, and following slaughter were found to have more bruising, than animals kept in a quieter environment (Eldridge, 1988). Noise, such as the sound of a truck horn, was shown to increase the heart rates (HR) of free-ranging cattle (Arave et al., 1991), while cattle habituated to the sounds and sights of cars and trucks will readily graze along highways and seldom react (Grandin, 1997). This seems to indicate that it is the suddenness, novelty and the unexpected nature of sounds that elicit the fear response."
>
> "Heifers exposed to the playback recordings of the combined sounds of humans shouting and metal clanging (Noise) had higher heart rates and moved more during the testing period than their counterparts who were exposed to no recorded sounds (Silence) (Table 1). We believe the elevated heart rates and the increased movement are indicative of an increased level of fear experienced by the Noise heifers. Increased HR and escape movements are the normal components of the fear response in cattle and most other ruminants, thought Kilgour (1975) reported that one cow among 50 became immobile in response to a fearful situation during an open field test. In our two trials, the HR and the number of peaks were significantly correlated ($r_s = 0.48$ and $r_s = 0.47$, Spearman's rank order correlations, Trials 1 and 2, respectively), suggesting that both measures may be indicative of the level of fear. Alternatively, more movement may cause HR to rise due to a physiological response and not in response to fear. However, if HR increased simply due to a physiological response brought about through increased movement, then some aspect of the Noise treatment must have initially caused the Noise group to move more than the Silence group. We believe fear was a likely cause of the increased movement and therefore fear, either directly or indirectly, led to an increase in HR"

A study by Hyun, et al. "Growth Performance of Pigs Subjected to Multiple Concurrent Environmental Stressors" (H. E. P. A. Appendix K) concludes the following on pigs:

> "**IMPLICATIONS** Animal environments are complex and frequently comprise several stressors at once. Despite this, whether stressor effects on growth performance of pigs are additive, antagonistic, or synergistic was not known. This information is needed to better manage animal environments. The present data show that the detrimental effects of high ambient temperature, regrouping and reduced space allowance are generally additive. Therefore, removing a single stressor from a complex environment containing multiple stressors may substantially improve growth performance of pigs. This is important because some stressors are uncontrollable and therefore may be present even under optimal management."
>
> "Swine have the potential to reach mature market weight in 140 d or less, yet in the United States the average is 180 d. The factors that contribute to this lag in growth have not been fully defined, but environmental stressors are widely acknowledged to have an important role. The effects of many single stressors and a few two-stressor complexes have been reported for swine. Although the results indicate that stressors such as high

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> ambient temperature (Close et al., 1978; Lopez et al., 1991; Nienaber et al., 1991; Xin and DeShazer, 1992), regrouping (McGlone and Curtis, 1985; Bjork et al., 1988) and restricted floor space (Kornegay and Notter, 1984; Kornegay et al., 1993a, b; NCR-89 Committee on Confinement and Management of Swine, 1993), reduce feed intake and weight gain, it is difficult to extend information from single-stressor studies to production settings because pigs usually experience several stressors at once. Recently, the effects of six concurrent stressors and effects of sequential stressors on performance and several physiological and pathological traits in chicks were reported (McFarlane et al., 1989a, b; Johnson et al., 1991). When factorial combinations of six stressors were imposed, the effects generally were additive. For example, the percentage depression in feed intake and growth increased linearly as the number of simultaneously imposed stressors increased. Whether the effects of multiple concurrent stressors in swine are additive, synergistic, or antagonistic is not known."
>
> "To understand how different stressors that are present simultaneously influence growth performance, pigs were subjected to a factorial arrangement of treatments involving three stressors. The resultant data confirm previous studies that show that when presented alone high ambient temperature, reduced space allowance, and regrouping depress growth, feed intake, and feed conversion efficiency. The important finding was that when these stressors were presented together, as is often the case in typical swine production systems, the effects were generally additive. Because the effects were additive, these data indicate that removal of a single stressor can have substantial beneficial effects on the growth performance of pigs if the effects of the individual stressors are known."

Another study on pigs was done by Hick et al., "Behavioral, Endocrine, Immune, and Performance Measures for Pigs Exposed to Acute Stress" (H. E. P. A. Appendix K). The findings are as follows:

> "Stress represents the reaction of the body to stimuli that disturb its normal physiological equilibrium or homeostasis, often with detrimental effects (Khansari et al., 1990). One response to acute stressors is activation of the hypothalmic-pituitary-adrenal (HPA) axis, resulting in elevated corticotropin-releasing hormone (CRH). Corticotropin-releasing hormone stimulates the anterior pituitary to release ACTH and other peptides. Elevated ACTH stimulates the release of glucocorticoids from the adrenal cortex into the blood of stressed farm animals (Dantzer and Mormède, 1983). Shipping (Nyberg et al., 1988; Parrott and Mission, 1989), social stress (Parrott and Mission, 1989, electrical stimulation and heat stress (Becker et al., 1985), and feed and water deprivation (Houpt et al., 1983; Parrott and Mission, 1989) can increase plasma cortisol concentration in pigs. During the production and marketing of pigs, a number of stressful situations lead to production losses and pathological disease. Pigs are exposed to many environmental stressors (e.g., heat, cold, mixing, weaning, noise, and shipping) that can increase disease susceptibility and impair immune function (Kelley, 1980, 1985).
>
> Stress has possible effects on behavior, growth, endocrine, and immune measures. The objectives of this study were to determine the effects of relevant acute stressors (heat, cold, and shipping) on pig performance, physiology, and behavior."

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A study conducted by Scanga et al., "Factors Contributing to the Incidence of Dark Cutting Beef" (H. E. P. A. Appendix K) states the following about the economic cost to the beef industry from dark cutting beef resulting from stress:

> "The 1995 National Beef Quality Audit (NBQA) reported that dark cutting beef carcasses (dark cutters) result in a loss of $6.08 per animal harvested in the United States (Smith et al., 1995). Dark cutters result from preharvest stress, which depletes muscle glycogen stores and thus reduces the glycogen needed to produce the lactic acid that reduces the pH of postmortem muscle. The abnormally high pH (>6.0) increases the light-absorption and water-binding abilities of postmortem muscle and results in an undesirable, dark, firm, and dry cut lean surface (Lister, 1988). Even though this is understood at the clinical level, the stress factors that induce the condition are not as clear. Weather, growth promotants, genetics, disposition, and handling practices before harvest all may play a role in creating the dark cutting condition (Hedrick et al., 1959; Smith et al., 1993; Voisinet et al., 1997)."

A study by Stoebel et al., "Repeated Acute Stress During the Follicular Phase and Luteinizing Hormone Surge of Dairy Heifers (H. E. P. A. Appendix K) states the following:

> "These results suggest that brief stress can disrupt the preovulatory luteinizing hormone surge in the cow and that this effect may have significant implications for dairy management."
>
> "Studies have indicated that in large animals ovulation can be disrupted by periods of stress such as that encountered during transportation or severe climatic conditions, (2, 7)."

BR-3 Stress and trauma caused by overflights can seriously affect the health & well being of livestock. The USAF either knew of these negative studies or intentionally failed to address them or was grossly negligent in not properly researching the potential impact of the RBTI on animals.

4.4.1 Methods and Approach

LAND VALUES

The DEIS states,

> "Most direct and indirect socioeconomic effects associated with implementation of any action alternatives (Alternative B, C, or D) would occur in the immediate vicinity of where Electronic Scoring Sites and Emitter Sites would be constructed and operated." (DEIS page 4-109)

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Why does the Air Force consider most socioeconomic effects to occur around emitter sites? 86% of the land under the proposed Lancer MOA (Alternative B) is rangeland used for grazing livestock and "Range cattle have not been tested"! Furthermore, the whole subject of our existing hunting industry is not even mentioned, much less addressed. This is a socioeconomic effect which certainly does not only occur in the immediate vicinity of the emitter or scoring sites. This is a fatal flaw of the DEIS and invalidates its conclusions.

BR-4

On page 4-109, the DEIS states,

> "Other factors related to socioeconomics were identified during the public scoping period. Concerns were expressed that air craft overflights could effect land values, or economic pursuits such as ranching and tourism. Questions regarding land value near airports have been asked in many U. S. communities over the years and research has been conducted determining and quantifying the economic effect of noise around airports in urban settings. However, RBTI involves aircraft noise in a rural setting. The variability of land value due to the diversity of land uses, locations, and improvements makes it difficult to quantify potential impacts, if any, that might be associated with aircraft overflights."

BR-4 The whole subject of land values under the proposed Lancer MOA is extremely important, yet the USAF apparently intends to ignore the whole subject because it is "difficult" (see quote above) to study. In fact there are existing studies on how noise effects land values, both rural and urban. The USAF apparently does not feel that urban studies on the noise impact to real estate values noise are valid in rural settings, yet curiously, the basic noise research they use is almost entirely urban and the USAF intends to apply it in rural settings.

In the previously cited report by Dr. William Weida (H. E. P. A. Appendix D), Dr. Weida states,

> "Solid noise research has been available for years and has been made know to the Air Force. The results of this noise research are unambiguous – noise from aircraft operations lowers property values."

By failing to address these facts presented by Dr. Weida and others, the USAF has produced a flawed and incomplete DEIS.

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Furthermore, the subject of land values must deal with the potential loss of income from hunting and other recreational activities which will be negatively impacted by the RBTI. Dr. John S. Baen, the University of North Texas in Denton, TX., has studied this subject extensively. Dr.Baen recently filed a Declaration in the case of McCoy Land & Cattle Company et al VS. German Air Force , et al, in U.S. District Court, Pecos, TX. Division (H.E.P.A. Appendix N) on the subject of land valuation impacts from low-altitude jet overflights resulting in loss of hunting income. In this Declaration, Dr. Baen indicates property values for rural land much like that to be overflown by the RBTI will be significantly reduced as a result of the increased noise levels. Dr. Baen actually presents a formula for determining the cost of land value as a result of diminished hunting "lease" income.

BR-4 Since the USAF is a party to this lawsuit, it was well aware of this issue of lost hunting income and Dr. Baen's work. Yet, the USAF chose to ignore the works of Dr. Baen and others in the DEIS. Why? It appears to be obvious that loss of hunting will result in diminished land value. How could the USAF avoid this conclusion?

Further in March 1985 the FAA commented in Aviation Noise Effects (p101)

> "The bottom line is that noise has been shown to decrease the value of property approximately 1% decrease per decibel."

Example: 2.83 million acres Lancer MOA @ $250/acre average = $ 708,473,500.

A 12% decrease[1] in value would be $ 85 + million decrease in property values for the Lancer MOA alone. This would not include the land value decrease in the 6.4 million acres under the Lancer MTR.

* 1 based on projected noise of 46 DNL and a base noise of <45 DNL equaling an actual 20-34 DNL in our rural area.

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Yet the USAF has dismissed the subject of rural land value decrease in one sentence,

> "In the present instance, given the rural nature of the region and the history of military use of the associated airspace (see Section 3.4), changes in numbers or types of overflights are not expected to produce measurable impacts on the economic value of the underlying lands."

The USAF must acknowledge the potential major negative impacts on property values or conduct appropriate studies on rural land value before going forward with a final DEIS. The economic livelihood of all citizens underlying the Lancer proposal is in extreme jeopardy.

BR-4 Is it possible the USAF has never had to address this issue before because other major training areas are on Federal and State land? Has the USAF paid compensation to anyone for noise-related damages to property? If so, details should be released to the public. Landowners under the proposed RBTI should be advised if the USAF intends to compensate them for reduced land values and damages to be associated with the RBTI, and if so, how much.

Other studies state that the decrease in rural land values would be far greater than on urban land values.

> "It is possible, however, that a recreationalist or rancher could be startled if an overflight took place at a specific point of time, but such an event is difficult to predict. In a MOA, the operations are random and widely dispersed. The random nature of operations and the wide altitude structure within the MOA make it unlikely that any one location would be overflown repeatedly. Therefore, no significant adverse consequences to economic activities can be expected." (page 4-109)

This is a fairly confusing dismissal of adverse economic effects. This statement seems to compare the likelihood of startle effect to adverse economic activities. This statement also seems to associate the likelihood of any one place being overflown repeatedly with adverse economic activities. H. E. P. A. believes that there is a significant probability that some areas will have a much higher concentration of overflights than others will. These areas could suffer significant damage.

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The reality is 9.2 million acres of private land will be overflown with 7,524 plus sortie operations (traffic on VR-196/197, VR 116, IR-102/141, IR-128/180, IR-154, IR-178, IR-192/194, Lancer MOA) per year. The likelihood of repeated overflights in certain areas is quite high.

LIVESTOCK

At present, the Air Force has no study to evaluate economic loss due to domestic animals as stated in the USAF Current Technology Need # 1413. Air Force **Need # 1413 - Model Updates to the Assessment System for Aircraft Noise (ASAN) for Prediction of Noise Exposure from Military Aircraft Operations and the Resulting Impact to Humans, Animals, and Structures** (H.E.P.A. Appendix A) states:

> "The animal impact studies will divide the efforts into studies on domestic animals and wildlife. Domestic animal studies will focus on the evaluation of economic loss and mitigation of adverse effects."

The eight counties underlying the MOA graze a total of 236 million range animals as shown in H.E.P.A. Table 4.1-1 below. The MOA would cover 61% of the total acreage in these counties.

209 million cattle and calves

1.3 million milk cows

11.4 million sheep and lamb

14.2 million ewes / year and older

The 18 counties underlying the MTR routes graze a total of 771 million range animals. The MTR would cover 26 % of the acreage in these counties.

369 million cattle and calves

2.4 million milk cows

213.8 million sheep and lambs

156.6 million ewes 1 year and older

29.5 million angora goats and kids

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These livestock numbers would be low - since most ranchers reduced their inventory due to drought conditions in 1996 & 1998 and have not been able to stock back to full capacity.

The Texas Agricultural Statistics Service published the following information.

H.E.P.A. Table # 4.1-5 Livestock Inventory In Counties Underlying Lancer Proposal **

MOA	Texas Cattle Inventory						Texas Sheep & Wool						Texas Angora Goats			
	All Calves & Cattle		Beef Cows		Milk Cows		All Sheep & Lambs		Ewes 1 Year And Older		Wool Produced		Angora Goats And Kids		Mohair Produced	
	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997	1995	1996	1996	1997	1996	1997
Dawson	8	9	4	4												
Lynn	10	11	5	6												
Borden	24	15	16	10												
Garza	28	28	14	14												
Kent	32		19	16												
Fisher	39	36	11	10												
Scurry	29	32	16	15												
Stonewall	39	30	19	15	1.3	1.4	9	12	6.4	8.6	18.5	60				
Totals	209	187	104	90	1.3	1.4	11.4	14.2	8.4	10.5	44.5	79				

** **NOTE:** Numbers are based on 1,000 head as shown.

MTR	Texas Cattle Inventory						Texas Sheep & Wool						Texas Angora Goats			
	All Calves & Cattle		Beef Cows		Milk Cows		All Sheep Lambs		Ewes 1 year And Older		Wool Produced		Angora Goats And Kids		Mohair Produced	
Mitchell	24	21	14	12			7.7	4	5.6	3.8	43	44				
Hudspeth	21	18	8	6												
Culberson	11	12	7	7												
Jeff Davis	21	21	13	13												
Presidio	26	19	11	11												
Brewster	40	33	29	21			2.3	2.5	2.2	2.4	12.5	24.3				
Pecos	45	47	20	21			86	95	57	73	468	554	28	29	173	160
Reeves	78	78	11	14	2.4	2										
Loving	4	3	2	2												
Winkler	6	4	4	3												
Ward	6		5	4												
Crane	9	7	6	5			3.8	2.2	3	19	24.5	24				
Ector	15	13	13	10												
Upton	8	8	5	5			26	26	21	20	14.7	163				
Reagan	8	7	5	5			22	28	16	19	230	150				
Glasscock	11	8	7	5			13	11	9.8	9.5	105	141				
Sterling	21	16	15	13			53	46	42	40	470	370	1.5	2	35	12
Howard	15	13	10	7												
Totals	369	333	185	164	2.4	2	213.8	214.7	156.6	186.7	1,500	1,470.	29.5	31	208	172
Grand	578	520	289	254	3.7	3.4	225.2	228.9	165	197.2	544.5	1549.3	29.5	31	208	172

** **NOTE:** Numbers are based on 1,000 head as shown.

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These figures represent at least 344 million animals underlying the Lancer MOA and MTR airspace that would be affected by the overflights. These livestock numbers represent an enormous monetary investment by all livestock owners. In addition, these livestock numbers represent a primary economic source of income to the citizens living under proposed Lancer airspace.

The 1997 Census of Agriculture shows the market value of all livestock sold in the counties underlying the proposed Lancer MOA and MTR-178 to be $52.3 million and $125.7 million respectively.

If the noise stress of overflights negatively affects our livestock as the studies suggest, the citizens living in these counties would bear a severe economic hardship.

Larry White, Extension Range Specialist, Texas A & M University/Texas Agricultural Research & Extension Center states the following in the Total Ranch Management Handbook, 1989:

> "What is the biggest problem in agriculture today? How many of you know of ranches surviving on traditional agricultural enterprises? Most ranches considered to be making a go of it "have other sources of income" (gas and oil, etc.). In fact, over half of the cattle produced in the United States are produced from herds of less than 50 cows where the owner lives and works in town (Smith 1986).
>
> "Traditional ranching is financially unattractive. Most ranchers have been living on the increasing value of their land. Many ranchers in this situation continue to borrow heavily against their land values and in essence are living off their children's future inheritance and not really making a living from ranching."
>
> "The U.S. Department of Agriculture reports that as of January, 1985, of the nation's 2.2 million farms and ranches nearly 70,000 were technically insolvent. Another 73,000 had debts equaling 70% to 100% of their assets, meaning insolvency was imminent. A further 222,000 farms and ranches had debts equaling 40% to 70% of their assets, therefore, face severe financial stress. The situation was particularly acute among the nation's 679,000 family-run commercial farms and ranches (annual sales of $50,000 to $500,000). Nearly one third of these farms had significant financial problems (Lukas 1985)."

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> "Many ranches surviving today are generally supported by additional non-traditional agricultural sources of income. Currently gas, oil, recreation and/or land investment provide for the continuation of ranch ownership. Many traditional ranches, however, continue ranching as a desired life style and to continue ownership of the land. The economic outlook for these ranchers wishing to provide a livelihood for themselves and their families from traditional agricultural enterprises is often bleak."

An article published by the Beef Organization (H. E. P. A. Appendix M) states the following:

> "Cattleman take good care of their animals for two reasons: First, they are in the cattle business because they like animals. Second, keeping animals healthy, strong and free of stress and injury is in their own economic interest. Any type of abuse or neglect or harmful practice is counter productive. If cattlemen are to remain in business and remain on their farms and ranches, they must be efficient producers. That requires proper feeding, health maintenance, care and handling. Management of cattle involves hands-on care. Cattlemen and cattlewomen, not machines, monitor, feed and care for their livestock."
>
> "Management practices and feeding and handling programs followed by cattle producers are no accident: they are a result of years of research and experience."
>
> "Animals that receive the best care are the most productive. Health and reproductive and productive traits continue to be the most readily measurable and most practically useful indicators of compatibility between farm animals and the environment in which they reside."
>
> "Cattlemen are experts in animal care. Training and experience have taught them to recognize any potential problems in nutrition, health, comfort or stress, and the necessary steps to take, ensuring proper care of their animals. They view this responsibility as both a moral obligation and an economic necessity."

All rural agricultural based communities in Texas have seen recent decline in revenues from both agriculture and the petroleum industries. The drought conditions of 1996 and 1998, coupled with low cattle prices have put many livestock producers in critical economic conditions. If Air Force overflights result in less efficient livestock production or add additional expenses to operations, it could put many producers out of business.

2nd, 3rd & 4th generation ranchers are a declining resource. We all wondered if would make it through the drought—and some of us didn't. We all wonder each year if we will make it through low cattle prices—and some of us don't. Now we all wonder if we will survive the negative financial impacts RBTI will place on our livestock & hunting enterprises—and a lot of us won't.

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The Lancer proposal must not go forward based on the USAF acknowledgement of lack of studies in Current Technology Need #1413 and the proven potential of overflights to severely damage our rural economy.

HUNTING INDUSTRY

Wildlife was discussed briefly in the DEIS, but hunters and the hunting industry were never mentioned.

As stated by Judon Fambrough, Texas Real Estate Research Center in the "Texas Wildlife Management Handbook" page I-C17, (all references to the "Texas Wildlife Management Handbook" refer to a publication that can be accessed at http://agpublications.TAMU.edu/pubs/ewild/)

> "Deer hunting is big business in Texas. Lease hunting for deer remains one of the few constant sources of revenue for many Texas landowners following the recent decline in revenues from both agriculture and petroleum industry. Texas landowners have a unique position for lease hunting. Unlike other states, Texas has little state-owned land available for public hunting."

As stated by Jack Thigpen, Extension Economic Development Specialist, Texas A & M University in the "Texas Wildlife Management Handbook" page I-C5:

> "Nearly all of the land (97 percent) in Texas is privately owned. Fee-access recreation, especially the leasing of hunting rights, on Texas farm and ranch land has become big business. Although exact figures are not available, calculations show that more than $100 million is spent annually to lease land for hunting. Revenue from hunting lease activity challenges some traditional agricultural activities in total cash receipts for the state. In 1982, for example, total receipts for sheep, lambs, wool, hogs and pigs was less than $200 million. The estimated total annual value of wildlife in Texas is $100 to 350 million. In addition, wildlife and hunting leases have been estimated to contribute an average of $55 per acre to deer range land values, which amounts to $4.2 billion across the state."
>
> "Rural communities also benefit from fee-access activities. Although there is little data on the direct effects, increases in retail trade and lodging during hunting season are well know."

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As stated by Albert Ward, Sutton County Extension Range and Wildlife Committee, Sonora, Texas on the "Hunting Lease Impacts on Rural Communities' Economics" "Texas Wildlife Management Handbook", page I-C7 through I-C12,

> "There is a lack of comprehensive data available about the contribution that hunting makes to the economy of rural communities in Texas. This report attempts to compile some of the available information, particularly as it pertains to Sutton County. It is recognized that the methods used leave the quantitative values of the results open to question, but they represent the best information available at this time."
>
> "We conclude that hunting contributes about $1.2 million in lease income and $2.0 million in non-lease income, a total of almost $3.2 million, to the economy of Sutton County each year. If certain other local purchases made by individual hunters and the results of the "Multiplier Effect" were added to this, the net impact on the county's economy would be shown as several times greater."
>
> "While participating in a Chamber of Commerce director's meeting, I became painfully aware of the lack of data concerning the contribution hunting makes to the economies of rural communities in Texas: specifically to that of Sutton County. I found a corresponding lack of recognition of the present importance and potential of this source of revenue for merchants as well as ranchers."
>
> "If the total experience is not favorable, they (hunters) may not return. They certainly will not encourage their friends to become new hunters in the area. This would be a loss to the community as a whole, not just the ranchers."
>
> "We estimated $ 1,160,415.50 in lease income and $ 1,996,894.49 in non-lease income." "The true significance of these figures can only be fully appreciated when viewed in a relation to the whole."

- "**Agricultural income** in Sutton county has been reported to be about $ 15 million per year (Dallas Morning News, 1984). The $ 1.2 million estimated here indicates that about 8 percent of this county's agricultural income comes from hunting."
- "**Retail sales** have been estimated at $ 31.3 million per year in Sutton County (Standard Rate & Data Service, Inc., 1985). By applying our estimate of $ 2.0 million, we feel that purchases by hunters represent at least 6 percent of our retail sales."
- "**Service station sales** are shown to be nearly $ 2.8 million annually in Sutton County (Standard Rate & Data Service, Inc., 1985). Comparing this to the almost $ 0.3 million estimated here in fuel expenditures, we conclude that hunters account for about 11 percent of Sutton County's service station sales."
- "**Food** accounted for $ 15.88 average expense per hunter day, or $ 454,850.84 estimated spent in Sutton County. This almost $ 0.5 million in food sales represents 7 percent of the $ 6.7 million county total (Standard Rate & Data Service, Inc., 1985)"

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- "**Alcoholic beverages** and related items represent the remaining $7.89 average expense per hunter day in the combined category. It may be said, then, that hunters contribute about $225,993.27 per year to this industry in Sutton County."
- "**Hotels and motels** were utilized by 9.1 percent of the hunters in Berger's (1974) statewide study. This suggests gross receipts (including tax) of $ 780,000. It may be, then, that motels in Sutton County receive about 5 percent of their revenues from hunters."
- "**Restaurants** were the source of food for 15.1 percent of hunters statewide as reported by Berger (1974). This is about 2 percent of the $ 6.2 million annual county total for such establishments as estimated by Sales & Marketing Management (1984)."

> "The numbers that we have assembled in this paper leave no doubt that hunting is of great economic importance to Sutton County, Texas. In all likelihood, our figures are reasonably representative of the situation in a number of rural communities in Texas. It would not be difficult for ranchers or others to develop similar statistics that would demonstrate the significance of outdoor recreation in their home communities. In Sutton County, there is the potential to increase income considerably from hunting. This will require a joint effort by ranchers and merchants indeed the whole community. It is hoped that this report will give a small push in that direction. It is also hoped that it may serve as "food for thought", encouraging similar effort in other counties."

According to Charles W. Ramsey, Extension Wildlife Specialist, Texas A & M University, "Texas Wildlife Management Handbook" page I-C13:

> "The first requirement in the development of a hunting lease enterprise is a good understanding of what is being offered for sale. A successful enterprise provides more than just access. It provides the opportunity for enjoyable outdoor experiences."
>
> "Many little things external to the hunt itself contribute to a enjoyable trip."
>
> "Plush overnight facilities are not mandatory for a successful hunting lease. Some hunters prefer to camp out or bring recreational vehicles."
>
> "The point is that purchasing a hunting lease, for most hunters is investing in a opportunity for a pleasant experience, not purchasing a commodity. Management of the hunting lease enterprise to ensure that the customer has a pleasant experience is the key to successfully dealing with hunters."

How many hunters will pay to hunt under low-level, high-speed combat conditions? How many hunters will invest in a hunting lease to experience the noise levels proposed in the Lancer Alternative? How many hunters would classify hunting under combat conditions to be a pleasant experience? How can landowners sell hunting leases under the Lancer proposal when there are

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hunting leases available all over the state of Texas that include peace and quiet as part of the package?

According to John K. Thomas, Department of Rural Sociology, Texas A & M University "Texas Wildlife Management Handbook" page I-C23:

> "Texas has one of the most extensive lease hunting systems in the nation."
>
> "In 1988, the Texas Parks and Wildlife Department sold more than 12,000 licenses to private landowners and operators (i.e., persons and groups who have a legal arrangement with a landowner to use a parcel of land for particular purposes). Licensees sold an estimated $ 100 million in hunting leases. As a result of this leasing activity, the annual value of Texas wildlife, particularly white-tailed deer and other game species, on lands leased for hunting has been estimated to vary between 100 and 300 million dollars. (Pope et al. 1984). In addition, the recreational value of wildlife produces a multiplier effect on land values. The presence of wildlife on leased land contributes slightly more than $ 4 billion to land values. However, these leasing, wildlife and land estimates are based partly on expenses reported by hunters and do not include the supply – side aspect of leasing activity in Texas. Therefore, data provided by landowners and operators on sales of hunting leases could enhance understanding about lease economics in Texas."
>
> "Finally, some comment is necessary about the lease income reported by operators. Most estimates of leasing activity in Texas are three to five times the amount reported by respondents to the survey."

The citizens under Lancer proposal will also lose the recreational value of wildlife that produces a multiplier effect on land values. Even a 3 % decrease in land value could mean a loss of value of $69-100 million dollars (based on a conservative estimate of average land value).

As stated by William C. Gartner, Director of Institute of Outdoor Recreation and Tourism, Utah State University, "Texas Wildlife Management Handbook" page I-D1:

> "Marketing recreational hunting is different than for almost any other product. What is marketed is not a tangible product, but an experience."
>
> "In the case of hunting, the producer is the owner or lessee of the land containing wildlife, and consumers are the hunters. The product, however, is quite different, as it involves tangibles."
>
> "If the product were indeed a harvested animal, then hunters would violate almost all economic assumptions regarding human behavior. Either our economic theories are invalid or there is another product, which is actually being sold. I think most of you in

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the business of selling hunting rights realized that very early that what you are selling is experiences. The quantity and quality of game and your land help, but do not determine the end experience."

"As shown, the number of hunters has remained relatively stable; however, the number of outfitters has sharply increased. There are now more businesses competing for a piece of a pie which hasn't increased in years."

How can citizens under the Lancer proposal possibly market an outdoor hunting experience under RBTI conditions without experiencing a significant loss of income?

James Graman, Department of Recreation and Parks, Texas A&M University states in the "Texas Wildlife Management Handbook" page I-D5:

"Much publicity has focused on the fact that in many parts of Texas lease hunting produces income for ranchers and farmers that equals or exceeds that from crop and livestock production. Recent articles about the revenue potential of lease hunting have appeared in several newspapers and magazines in Texas, and even in such national publications as the Wall Street Journal. "

"In a time of lagging prices for agricultural commodities, income from recreation can mean the difference between a profitable and an unprofitable operation."

"What is the product of lease hunting if it is not wildlife? Twenty-five years of research on Americans' recreation behavior tells us that it can best be described as "recreational experience."

"In addition to an activity package, hunters frequently demand a particular setting in which to engage in their activity."

"Participating in outdoor recreation seems to be the desire to achieve some combination of the various psychological experiences listed in Table 1."

How will the RBTI effect the value of this "recreational experience"? The DEIS is silent.

Jack Thigpen, Charles Ramsey & Jim Stribling, Texas A&M University states in the "Texas Wildlife Management Handbook" Hunter Expenditures to Rural Communities and Landowners, Section VIII:

Summary and Conclusions

"In summary, it appears that hunters spent about $7 million during 1988-89 in Gillespie County. Using a conservative income multiplier, these expenditures can be calculated to bring an economic impact of $9 to $12 million annually to the county. Of the average

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hunter expenditures, 61 percent went to community businesses and the remaining 39 percent to landowners for leasing payments. The temporal distribution of total hunters expenditures was 55 percent during deer season, 28 percent during the summer and fall."

If Albert Ward and Texas A&M University are able to compile data showing the contribution that hunting makes to the economy of a rural Texas community, we are sure the Air Force is capable of compiling a similar study on the lands underlying the proposed Lancer alternative. Why was this not done?

BR-4 Hunting income loss was a very real economic concern of citizens in the scoping phase, yet it was never addressed or even mentioned in the DEIS, while abundant data and studies exist to show its economic importance. Why were these concerns ignored in the RBTI DEIS? H. E. P. A. feels that this omission is a breach of the NEPA regulations.

SCHOOL TAX ROLLS

The negative economic impact to land values would also have a cumulative effect on our school systems by lowering the value of our tax rolls. Wade Warren, Managing Editor, Snyder Daily News, April 9, 1999, wrote an article that exemplifies the problem many rural schools are facing. The USAF never addressed this issue in the DEIS.

"Heating and cooling systems throughout the district are facing major problems, and most electrical systems don't come close to meeting today's demand or safety standards.

Earlier this month, SISD director Lawton Taylor presented the board with a list of only two items—electrical, plus heating and air conditioning needs—and the bill totaled $3.6 million.

Faced with a projected shortfall of income of up to $1 million due to declining values on the oil and gas tax roll, and a drop in state funds due to declining enrollment, the district is facing a uphill battle to make any improvements at all."

"The bottom line is that there is not an abundance of money out there to start attacking the problems facing the district."

"The total value of the 1998 Snyder ISD tax roll in 1998 was just over $451 million dollars. In 1982, the total value was over $2.5 billion.

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In 16 years, the school district has lost 82 percent of its tax roll.

The district is saddled by the maximum tax rate allowed by law right now — $1.50 per $100 valuation.

If it was allowable, it would take an increase of 90 cents on the tax rate to raise enough money to complete the necessary improvements just to bring the district's electrical, heating and cooling needs up to today's standards."

BR-4 H. E. P. A. contends that decreases in property values discussed herein above could cause a devastating drop in the value of the school tax rolls. Why was this not addressed in the DEIS?

MEDICAL COST AND PROPERTY DAMAGE

AF-15 Who will be responsible for medical costs due to injury by the startle effect? Who will be responsible for the property damage to structures?

Many reports by individuals now living under low-level, high-speed training suggest that the citizens would be expected to bear these economic burdens. A few examples are listed below.

Mainichi Daily News, April 6, 1997 reports:

"The Mainichi Daily News reports that a Japanese woman who suffered a three-month injury after falling off a horse that panicked because of noise made by a U.S. fighter jet has received about 6.9 million yen in damages.

According to the article, Japan's Defense Facilities Administration Agency paid the damages Friday. The U.S. military will later repay the Japanese government, officials said.

The accident, which occurred Aug. 25, 1995, at a camping school in Yamagata Prefecture, occurred when the 40-year-old woman from Tokyo's Shinjuku-ku was riding a horse reined by an instructor. The horse reacted violently and threw the woman when a low-flying U.S. fighter flew by, causing her to break her thoracic vertebrae, which took three months to heal. The U.S. Air Force Base in Misawa, Aomorie Prefecture, initially admitted that one of its planes was flying nearby, but denied that the planes noise caused the accident. However, the U.S. military later decided to pay the damages after reviewing a study by the National Research Institute of Police Science, the article reports. That study included a videotape shot by a camping school participant that showed the U.S. fighter and the noise at the scene."

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If the injury had not been on videotape, would the USAF have paid this claim? Few citizens carry video cameras as a standard piece of everyday work attire.

Cowboy Magazine, July 1992, reports in an article titled, "Ridin' Point":

"Back in 1984 and '85, I had a riding contract for the McDowell Ranch near Wisdom Mont., in the infamous Big Hole Valley in the southwestern corner of the big sky state. The Big Hole is infamous because of its bogs, badger holes and mosquitos big enough to bite you through a bale of hay.

There was one other hazard I found out about the hard way. It came from a most unexpected place and repeatedly came at the most unexpected times and most always with disastrous results. That malady was low-flying Air Force fighter planes. And folks, when I say low flying, I mean really low flying.

When I first moved over to the Big Hole, the first thing I noticed about the house was that most every window was cracked. Concerned about the coming winter, I asked the owner about repairing those cracked windows.

'You'll have to learn to live with them,' he told me. 'I'm just plum tired of replacing broken windows every time they fly a low-level training mission.'

The rancher explained that the house, which sat near Highway 43, was directly in the flight path of the simulated attack route of fighter planes launched from Maelstrom Air Force Base in Great Falls, Montana. The rancher said that after he had replaced hundreds of dollars worth of windows, he had gone to Maelstrom and complained to the commander.

'He seemed to think it was kinda funny,' the rancher related. 'He told me that their 'war game' consisted of flying attack missions on the Air Force base at Salt Lake City, Utah, and the sparsely populated Big Hole Valley with its surrounding mountains offered a perfect approach route. Salt Lake radar could not detect the attacking aircraft until they were already over the target.

'Any time the attacking pilot reached Salt Lake without being detected, the defending squadron commander would have to buy his attacker a case of beer.'

It seems that no one ever even thought to buy windows for all the farm and ranch houses they flew over. Nor did the pilots or their commanders ever consider the other damage they inflicted on people and livestock on the ground. If you've never been in the path of a jet airplane, flying at the speed of sound a few feet off the ground, let me tell you it's a sobering experience and one that you'll never forget if you live through it.

My first encounter in the Big Hole area came one day while I was riding a three-year-old colt while checking cattle along Steel Creek, north of Wisdom, Montana. I'm jogging along this little ridge overlooking the flooded pastures. The colt is doing well. He's sensible and has never given me any trouble. He's had about 60 days riding and is

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starting to watch cattle pretty good. It's early in the morning and the sun is just peeping over the Pioneer Mountains to the east.

Out of the corner of my eye I see movement, and I pull up on the colt and turn my head. What I saw made my heart stop. There, below me, about ten feet above the sagebrush was a jet fighter plane. I could clearly see the pilot and he could see me. He gave me a thumbs-up sign and was out of sight about the time the sound hit.

I knew it was coming so I took a deep breath and braced myself. When that supersonic sound wave hit that colt, it was just like you'd jabbed him with a cattle prod. He bogged his head and let out a bawl and blew the cork. I looked down and could clearly see our shadow on the ground, far below. The colt made about four big old looping jumps before I could get his head up and fortunately I was able to ride out that storm and stay seated.

The colt was spooky and jumpy the rest of the day, and I noticed that even weeks later, whenever a plane would fly over, he'd sorta squat and freeze, waiting to get blasted by that supersonic sound.

The two years I cowboyed in the Big Hole, I survived several more low level fly-bys, and I weathered every one okay. But I lived in fear of the time and the day when I would be blasted from behind and be blown from the saddle. Luckily that never happened. I left the Big Hole in the fall of '85 with all my bones intact, but I never did get those windows repaired.

Low level jet plane flights are devastating. Whether it's broken windows or busted up cowboys, it's not something we should have to live with. I don't know where the Air Force and the National Guard can practice those low level flights, and I don't now if they even have to, but I can tell you this. It is hard on the animals on the ground and the people who live in the path of such flights.

If you're in the proposed corridor of those low level flights, write your congressman or representative. It's hard enough being a rancher or trying to make a living as a working cowboy without having to fend off attacks from 'friendly' aircraft."

Custer County Action Association, February 1992, states the following:

"Penrose-area rancher William Shade testified at the Aug. 2 scoping hearing in Penrose that this horse died as a result of a low-altitude military overflight on Feb. 26, 1992. The horse was in an enclosed space (a stall). Westcliffe-area rancher Kevin Mitchell, during his Aug. 3 testimony in Westcliffe, stated that animals react much differently when in enclosed spaces than in wide open spaces.

Shade testified at the Aug. 2 hearing that COANG and other military have continuously flown over his home, even though the flight path is three miles to the east. He has called the COANG hot-line numerous times, and a COANG representative did not bother to look at the video of this dead horse, nor of the over-flights."

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The Associated Press, December 1997, in an article titled, "Pilots Apologize for Sonic Boom" states:

"Two Navy pilots have apologized to a woman who was seriously injured in a fall from a horse caused by sonic booms from their jets.

Annette Trent suffered three broken ribs, a concussion and broken teeth when she was thrown from her spooked horse Dec. 1. Even her helmet was cracked in the fall. 'I just kind of went clunk and was temporarily knocked out,' she told the Lahontan Valley News and Fallon Eagle Standard.

The pilots were flying outside a supersonic operation area at the time, a violation of military policy. They visited her home just outside Fallon the day after to apologize.

'I was kind of angry and I'm concerned how I'm going to work. I felt better after (the pilots) came to apologize,' Trent said.

Anne McMillan, a spokeswoman for the Fallon Naval Air Station, said at least 10 residents reported property damage after the sonic booms rumbled through Fallon.

Lt. Greg Hicks, public affairs officer for the Naval Strike and Air Warfare Center, said an initial investigation shows the pilots may have lost sense of where they were.

The pilots believed they were flying east of Fallon within the supersonic operation area, Hicks said, adding they were involved in a simulated air-to-air combat exercise at the time."

The Times-News, February 1998, in an article titled "Critics Raise Questions about Range Proposal" states:

"Who will pay for any damages from sonic booms? That's what Castleford School Superintendent Kelly Murphey wants to know.

Murphy and others in southern Idaho recently received copies of the U.S. Air Force's final version of a study of the environmental effects of a proposed electronic combat and conventional bombing range complex spread over 1 million acre in eastern Owyhee County."

"'This document shows that the Air Force can balance training with the environment and traditional land uses,' said Col. Billy Richey, spokesman for the 366th Wing."

"Two years ago, a sonic boom damaged the Castleford school gym. Though jets from the Mountain Home Air Force Base were flying that day, Air Force officials disavowed responsibility and would not compensate the district.

The officials who came out from Mountain Home to investigate were nice and treated folks at the school well, Murphey said.

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'But I'd rather have a dollar recourse for what happened,' he said.

The school's insurance company eventually paid for the repairs."

The Lubbock Avalanche Journal, April 1999, in an article titled, "Sonic Boom Shakes City" states:

"A deafening boom about 4:15 p.m. Friday rattled windows from Idalou to far South Lubbock County, startling residents and prompting a flood of calls to emergency agencies.

That sound was a sonic boom, according to reports from the Federal Aviation Administration to Lubbock police and the National Weather Service.

The FAA reported that a B1 bomber caused the noise, police said. The plane's origin could not be determined.

A few buildings sustained broken glass and dislodged signs, but the Lubbock Fire Department and the Lubbock County Sheriff's Office received no reports of major damage.

'The phones lit up,' a fire dispatcher said. 'We got calls from all over town. It was pretty hairy there for about 10 or 15 minutes.'

South Lubbock resident Corinne Lawson said people in her neighborhood came running outside after the noise.

'That hit, and it shook my car,' she said. 'My friend told me it nearly knocked her plum out of her chair.'"

AF-15 Did the Air Force offer to pay the citizens of Lubbock for broken windows and sign damage? IR-178, the closest MTR route to Lubbock, is 36 miles away.

According to the 1998-99 Texas Almanac, the average weekly wage of the citizens under the MOA is $372 per week. The rural citizens cannot afford to pay the cost of medical and property damage due to overflights. The U. S. Department of Health and Human Services document entitled, "The 1999 HHS Poverty Guidelines" (http://aspe.hhs.gov/poverty/99poverty.htm) states the poverty level guidelines for a family size of four is $16,700 per year ($324 per week) and a family of five is $19,520 per year ($379.55 per week). The rural citizens underlying the

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proposed Lancer MOA are at or near the U. S. Department of Health's guidelines for poverty levels. The rural citizens must not be expected to bear the economic burden of land value decrease, livestock stress, hunting industry decline or medical costs and property damage due to the overflights of the proposed Lancer MOA. The information in this paragraph seems to

SE-6 contradict the findings of the DEIS in 4.4.1 found on page 4-111. Why did the DEIS use 1990 census data when more recent data were available? It would appear that the effects of the RBTI would fall disproportionately on low-income populations.

COST/BENEFIT STUDY

In order for the USAF to effectively evaluate the socioeconomic impact of the RBTI proposal, a cost benefit analysis must be completed.

The Atlanta Journal, January 1998, article titled, "Atlanta Area Airport Found Beneficial In Recent Study" indicates the knowledge gleaned from a similar analysis.

"The Atlanta Journal reports that a recent study shows that the benefits of the DeKalb-Peachtree airport proposal outweigh the costs to area residents whose property will lose value due to the project.

The article says that a recently completed county-funded study of DeKalb-Peachtree Airport has concluded that the overall benefits to DeKalb residents and business owners of the airport outweigh the costs, most of which are borne by airport-area homeowners."

"Among the economic and fiscal benefits the researchers noted were 762 aviation and 271 non-aviation-related jobs directly provided by the airport's tenants, an estimated 7,300 jobs brought into DeKalb, $130 million in personal income for DeKalb residents each year and $8.9 million in taxes annually for various county governmental agencies. The primary negative impact of the airport on county residents mentioned in the report was the devaluation of airport-area property because of aircraft noise.

The report explains that the findings are based on reviewing similar national studies, surveying area real estate agents and appraisers and examining sales data on the properties next to the airport over a nine-year period. The researchers determined that the airport has a 'modest' impact on property owners—a net loss of $68 million in fair market value. They also estimated that the county loses at most $1.2 million annually in property taxes because of this devaluation. Using these figures, the researchers concluded that the airport's economic benefits to the county outweigh its costs by a 16-to-1 ratio, and its fiscal benefits outweigh the costs by a 7-to-1 ratio."

"As for the four alternate development plans, the researchers determined that the first two options—maintain the the current size or expanding the airport—would be viable for the

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county. The third option—reducing the level of service—would result in the airport losing money because of businesses leaving and then needing more money from the county. The report shows that the final alternative—closing the airport—could be a disaster. The county could lose $20 million to $25 million in redevelopment expenses, lose or have to pay back Federal Aviation Administration grants and lose tax funds while the property is being redeveloped over a probably 10-15 year period. Additionally, the county could lose many of the estimated 7,300 jobs generated by the airport."

H. E. P. A. believes that a cost/benefit study will show many millions of dollars loss to the

GE-1 citizens under the Lancer airspace and zero economic benefits. Why wasn't a cost/benefit study done specifically on the area underlying the proposed Lancer MOA? Why should residents under the RBTI overflights be forced to bear the economic losses discussed herein simply to save money for the general taxpayers?

Presidential Executive Order 12898 – Environmental Justice states the following:

"Environmental justice is a movement promoting the fair treatment of people of all races, income, and culture with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment implies that no person or group of people should shoulder a disproportionate share of the negative environmental impacts resulting from the execution of this country's domestic and foreign policy programs."

SE-5 Was this Presidential Executive Order 12898 considered? If not, why not?

THE NEPA PROCESS

The DEIS (back side of cover sheet) states the NEPA Process as follows:

"NEPA – the National Environmental Policy Act of 1969 – is our national charter for protecting the environment. The goal of NEPA is to consider all appropriate environmental factors when making decisions, not basin decisions solely on technical and economic factors, involve the affected and interested public early in the environmental analysis process, seek less environmental damaging ways to do our jobs, and document in plain language for the decisionmaker (in this case the Air Force) and the public the environmental process we used for RBTI. The product that we use to document our analyses is the Environmental Impact Statement, or EIS. This is the highest level of analysis prepared under NEPA and we are using it for RBTI. Compliance with NEPA guidance for our EIS preparation involved several critical steps:"

Making the Air Force the final decisionmaker of its own proposal is in essence asking the fox to guard the chicken coop. The citizens believed our government was based on a checks and

GE-3 balance system. However, the NEPA process in this case puts the Air Force in the position of being "all powerful." Short of going to the courts for an unbiased decision, the citizens have no recourse.

As stated in the NEPA, Part 1500 – Purpose, Policy, and Mandate:

"Sec. 1500.1 Purpose.

(a) The National Environmental Policy Act (NEPA) is our basic national charter for protection of the environment. It establishes policy, sets goals (section 101), and provides means (section 102) for carrying out that policy. Section 102(2) contains "action-forcing" provisions to make sure that federal agencies act according to the letter and spirit of the Act. The regulations that follow implement section 102(2). Their purpose is to tell federal agencies what they must do to comply with the procedures and achieve the goals of the Act. The President, the federal agencies, and the courts share responsibility for enforcing the Act so as to achieve the substantive requirements of section 101.

(b) NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA. Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail.

(c) Ultimately, of course, it is not better documents but better decisions that count. NEPA's purpose is not to generate paperwork—even excellent paperwork—but to foster excellent action. The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and to take actions that protect, restore, and enhance the environment. These regulations provide the direction to achieve this purpose."

H.E.P.A. believes that the NEPA process was not properly followed in the DEIS.

PUBLIC OPINION

The USAF and the FAA should be made aware of the nature of the public opinion against the RBTI in general and specifically Alternative B.

In the time leading up to the deadline for these comments, H. E. P. A. has not been made aware of support for the RBTI by any elected official in the eight counties under the proposed Lancer MOA. On the contrary, an overwhelming number of elected official, public and quasi-public bodies representing the citizens living under the proposed Lancer MOA have gone on record in oppositions to the RBTI. H. E. P. A. has included these letters and resolutions of opposition in H. E. P. A. Appendix I.

The following is a list of opposition letters and resolutions:

1) Post Independent School District
2) Garza County Commissioners Court
3) Vick Burk, President, Rotan ISD Board of Trustees
4) Dr. Jerry Marshall, Mayor, City of Rotan
5) Judge Bobby McGough, Stonewall County

In addition the following public officials were present at the April 7, 1999 public hearing in Snyder, TX to express opposition to the DEIS and the RBTI:

1) Ricky Fritz, County Judge, Scurry County
2) Buddy Baldridge, Jayton Girard ISD, Kent County
3) David Holt, Mayor, City of Snyder
4) Greg Henley, Tahoka ISD
5) Van L. York, County Judge, Borden County
6) Mike Braddock, County Commissioner, Lynn County
7) W. Calloway Haffaker, City Attorney, Tahoka
8) Tommy Stanaland, County Judge, Kent County
9) Jerry Marshall, Mayor, City of Rotan
10) Robby Robinson, County Attorney, Fisher County
11) Gregg Pruitt, City of Rotan Development Board
12) State Representative David Counts (letter read by Mayor David Holt)

CONCLUSIONS

In concluding it's comments on the DEIS, HEPA believes that the DEIS as prepared falls significantly short of it's intended task under NEPA. HEPA believes that the DEIS is

disingenuous at best and at worst an intentional misrepresentation of the facts. The subcontractor hired by the USAF to prepare the DEIS apparently conducted no research in the areas to be most impacted by the RBTI and instead simply searched through old research papers for studies which favored the position of the USAF. The DEIS has almost entirely omitted data which indicated the possibility or probability of serious negative effects from the RBTI. Many of these instances have been cited by HEPA in their response.

HEPA believes that significant and credible evidence exists to suggest that great harm could and indeed will result if the RBTI is approved and implemented. This evidence clearly indicates probable damage to local property values, the hunting industry, ranching, human and animal health and wellbeing, the environment and local economies. The costs to the residents under the proposed RBTI are not calculated or are simply dismissed as insignificant.

This report is therefore sadly lacking in fulfilling its requirements under NEPA. It can best be described as a rather obvious attempt by the USAF of pretending to do an EIS while intentionally refusing to take a hard look at the issues. We think this DEIS is not what Congress had in mind when it passed The National Environmental Policy Act.

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Comments of

the Western Environmental Law Center

on the

Draft Environmental Impact Statement

for the

Realistic Bomber Training Initiative

Submitted: June 16, 1999

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I. INTRODUCTION

A. The Commenters

The Western Environmental Law Center submits these comments on behalf of a coalition of local, municipal, and tribal governments opposed to the Realistic Bomber Training Initiative, including: Town of Taos, County of Taos, Village of Taos Ski Valley, Taos Pueblo, Rio Arriba County Commissioners, Pueblo of Picuris, City of Eagle Nest, City of Las Vegas, Quay County Commissioners, Guadalupe County Commissioners, Union County Commissioners, County Commissioners of Mora, Town of Clayton, San Miguel County Commissioners, Town of Red River, City of Espanola, Colfax County Commissioners, Angel Fire Village Council, and Harding County Commissioners.

The commenters request that these comments, and all attachments be included as part of the administrative record. The commenters further request that all documents, articles, and reports cited in these comments and attached expert testimony be included as part of the administrative record of this action. *See County of Suffolk v. Secretary of Interior*, 562 F.2d 1368, 1384, n.9 (2nd Cir 1977) (addressing scope of NEPA administrative record), *cert. denied*, 437 U.S. 1064 (1978); *Silva v. Lynn*, 482 F.2d 1282 (1st Cir. 1973) (same); *see also Thompson v. United States Dep't of Labor*, 885 F.2d 551, 555 (9th Cir. 1989) (administrative record consists of all documents and materials directly or indirectly considered by agency and includes evidence contrary to agency's position).

If the Air Force is unable to locate the referenced documents not included as attachments to these comments, copies may be obtained by contacting the undersigned counsel.

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B. Summary

As discussed further below, the DEIS fails to fulfill the requirements of the National Environmental Policy Act ("NEPA"). At the outset, the Air Force fails to acknowledge many vital resources affected by Alternative D of RBTI, rendering later discussions of impacts insufficient. Further, the DEIS uses a DNL metric (an average of noise exposure) and therefore, the impact of the extremely loud episodic noise events that will be caused by the proposed action are insufficiently addressed. In addition, the authors of the DEIS treat numerous issues in a cursory fashion, or include only information and studies that are favorable to the proposed action. Finally, the Air Force has failed, to date, to comply with the Endangered Species Act, which requires formal consultation for Alternative D.

C. Background and Affected Environmental Values

Alternative D of RBTI, the Northern New Mexico route, calls for 2,660 flights per year at 200 to 500 feet over nine in New Mexico counties and 4 Texas counties including: Rio Arriba, Taos, Colfax, Mora, San Miguel, Guadalupe, Quay, Harding, and Union Counties in New Mexico, and Dallam, Hartley, Oldham and Deaf Smith counties in Texas. The bombers would eventually end up in the proposed Mount Dora Military Operating Area, with the town of Roy directly below the war game activities.

This route effectively creates a low-level bomber tour of some of the most beautiful and sensitive wildlife areas in Northern New Mexico. The bombers will fly over or very near the Chama River Canyon Wilderness Area, Carson National Forest, Santa Fe National Forest, the Rio Grande Wild and Scenic River, the Latir Peak Wilderness Area, the Wheeler Peak Wilderness Area, the Taos Pueblo Blue Lake Wilderness Area, Villanueva State Park, Valle

Vidal, the Urraca State Wildlife Area, the Moreno Valley, the Elliot Barker State Wildlife Area, the Colin Neblett Wildlife Area, Sumner Lake State Park, Vermejo Park, Philmont Scout Ranch, the Las Vegas National Wildlife Refuge, Cimarron Canyon State Park, Chicosa Lake State Park, Clayton Lake State Park, Kiowa National Grassland, and Rita Blanca National Grassland.

The area beneath Alternative D supports an abundant and diverse array of wildlife. Toward the western part of the route, variations in elevation have created four life zones: alpine, subalpine, mixed coniferous, and transition zones. These area are typified by aspen parklands and spruce-fir forests, where wildlife such as blue grouse, Rocky Mountain elk, mule deer, pronghorn, mountain lion, black bear, bison, wild turkey, and snowshoe hare are found. The eastern part of the route, with its vast grasslands, supports populations of pronghorn, bighorn sheep, wild turkey, and mule deer. The area's playas, or intermittent lakes, provide habitat for waterfowl and shorebirds, such as Canada and snow geese, eared greb, sandhill crane, and migrating ospreys. The gorges of northern New Mexico, such as the Rio Grande Gorge and Canadian River Gorge, support a wide variety of raptors, including peregrine falcons, ferruginous hawks, and bald and golden eagles.

Northern New Mexico is prime habitat for many of these species, and irreplaceable in many respects, due to its vast expanse of unbroken wilderness and isolation from human intrusion. The Air Force's proposed action would forever change the nature and character of the lands beneath Alternative D, adding the imprint of man where little existed before, destroying a quiet way of life for many small communities, and causing irreparable damage to wildlife and habitat.

II. THE AIR FORCE FAILED TO COMPLY WITH THE NATIONAL ENVIRONMENTAL POLICY ACT

A. The Legal Requirements of the National Environmental Policy Act.

"Section 101 of NEPA declares a broad national commitment to protecting and promoting environmental quality." Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 348 (1989), citing 83 Stat. 852, 42 U.S.C. § 4331. "The sweeping policy goals announced in § 101 of NEPA are . . . realized through a set of 'action-forcing' procedures that require that agencies take a "hard look' at environmental consequences.'" Id. at 350, citing Kleppe v. Sierra Club, 427 U.S. 390, 410 n.21 (1976). NEPA's main "action-forcing" procedure comes in the form an environmental impact statement ("EIS"), a detailed statement on environmental impacts that must be prepared before an agency undertakes any "major Federal action[] significantly affecting the quality of the human environment." NEPA § 102(2)(C), 42 U.S.C. § 4332(2)(C).

Thus, NEPA "ensures that the agency, in reaching its decision, will have available, and will carefully consider, detailed information concerning significant environmental impacts." Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 349 (1989). See also Vermont Yankee Nuclear Power Corp. v. Natural Resources Defense Council, 435 U.S. 519, 553 (1978) ("NEPA places upon an agency the obligation to consider every significant aspect of the environmental impact of a proposed action"). "These procedural provisions of NEPA 'are designed to see that all federal agencies do in fact exercise the substantive discretion given them. These provisions are not highly flexible. Indeed, they establish a strict standard of compliance.'" Sierra Club v. Watkins, 808 F. Supp. 852, 859 (D.D.C. 1991), quoting Calvert Cliffs' Coordinating Comm., Inc. v. United States Atomic Energy Comm'n, 449 F.2d 1109, 1112 (D.C.

Cir. 1971).

The Council on Environmental Quality ("CEQ") has promulgated regulations implementing NEPA that are binding on all federal agencies. 40 C.F.R. § 1500.3; Robertson v. Methow Valley Citizens Council, 490 U.S. at 354.

B. The DEIS Contains an Inadequate Discussion of Key Resources In the Affected Environment.

The DEIS contains a woefully inadequate description of the land, communities, and wildlife existing beneath Alternative D. This fatal flaw in the DEIS renders all later discussions of impacts to people and resources wholly inadequate, as the Air Force has failed to acknowledge or recognize the existence of many local attributes.

LU-2 For instance, the DEIS lists 8 communities lying beneath the Alternative D: Ocate, Anton Chico, Mosquero, Wagon Mound, Clayton, Roy, Abbott, Mt. Dora. However, numerous additional small communities lie below this flight path that are mentioned nowhere in the DEIS, including: Cebolla, Nutrias, Amalia, Naranjos, Ojo Feliz, Levy, Salana, Mills, Colmor, Taylor Springs, Farley, Gladstone, Sofia, Bueyeros, Clapham, Thomas, Des Moines, and Grenville, to name just a few. Countless other communities lie just off the flight path and would be affected by the slightest deviation off course by Air Force pilots.

BI-14 The Air Force's description of wildlife also is lacking. The DEIS, in its description of wildlife affected by Alternative D, blithely states that the wildlife consists of "those species associated with mixed grasslands. . . . many of these wildlife species are habitat generalists able to adapt to a range of habitats." DEIS at 4-101. This statement is patently false, as demonstrated

by the Air Force's own list of "Represented Wildlife Species." DEIS, Appendix, at H-5. Big game, such as bighorn sheep, elk, and pronghorn, all listed in this table, require specialized habitats and cannot simply move from one habitat type to another. For instance, Rocky Mountain Bighorn sheep inhabit steep mountain slopes and cliffs and will not acclimate to low-land prairies. Schemnitz Comments (attached at E).

BI-15 Not only does the DEIS fail to recognize the variety of wildlife in northern New Mexico, but it also fails to acknowledge that the land beneath alternative D is prime habitat for many species, and its destruction or impairment is irreparable. As explained by the Fish and Wildlife Service, the area below the Mount Dora MOA "provides some of the best antelope hunting opportunities within the state. We are concerned that creation of the Mt. Dora MOA will negatively impact individuals hunting in this area." FWS 2/11/98 letter to Air Force (attached at T) at 1. Yet, no mention is made of this prime antelope hunting ground in the DEIS.

GE-35 Moreover, the DEIS gives little information to provide the general public an understanding of the communities and wildlife areas the Air Force intends to fly over. The maps in the DEIS contain no topographical lines and few natural landmarks. A detailed, blown-up map of the area is necessary to inform the public fully of the impacts entailed in RBTI and to allow meaningful comment on the proposed action. Attached is a more detailed map prepared by a local Taos resident showing communities and natural landmarks beneath Alternative D (attachment H). The Air Force, however, is obligated under NEPA to review on its own the area beneath this airspace to determine precisely what resources and communities are affected.

Lack of detail and knowledge of the area aside, the description of area resources in the DEIS is misleading to the general public. The document states that historically 90% of area

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under D has been subject to low-level flights. DEIS at 4-106. While the current active flight path IR 109 covers much of the same territory as the proposed IR-153 (Alternative D), this route, by the Air Force's own admission in the DEIS, has had substantially less activity than that which is now proposed. In fact, as the DEIS states, areas under IR-153 will experience up to 10 additional sorties per day. In addition, currently smaller and less noisy aircraft use this airspace.

A further flaw in the DEIS is its lack of full description of the proposed training activities. While the DEIS states the total number of proposed annual flights (2,660), and the daily average (10) to be expected over the flight path, the Air Force completely neglects to give information on "surge potential." As described by Air Force personnel, "surge events" are "periods in which flying units simulate wartime operations by striving to generate the maximum number of sorties possible." E-mail dated 2/11/98 from Roy Barker of the Air Force to Carol Torrez of FWS (attached at T). Surge events can generate a tremendous increase in daily flights. For instance, the proposed German Air Force expansion at Holloman AFB (GAF) entailed an average of 32.17 sorties per 24-hour period over several flight paths. Fax dated 1/28/98 from Roy Barker of Air Force to Carol Torres of FWS at 4 (attached at T). The surge potential for these same flight paths was estimated at 315 sorties per day. *Id.*.

AO-76 The DEIS fails to state whether and when surges are proposed, and the duration of potential surges. Consequently, the Air Force failed to discuss the potential impacts of surges. Given the dramatic increase in sorties that a surge entails, impacts to humans and wildlife can be expected. Obviously, surges would cause a great increase in noise level and human annoyance to residents living under and near the flight path. Economic impacts can be expected as well. Surges over wildlife areas during high tourist season are sure to discourage those who are

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overflown from returning to the areas for a "wilderness experience." Wildlife also will be greatly impacted. Surges are sure to heighten "startle impacts," and interruptions of breeding, nesting, and foraging, as discussed below. The DEIS is incomplete and inadequate without full disclosure of surge potential information.

Finally, the description of route segment GH is misleading and veils a potentially dangerous situation. In order to move the flight path away from the Angel Fire Ski Area, the Air Force has not routed the flight path further to the east, as one might expect. Instead, the Air Force has removed from the flight path the airspace to the right of the "centerline," leaving the "centerline" of segment GH on the extreme right of the proposed airspace. This creates a potentially dangerous situation. For example, a pilot flying within the permitted airspace of segment FG, but 1 or 2 nm to the right of the "centerline," will exit segment FG at a location to the right of segment GH, and over the Angel Fire Ski Area. The EIS buries this information in the appendix, where a table of airspace corridor width illuminates the truth of matter. DEIS,

AF-33 Appendix, at C-6 (showing segment GH right of centerline width as "0"). The Air Force must address directly the problem of segment GH and alter it in a manner which provides for safe flight.

C. The DEIS Fails to Evaluate Fully Impacts of RBTI Alternative D.

Under NEPA, an agency must honestly address the various uncertainties surrounding the scientific evidence upon which it relies in its environmental evaluations. The agency has a duty to respond to credible opposing points of view, and it may not ignore reputable scientific opinion. *See, e.g., Seattle Audubon Soc'y v. Espy*, 998 F.2d 699, 704 (9th Cir. 1993); *Public Service Co. v.*

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Andrus, 825 F. Supp. 1483, 1496-99 (D. Idaho 1993); *see also Sierra Club v. Watkins*, 808 F. Supp. 852, 864-69 (D.D.C. 1991). An agency's NEPA analysis must expose scientific uncertainty regarding the risk of a proposed action and inform decisionmakers of the full range of responsible scientific opinion on the environmental effects of the proposed action. *Friends of the Earth v. Hall*, 693 F.Supp. 904, 926, 934 (W.D. Wash 1988). Also, federal agencies are responsible for overseeing and ensuring the accuracy of environmental impact statements produced by contractors. 40 C.F.R. § 1506.5(c).

In this instance, the Air Force failed to perform a thorough noise analysis, and failed to consider or address adequately the wide range of scientific opinion from studies indicating that the proposed action could result in significant environmental impacts, including impacts to threatened and endangered species such as peregrine falcons, spotted owls, and bald eagles; big game such as bighorn sheep and elk; recreational opportunities, wilderness areas, and wildlife habitat generally; ranching and livestock; socioeconomic impacts; and safety concerns. *See*

GE-24 Attachments A-G (expert statements). The cited studies in the DEIS do not represent the full range of scientific opinion and research available from which conclusions may be drawn. The DEIS ignores numerous studies from which contrary conclusions may be reached. In addition, many of the cited studies, which observed livestock near airports and captive animals, are inapposite to the current situation which concerns a rural and wilderness environment. Finally, several studies are used to support conclusions that the authors themselves did not reach. See Statements of White, Sweat, and Schemnitz (attached at C, D, E, respectively).

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BR-1 1. The DEIS Fails to Address Adequately the Noise Impact Of the Proposed Action.

The proposed alternative D flight path lies above numerous small communities, special use areas, and noise sensitive locations, as discussed above. Despite the adverse affect noise can have on residential quality of life, wildlife, and human enjoyment of nature and solitude, the DEIS fails to adequately analyze the noise impacts that would be created by the proposed action. This inadequate analysis is due largely to the use of an inappropriate noise evaluation metric that is an averaging measure designed for use in urban, and not wilderness or rural, settings. The attached comments of Dr. William Weida and George Schulze thoroughly address this issue. Attachments A and B. *See also* excerpt from "Centennial Airport Noise and Land Use Study" (attached at I) (giving explanation of aircraft noise terminology and effects).

The analysis in the DEIS relies heavily upon DNL,[1] an sound averaging metric which does not reflect episodic events of extremely high noise levels created by low-level fly-bys. Instead, DNL averages sound levels over a 24-hour period, and then over a year broken up into monthly averages. Because the DNL metric is used for assessing impacts, the impact of individual high noise episodes is masked. Contrary to the Air Force's assertion that DNL is a widely accepted metric for aircraft noise (DEIS at 4-9), DNL has never been accepted for situations like the one presented here. DNL, is useful in situations where noise is fairly constant throughout the day — for instance, for measuring noise in residential areas beside a highway or airport. Here, however, the area affected is either rural and wilderness with little background noise disturbance, and the proposed action calls for extreme episodic spikes in noise levels. It is

[1]The authors of the DEIS actually rely on Ldnmr, but refer to it as DNL for convenience. DEIS at 4-9. The commenters will do the same here.

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plain to see, that averaging is not helpful to understanding impacts in such a situation, but instead merely masks the true nature of the noise events.

A proper analysis must include both episodic and average data in order to provide the decisionmaker and the public with an accurate picture of the noise impact of the proposed action. *Attison v. Department of Transportation*, 908 F.2d 1024 (D.C. Cir. 1990) (noise impact from airport analyzed using the data portraying the average increase in noise, and the episodic increase in noise).

In addition to averaging the noise impact over time, the DEIS also averages the sound level of the noise event over the corridor affected by the fly-by, instead of giving the maximum noise level experienced directly beneath the aircraft. Yet, a person or animal being flown over does not experience the *average* noise over a 10 mile wide corridor, but the maximum episodic noise level. Thus, for purposes of determining the noise impact on recreation and wildlife, the use of average data should be disregarded and episodic measurements should be used instead.

The Air Force uses NOISEMAP and ROUTEMAP to calculate DNL and associated noise annoyance. The Air Force fails, however, to acknowledge the *known* scientific shortcomings of the agency's noise methodology, and therefore fails to candidly disclose in the DEIS the impacts of the proposed actions. The Air Force has long know that NOISEMAP fails as a predictor of noise impacts and resulting annoyance. In a document prepared by Air Force contractors in the 1990, the Air Force acknowledges that NOISEMAP and ROUTEMAP consistently under predict noise by as much as *6 to 12 times*. Generic Environmental Impact Statement (attached at J) at 4-7 - 4-8. More recently, in its fiscal year 1996-97 Environment, Safety and Occupational Health Strategic Plan, the Air Force states that "the methods used to gather the information required [for

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NOISEMAP] is extremely vulnerable to litigation. The current data collection methods do not provide indisputable data. In fact, the accuracy of the data is totally dependant upon human interpretation and therefore, extremely vulnerable to human error." USAF FY 96/97 ESOH Strategic Plan at 1a. (Attached at K). Under NEPA, the Air Force must disclose these shortcomings in its noise evaluation methodology in the DEIS, and it must account for the range of potential impacts that might occur given the uncertainty in the methodology and data collection methods for that methodology.

Further, the Air Force itself has noted that "no quantitative dosage-response relationship has been developed for predicting annoyance in these circumstances [where low-levels flights are occurring over rural private lands and public lands used for outdoor recreation]. Id. At 1b. The Air Force further admitted that "there exists no systematic methodology for assessing the impacts of aircraft noise and sonic booms to humans, animals and structures. Environmental impact analysis (ETAP) documents presently use a variety of noise description and assessment models/data bases, often being of questionable scientific value." Id. at 2d. The Air Force must disclose this lack of scientific data in the DEIS, acknowledge that it has no accurate method of predicting annoyance, and undertake further analysis of potential environmental impacts in order to fully assess impacts in compliance with NEPA.

In any event, even with its faulty data, methodology, and use of averaging to mask

AO-111 extreme episodic noise events, the calculated DNL metric comes to 64, (DEIS at 4-47), a level significantly higher than the EPA standard of 55 identified as "requisite to protect public health and welfare with an adequate margin of safety." DEIS Appendix at G-12. The Air Force's explanation for not achieving the requisite 55 DNL is that "financial and technical resources are

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not available to achieve that goal." *Id.* Thus, it is clear, that the Air Force is proposing a trade-off — Air Force training at the expense of the public health and welfare. First, the "No Action" Alternative is one way to achieve below 55 DNL without undue financial or technical resources. Second, if the Air Force is unable to achieve a requisite level of safety even with all the mathematical maneuvers, it is clear that the proposed action presents a serious threat to the health and welfare of the people of New Mexico.

As stated above, averaging of noise levels is inappropriate for assessing the impacts of episodic noise events. Yet no meaningful singe event noise exposure data is provided in the DEIS. Instead, the authors merely assert:

> These sortie-operations could generate noise levels (SELs) ranging from 86 to 116 dB, the same as under baseline conditions. Such events could last from 7 to 10 seconds for a person directly under the flight path.

DEIS at 4-46 - 4-50. The exact same information given for alternatives B and C. DEIS at 4-33, 4-42. Given the variation in terrain, and the variations in altitude, both within each flight path and between alternative flight paths, each segment of each flight path should have a different Lmax or SEL metric. These calculations were either never carried out or are not disclosed in the DEIS. This episodic data is essential. The Air Force's failure to provide this data, alone, renders the DEIS inadequate under NEPA, and is indefensible, particularly in light of the Air Force's own admission that "[a]ircraft noise was the most common potential effect mentioned by the public." DEIS at 2-57.

AO-122

In addition, the authors of the DEIS treat all areas as equal in assessing noise impacts. The DEIS fails to take into account that, depending on the current use of the land, different areas

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will experience different noise *impacts*, even with the same noise levels. For instance, the Forest Service Report to Congress on the Potential Impacts of Aircraft Overflights of National Forest System Wilderness" concludes that visitors in a wilderness setting are approximately 10dB *less* tolerant of noise than in residential settings. 1992 Forest Service Report to Congress on Potential Impacts of Aircraft Overflights of National Forest System Wilderness (July 1992) ("FS Report") at 2-22 (attached at L). Many segments of alternative D lie over wilderness areas. For instance, segments BC and CD lie over the Rio Grande Wild and Scenic River area. This segment, at only 4nm wide, will experience the heaviest traffic with 2,660 annual sorties. Clearly, this area is much more susceptible and sensitive to noise intrusion. The DEIS authors fail to recognize this and seriously analyze this issue in any meaningful way.

LU-3

AO-124 Finally, the Air Force's entire discussion of noise impacts is based on the assumption that the primary impact to humans is "annoyance." DEIS at 4-11. Again, the DEIS fails to disclose a wealth of scientific studies contrary to the Air Force's conclusion. Attached at M is a bibliography of "Medical Effects of Noise" The attached statement of Glen Schulze discusses many of these studies, which analyze, among other things: pediatric behavior, psychiatric problems, sleep disturbance, speech interference, performance interference, and hypertension.

2. The DEIS Fails to Adequately Assess Wildlife and Related Impacts.

a. Birds

BI-16 Like the DEIS's consideration of noise impacts, the discussion in the DEIS on impacts to birds, particularly raptors, tells only half a story. The DEIS states that impacts to raptors from low-level aircraft "were found to be brief, insignificant, and not detrimental to reproductive success. DEIS at 4-106. However, the authors of the DEIS fail to recognize a vast body of

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scientific study that contradicts those studies cited.

> Studies that have investigated the effects of low-level aircraft overflights on birds have determined that such flights disturb raptors (Manci *et al.* 1987). Disturbances include interrupting nesting activities by flushing from nesting and roost, displacing birds returning to nests, flushing or displacing birds from foraging areas, provoking interactions with sympatric raptors, and exposing eggs and nestlings to predators and extreme heat.

German Air Force Expansion Biological Opinion ("GAF BO") (attached at N) at 88.

Similarly, where the DEIS asserts that low-level flights have little impact on wintering bald eagles (DEIS at 4-107), it fails to recognize the numerous studies that have documented the susceptibility of wintering and breeding bald eagles to disturbance. *See* GAF BO at 97. Low-level flights cause a high incidence of flushing of nesting eagles, and startle those eagles that are nesting or foraging. GAF BO at 97-98.

> Flushing by eagles alters behavior, can disrupt foraging and reduce food intake thus lowering the carrying capacity of the site, and can force eagles to use areas where food and habitat are marginal (Stalmaster 1983). Disturbance that adversely affects activity budgets reduces time available for productive activities, such as foraging, and increases energy expenditures (Stalmaster and Kaiser 1997).

GAF BO at 98.

Furthermore, many studies demonstrate that startle effects on nesting birds differ from individual to individual. While some individuals may accommodate, many others will not. Statement of Clayton M. White ("White Statement") (attached at C) at 2. Some individual peregrines may demonstrate extreme startle effects, leaving the nest each time an aircraft passes. *Id.*. *See also* GAF BO at 93 ("Peregrine responses vary widely, depending on the individual bird and the context of the stimulus."). Moreover, "[a]lthough habituation appears to occur in some species, habituation to unpredictable and dramatic changes in sound levels is unlikely." GAF BO at 92.

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Studies also have found that some individuals not only will fail to accommodate, but instead will become increasingly sensitive over time. White Statement at 3; GAF BO at 92 ("animals may sensitize rather than habituate to the disturbance."). This is particularly true of ferruginous hawks, a sensitive species that inhabits the region of Alternative D. White Statement at 3. The Air Force must recognize this scientific uncertainty and address the probability that low-level flights will have adverse impacts on raptors.

Contrary to the DEIS statement that startle effects are insignificant (DEIS at 4-106), over time these individual startle responses can take a toll on populations or species. The extreme situation of mortality or nest abandonment is not needed to have long term effects on a species.

Discussing peregrine falcons, the FWS has stated that "the point at which human activity becomes excessive could be indicated long before abandonment, by smaller broods, more frequent reproductive failure, or unreliable recruitment of new breeding birds." GAF BO at 94. Similarly, for spotted owls, the FWS has cautioned the Air Force that low-level flights within a 1/4 mile of spotted owl nest/roost sites during the breeding season (March 1-August 31) could "disrupt[] breeding attempt altogether or displacing a nesting female, and thus causing mortality to eggs and chicks. . . .This type of disturbance over the long-term could cause suppressed reproductive success." GAF BO at 89.

Furthermore, the DEIS miscites certain literature for the proposition that there will be no reproductive impact on bird species. For example, one cited study examined mean or average responses of pairs of peregrines and, according to the study authors, the conclusion of "no reproductive impact" was for individual pairs and cannot be applied to a species or populations. White Statement at 3; Sweat Statement at 1-2. Furthermore, none of the literature cited

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examined affects on raptors from B-1s or B-52s, but others types of aircraft instead, and the studies are therefore not determinative of the impact of the proposed activity. Clayton Statement at 3.

AO-19 In addition to failing to recognize the wealth of scientific studies regarding long term avian impact, the Air Force significantly underestimates the probability of bird strikes. Brushing these concerns aside, the DEIS states the bird strikes "would be expected to remain minimal" because "[a]ircrews would employ the Bird Avoidance Model when planning sorties." DEIS at 4-107. Yet, the proposed route and training activities specified in the DEIS are in direct conflict with bird avoidance measures. Specifically, these measures include "no low-level night flying, [and] avoidance of significant bodies of water by at least 1 NM and 2000 feet AGL." GAF BO at 87. The proposed action, however, calls for 15-20% of all flight activity at night, flies over the Rio Grande and two wintering bald eagle sites, and very near Eagle Nest Lake, Santa Rosa Lake, and McAlister Lake , Chicosa Lake, Sumner Lake, Ute Lake and Conchas Lake. Thus, if the Air Force intends to carry out Alternative D, it cannot simultaneously employ bird avoidance methods. Consequently, the Air Force must realistically assess the probability of bird strikes and estimate the number of strikes anticipated based on empirical data.

BI-17 Moreover, the DEIS is patently wrong where it states that Alternative D does not "overlie or intersect any major migration flyways or water bodies where birds congregate. DEIS at 4-50. First, as stated above, the proposed route flies over or near several bodies of water and two known wintering bald eagle sites (DEIS at 4-107). Second, snow geese and sandhill crane migration pathways pass through northern New Mexico in the area of the proposed flight path of Alternative D. (Migration Maps attached at U).

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Finally, any discussion of impacts must recognize that all restrictions already in place for other New Mexico Air Force flight paths — such as the restrictions imposed for GAF — that cross proposed alternative D must be imposed here. *See* GAF BO. It appears that the Air Force, however, does not intend to abide by these restriction, since the appropriate table in the Appendix does not reflect the necessary rises in altitude to accommodate known nests and wintering habitat. DEIS Appendix at C-6. Clearly, if the restrictions are not imposed, the proposed actions will have even greater impacts to raptors and other birds. Accordingly, the DEIS must state with specificity whether restrictions will be in place, and analyze impacts accordingly.

b. Mammals

BI-9 In discussing impacts on big game and mammals, the Air Forces fails again to recognize the wealth of literature that runs contrary to the DEIS's conclusion that big game and mammals will "habituate" and experience no adverse impacts. DEIS at 4-106. The attached statements of Ken Sweat and Sanford Schemnitz discuss many of these studies. For example, studies have found that low-level flights reduce foraging efficiency in big horn sheep, and cause adult big horn sheep to range 2 to 5 times further in a day than they normally would. Sweat Statement at 2, Schemnitz Statement at 5. Studies of caribou, which can be translated to other ungulates, have found an increase in calve mortality caused by low-level flights immediately post-calving period. *Id.*

Contrary to the conclusions of the DEIS authors (DEIS at 4-106), these impacts are not short in duration. A loss of foraging efficiency and over-exertion due to running from flights would have severe consequences for big game population underneath the proposed flight path, particularly in winter when resources are scarce and wildlife must conserve energy. Sweat

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Statement at 2, Schemnitz Statement at 6.

Under NEPA, the DEIS must acknowledge these contrary studies and the probability that large mammals beneath the flight may be significantly adversely affected by the proposed actions.

3 The DEIS Fails to Consider Cumulative Impacts on Wildlife

NEPA and the CEQ regulations require the discussion of cumulative impacts in EISs. 40 C.F.R. § 1508.7; *Thompson v. Peterson*, 753 F.2d 754-758 (9th Cir. 1985); *LaFlamme v. Federal Energy Regulatory Comm'n*, 852 F 2d 398, 402 (9th Cir. 1988) (individual project cannot be considered in isolation without considering the net impact that all projects in an area may have on the environment). The regulations define a "cumulative impact" as:

> The impact on the environment which results from the incremental impact of the action when added to past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

40 C.F.R. § 1508.7.

The Ninth Circuit has held that 40 C.F.R. § 1508.7 requires an agency to "consider cumulative impacts of the proposed actions which supplement or aggravate the impacts of past, present, and reasonably foreseeable actions. *Oregon Natural Resources Council v. Marsh*, 832 F.2d 1489, 1497-98 (9th Cir. 1987), *rev'd on other grounds*, 109 S.Ct. 1851 (1989).

The Fifth Circuit, in a well-cited opinion, set a five-prong standard for what constitutes a "meaningful cumulative effects study." *Fritiofson v. Alexander*, 772 F.2d 1225, 1245 (5th Cir. 1985); *see also, City of Carmel-By-The-Sea v. U.S. Dept. Of Transp.*, 95 F3d 892, 902 (9th Cir.

1996) (adopting the *Fritiofson* standard). The standard requires the EIS to identify:

> 1) the area in which effects of the proposed project will be felt;
>
> 2) the impacts that are expected in the area from the proposed project;
>
> 3) other actions — past, proposed, and reasonably foreseeable — that have had or are expected to have impacts in the same area;
>
> 4) the impacts or expected impacts from these other actions; and
>
> 5) the overall impact that can be expected if the individual impacts are allowed to accumulate.

City of Carmel-By-The-Sea, 95 F.3d at 902. The standard requires that "probable impacts be identified and considered." *Fritiofson*, 772 F.2d at 1245 n15.

The Air Force has failed completely to undertake a meaningful cumulative effects analysis. The scope of the so-called cumulative effects analysis in the DEIS "includes the boundaries of the affected areas for the action alternatives." DEIS at 5-1. In other words, the Air Force looks only to the area directly beneath the proposed RBTI flight path to determine cumulative impacts. The Air Force concedes that other flight paths cross the proposed route. Yet, instead of addressing the cumulative and synergistic impact of all these flight paths, the Air Force merely plays a numbers game, adding up the number of other flights crossing the RBTI path. For instance, for segment RS, which currently experiences 3,876 annual sorties, the Air Force states that combined sortie-operations with the proposed Alternative D route will be 6,336 sorties annually. DEIS at 2-51. No consideration is given to how this impacts target species, or how the many intersecting flight paths in New Mexico together affect target species, beyond RBTI boundaries.

BI-18

This type of analysis flies in the face of both letter and spirit of NEPA. Wildlife don't

recognize the artificial boundaries drawn by the Air Force on a map. Birds, big game and other wildlife will roam beneath this airspace and under other Air Force airspace as well. A meaningful cumulative impact study must look at the region as a whole.

For years, both the U.S. Fish and Wildlife Service and the New Mexico Department of Game and Fish have requested such an analysis. Below are just a sampling of the agencies comments on this subject:

> The proposed actions at Cannon AFB will increase use of some of the same airspace affected by the RBTI and GAF proposals. The Service has expressed concern about the additive impacts of all military overflights within this airspace. An increasing number of MTRs and MOAs and *an increasing number of military aircraft flying low-level training missions may at some point create a significant impact on the wildlife of New Mexico.* To date, no NEPA analysis concerning this type of activity has addressed the incremental increases in such low-level military flights. Instead each EA or EIS adopts a "piecemeal" approach, restricting the analysis to the immediate project and assumes that an adequate analysis of existing MTRs and MOAs was completed in previous NEPA documents. This approach may obscure the issue of increasing low-level flights over larger areas each year.

Letter of Aug 4, 1998 from FWS to USAF (attached at T)

> We are concerned that an increasing number of MTRs and MOAs and an increasing number of military aircraft flying low-level training missions may at some point create a significant impact on wildlife in New Mexico. . . . This piecemeal approach may obscure the issue of low-level flights over larger areas each year. Since much of the southwestern United States is covered by a variety of MOAs and MTRs, the potential for aircraft disturbance of wildlife is broad and the scope of the analysis should also be broad to effectively address this issue. The simple conclusion that additional impacts is low is not adequate.

Internal FWS Memorandum date 9/11/97 (attached at T).

> Several branches of the military have created MOA's, training routes and other flight corridors throughout New Mexico during the past decade. Each time a proposal has been reviewed by our office, we have requested that a cumulative impact analysis be completed. Each time this request has been ignored. This is in direct violation of the Council on Environmental Quality regulations of the National Environmental Policy Act. Again, we request that a cumulative impacts analysis be completed for this proposal.

> The cumulative impacts analysis needs to be broad in both time and space. At a minimum, a disclosure of all low-level flight zones, MOA's and other flight corridors utilized during the past 10 years (and any that are proposed within the foreseeable future) needs to be available for public review. This cumulative impacts analysis should be broad enough to cover the entire state of New Mexico.

Letter from NM Dept of Game and Fish to USAF of 2/11/98 (attached at T).

Thus, the agencies have stressed that it is "important to analyze how each action within the ROI [region of influence] combine with each other to impact each resource. Cumulative effects can arise even when absolutely no relationship or synergism exists between the proposed action and other actions expected to occur." Aug 4 Letter from FWS to USAF (attached at T).

Accordingly, any meaningful cumulative impacts analysis must address the impacts in the region — in this case, due to the numerous flight paths in the area, that region is New Mexico as a whole. The analysis must address how all these low-level flights cumulatively impact the relevant species. The DEIS does not even approach an undertaking of this scope. None of these actions are addressed in a meaningful way in the cumulative impact section of the DEIS

There is enormous potential for significant cumulative impacts from the numerous Air Force low-level flight paths over New Mexico. For instance, according to FWS, peregrine falcon nest sites under existing Air Force air space could represent more than 50% of the available habitat in the State. GAF BO at 92. As shown above, each flight path can potentially take its toll on peregrines through startle affects, nest abandonment, interference with reproduction, and bird strikes. For example, the FWS expects that the German Air Force expansion will result in "some take of American peregrine falcons." GAF BO at 94. Likewise, such a take can be expected with RBTI and other Air Force actions in New Mexico. With 50% of all peregrine

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habitat covered by Air Force low-level flights, there is a great potential for adverse cumulative impacts to peregrine populations in New Mexico.

Similarly, there is a great potential for adverse cumulative impacts to other species as well, like elk and bighorn sheep. The Air Force has dozens of low-level flight paths over New Mexico. See Map of MTRs in New Mexico (attached at O)[2]. This airspace is likely to cover significant amounts of available habitat for many species such as elk, bighorn sheep, pronghorn and others that require specific habitats for survival.

BI-18 Accordingly, a meaningful cumulative impacts analysis must assess impacts to wildlife resulting from all Air Force low-level flights in New Mexico.

4. The DEIS Fails Adequately to Evaluate Potential Impacts on Recreational Use of the Affected Area

The DEIS states that the proposed low-level bomber activities "would not likely affect" recreation resources. DEIS at 4-81. At the same time, the DEIS incongruously admits that "all special use land management areas under proposed IR-153 would experience changes in noise levels greater than 10 DNL (at 4-81), and that even a change of only 3 DNL "can be perceived by people as a degradation of their noise environment or negatively affecting their quality of life." DEIS at 4-56. Clearly, a change in average sound level of over 10 decibels must be considered a negative impact to areas that are set up as places of solitude and wilderness.

The Air Force seems to justify its farcical "not likely to affect" conclusion by stating that

[2]Page 3-10 of the DEIS shows a map of New Mexico with purported present day training airspace. This map is obviously inaccurate, as it does not even show as currently in use the airspace that overlaps with proposed Alternative D.

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low-level military flights have existed in this area for forty years. DEIS at 4-82. Yet, by the Air Force's own admission, the existing level of Air Force activity has never approached that which is proposed now. Up to 19 additional sorties per day (DEIS at 4-81) is not "part of the existing environment." (DEIS at 4-82). The Air Force's inane reasoning — stating that because there are some flights now, an additional 19 with accompanying 10 decibel noise level increase, will have no affect — is akin to stating that because it is raining now, a torrential flood will be cause no harm.

The Air Force attempts to support its "not likely to affect" conclusion by citing a 1992 Forest Service Report to Congress on the Potential Impacts of Aircraft Overflights of National Forest System Wildernesses (July 1992). DEIS at 4-56. However, as this Forest Service study readily acknowledges, "generalization of inferences drawn from these studies must be made with care" because of the unique conditions of the Forest Service research. Forest Service Report at 2-22 (attached at L).

The Forest Service study simply does not provide the support the Air Force sees in it. The Forest Service research looks at *all* types of aircraft overflights of wilderness areas, not just the military aircraft performing combat training exercises that are of concern here. Indeed, the Forest Service study reported that the greatest problems with aircraft overflights arose in areas where "outdoor recreationists are most commonly exposed to the noisiest overflights; i.e., low-altitude, high-speed tactical military operations," exactly the type of operations that will occur

LU-3 with the RBTI proposal. Forest Service Report at 2-23. Thus, contrary to the Air Force's assertion, the Forest Service study compels the opposite conclusion: low-level overflights may cause a serious impact to recreational visitors' experience and enjoyment of special management

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LU-3 use areas.

The Air Force also failed to acknowledge the Forest Service conclusion that visitors in wilderness settings are approximately 10 dB *less* tolerant of noise than in residential settings. *Id.* at 2-22. Again, this finding suggests a much greater noise impact from the proposed action than is disclosed by the Air Force in the DEIS.

5. The DEIS Fails to Evaluate Potential Impacts on Ranching and Livestock

BR-3 The DEIS fails entirely to evaluate impacts to ranchers resulting from loss or harm to livestock due to startle effects from low-level flights. In fact, the DEIS never mentions the numerous large and small ranching operations that existing beneath the airspace of Alternative D. In the many small communities in northern New Mexico left unacknowledged by the DEIS, residents operate small cattle and other livestock operations. Large ranching operations, like the Bell Ranch outside Tucumcari, also exist beneath the flight path. Yet, the Air Force fails in the DEIS to acknowledge the existence of any of the ranching operations. Consequently, the DEIS does not even contain a section discussing impacts to ranching.

The DEIS does cite some studies on domestic livestock in its "wildlife" section. The Air Force attempts to use these studies, which purport to show that livestock "habituate" to noise, to bolster a conclusion that there will be no impact to livestock. By the Air Force's own admission, however, none of these studies have observed *range* cattle -- the type of operations found in rural northern New Mexico. DEIS at 4-93. Instead, these studies focus on grazing operations situated near airports and conclude that livestock habituate to aircraft noise. These studies, which take place in areas where noise is continuous, are not indicative of the impacts to be expected in a

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rural setting. Numerous other studies, of the impacts of sporadic military aircraft noise on livestock, demonstrate that livestock do *not* habituate. These studies note that cattle in corrals and feedlots stampede when aircraft fly overhead at low altitude, and that turkey flocks kept inside turkey houses often pile up and experience high mortality rates due to aircraft noise. GEIS at 4-64.

The DEIS must recognize the potential impacts to range cattle and other livestock, and the consequent impacts to large and small ranchers beneath the proposed flight path.

6. The DEIS Fails To Discuss Adequately Negative Socioeconomic Impacts.

The DEIS is woefully inadequate on the topic of socioeconomic impacts. The DEIS concludes that there will be no negative economic impact on tourism or land values because flights are dispersed throughout the corridor and therefore the chances of being overflown are

BR-4 slim. DEIS at 4-109 - 4-110. This statement demonstrates that the Air Force has failed to comprehend both the local real estate market and the tourist economy. The attached statements of John Baen (attached at F) and William Weida (attached at G) thoroughly discuss these impacts.

First, as discussed above, many communities and small ranches lie beneath the proposed alternative D flight path. The property values of these homes and ranches will be significantly depreciated, potentially by as much as 35% to 41%, if the Air Force proceeds with alternative D. *See* Statement of John S. Baen at Section 5.

Second, northern New Mexico is a tourist economy, that attracts people from across the

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country and across the world with its wilderness, solitude, and recreational opportunities. The activities that attract tourists to Taos county are incompatible with low-level aircraft. The reality these training flights, and even just the knowledge that they occur, is enough to drive many tourist away from the area. Weida Statement (attached at G) at 7. Guest Ranches like Vermejo Park stand to lose 30%-50% of their revenue if the Air Force proceeds with Alternative D. Baen Statement at section 6. Moreover, the Taos area, whose economy is almost entirely related to tourism, is likely to sustain an economic loss of $18 to $30 million with a corresponding loss of between 450 and 720 jobs. Weida Statement (attached at G) at 2.

All this would have a substantial impact on northern New Mexico, that could not possibly be offset by the few jobs the proposed action would create. Moreover, the impacts would be felt by the people who can least afford them. By the Air Force's own admission, "the lands under the affected airspace currently support higher proportions of [minority and low-income] groups than is found, on average, nationwide." DEIS at 4-111. However, the Air Force uses its inadequate socio-economic analysis to bolster a finding that minority and low-income populations are not adversely affected. DEIS 4-109 -4-110. As discussed above, there are serious adverse socio-economic impacts associated with alternative D. Clearly, these impacts will disproportionately affect minority and low-income populations living beneath the airspace, and need to be examined further than the cursory analysis given in the DEIS.

SE-5

7. The DEIS Does Not Adequately Address Safety Issues

In an effort to veil the very real threat of bomber crashes, the Air Force baldly states in the DEIS that "Class A mishap rates are quite low." DEIS at 4-16. Hidden within the depths of

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the DEIS is the real story. Carrying out calculations never shown, and never discussed in the DEIS, the truth of matter revealed is that there is likely to be over 1 "Class A" crash per year on the proposed alternative D flight path.

AO-123

A "Class A mishap" is defined as "an accident that results in a loss of life, permanent total disability, total cost of more than $1 million, or destruction of the aircraft beyond repair." DEIS at 4-16. The breakdown of the types of aircraft that make up the 2,660 annual sortie-operations is as follows: 1,330 B-1s, 905 B-52s, 375 "Bombers from other bases," and 50 "Fighter Aircraft" (predominantly F-16s). DEIS at 2-52. The DEIS gives only the probability of Class A mishaps of B-1s and B-52s. DEIS at 2-60 (chance of class A mishap for B-1s and B-52s is .07 percent and .02 percent, respectively). Using these numbers alone, however, one finds that there is a chance of greater than 1 Class A mishap per year:

$$\begin{array}{rr} & 1{,}330 \times .07\% = .931 \\ + & \underline{\ 905 \times .02\% = .181} \\ & 1.112 \end{array}$$

This calculation does not even include the risk of class A mishap of the 425 other bomber and fighter aircraft[3], nor does is include the risk of non-Class A crashes. Moreover, it is not clear if the authors of the DEIS took into account that any crash in northern New Mexico carries with it a very high likelihood of forest fire. Thus, *any* "mishap" in northern New Mexico is likely to be Class A. Yet, it appears that the authors are using general crash data to determine the likelihood of a Class A crash on Alternative D. Furthermore, one class A crash per year is not

[3]The rate of Class A mishaps for F-16s has risen dramatically in 1998 and 1999. In fact, in the first four months of fiscal year 1999, there were nine F-16 Class A mishaps, or about 6.5 per 100,000 flying hours. *Star Telegraph*, February 14, 1999, "Faltering Falcon" (attached at P). Thus, adding F-16s into the calculation, along with "other bomber," could raise the number of "mishaps" per year significantly.

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"quite low," but rather, is unacceptable in an area at high risk for forest fires.

AF-34

D. The Air Force Must Prepare a Programmatic Environmental Impact Statement Analyzing the Impacts of All Low-Level Training Activities Nationwide.

As of 1990, the Air Force's low-level training operations covered almost one million square miles of airspace, representing about 25% of the total land and fresh water area within the United State, including Alaska. Generic Environmental Impact Statement ("GEIS") at 4-62 (attached at J). Many federal agencies have recognized that the cumulative impacts of all these training flights have been enormous.

The National Park Service ("NPS"), in its September 1994 Report to Congress on the Effects of Aircraft Overflights on the National Park System, found that the national parks across the country are negatively impacted by military low-level flying. The NPS found that such flights "cause physiological and/or behavioral responses that reduce the animals' fitness or ability to survive . . . and can cause excessive arousal and alertness, or stress." NPS Report (attached at Q). The way in which animals behave in response to overflights also interferes with the raising of young, habitat use, and physiological energy budgets.

The United States Fish and Wildlife Service ("FWS") has found that military overflights are one of the most harmful activities affecting the nation's National Wildlife Refuges. In "National Wildlife Refuge System Aircraft Overflight Issues," the FWS found that 25 wildlife refuges across the country reported significant impacts associated with low-level military flights. In Buenos Aires National Wildlife Refuge in southern Arizona, low level flights are a "constant annoyance to the thousands of visitors coming to the Refuge and have been a causative agent for

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several wild fires on the Refuge." FWS Report (attached at R). Among the concerns expressed by Refuge managers is the impact such flights have on the number of migratory birds and endangered species. The Sequoyah National Wildlife Refuge in eastern Oklahoma documented a drop in snow goose populations from 14,000 to less than 6,000, and a drop in wintering bald eagles from 19 to 3 in two weeks time due to low-altitude military flights. FWS Report (attached at R).

The Council on Environmental Quality ("CEQ"), the agency responsible for implementing NEPA, found a "need for coordination within the Department of Defense to adequately assess the cumulative impacts of military agencies' airspace requests, and a need for consideration of the inherent conflicts between airspace and land use below." CEQ Report (attached at S). The CEQ has "been made aware of increasing complaints from across the country by affected citizens regarding the number of and noise from low altitude military flights. . . . As these events indicate, the potential conflicts and the cumulative impacts of military overflights on the people and lands below can be severe and must be addressed fully in the environmental documentation." CEQ Report (attached at S).

The comments, which are just a few of the many made by federal agencies, highlight the need for a coordinated look at the cumulative impacts of all Air Force low-level training missions, along with the impact of low-level flights by other branches of the military as well. This analysis should be carried out in a programmatic environmental impact statement prepared by the Air Force that considers impacts on humans and wildlife nationwide.

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E. The Public Participation Process for Comment on the DEIS Is Inadequate.

GE-2 While proposed Alternative D affects 9 New Mexico counties, the public hearings for the DEIS were held in only three locations: Roy, Angel Fire, and Taos. Because of the great distance between numerous affected communities and these three locations, many persons who will be greatly impacted by RBTI did not have an opportunity to appear at the hearings. For instance, the route passes just south of the town of Costilla, yet the nearest public hearing was held in Taos, 40 miles away. Public hears were not held in the town of Clayton, which lies beneath the MOA, or the town of Tucumcari, just west of the MTR. Clearly, the Air Force understood that communities in these areas would be affected. Indeed, the Air Force held public hearings in both Clayton and Tucumcari during the scoping phase of the EIS. Thus, it is hard to conceive why these areas were neglected during the DEIS comment phase.

GE-28 Further, there is a substantial Spanish-speaking population in the region affected by Alternative D. Indeed, for many Spanish is their first and primary language. Yet the Air Force did not publish any Spanish language notices or newsletters, and failed to provide translators at the public hearings. The military is accustomed, however, to carrying out bilingual environmental evaluations. At the Yuma Proving Grounds in Arizona, the Army published its EIS in Spanish and provided translators at public hearings. Bilingual documents and public hearings are equally appropriate and necessary in the Northern New Mexico region, and should have been provided in order for the Air Force to gather comment from one the largest affected population groups in the region.

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III. THE AIR FORCE HAS NOT COMPLIED WITH THE ENDANGERED SPECIES ACT.

The Endangered Species Act was enacted "to provide a means whereby the ecosystems upon which endangered species and threatened species depend may be conserved, [and] to provide a program for the conservation of such endangered species and threatened species." 16 U.S.C. § 1531(b). Under the Act, all federal agencies are required to initiate consultation with the appropriate wildlife agency to ensure that the agency's action "is not likely to jeopardize the continued existence of any endangered species or any threatened species or result in the destruction or adverse modification of habitat of such species which is determined . . . to be critical . . ." 16 U.S.C. § 1536(a)(2). In every consultation, "each agency shall use the best scientific and commercial data available." *Id.* Formal consultation is required if there may be a potential impact on a listed or candidate species or its critical habitat.

BI-11 As the DEIS recognizes, there are numerous threatened and endangered species in northern New Mexico. Nevertheless, the Air Force has failed to initiate consultation with the Fish and Wildlife Service. Although the DEIS states that the Air Force has initiated consultation under the ESA (DEIS at 2-63), it is readily apparent from Air Force and FWS correspondence that this is not the case. *See* DEIS Appendix at H (January 27, 1998 letter from FWS to Air Force stating that RBTI would not become part of GAF consultation and "will not be addressed by the Service until the GAF consultation is complete.").

Formal consultation is required for RBTI because, according to FWS, the proposed flight path "may potentially affect threatened and endangered species in counties where overflights and ground disturbing activities occur." *Id.* Because RBTI will affect much of the same airspace as

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the German Air Force expansion (GAF), formal consultation on RBTI must be at least as broad in scope as the GAF consultation and biological opinion. In addition, because the flight patterns of RBTI and GAF together cover much of New Mexico, formal consultation must address the cumulative impacts on endangered species in the entire State.

Finally, the DEIS states that alternative D overlies unsurveyed but potential Spotted Owl habitat. DEIS at 4-107. As part of the Cannon AFB action, the Air Force was supposed to survey these areas. It appears from the DEIS that the Air Force has not fulfilled this obligation. As part of consultation on RBTI, the Air Force should proceed with the requisite Spotted Owl survey.

IV. CONCLUSION

As stated above, the DEIS is lacking the kind of detailed analysis required under NEPA. The Air Force must recognize the vast body of scientific study demonstrating that the proposed RBTI may indeed have significant impacts on people and wildlife. The Air Force must acknowledge, discuss, and analyze these potential impacts, including cumulative impacts in its Final EIS. In addition, the Air Force must comply with the Endangered Species Act before proceeding with any action.

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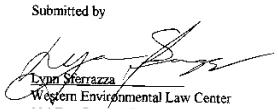
Dated: June 15, 1999

Submitted by



Lynn Sferrazza
Western Environmental Law Center

Taos, NM

RAYMOND K. JOHNSON 001132

June 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVFF
129 Andrews Street, Suite 202
Langley AFB, VA 23665-2769

Dear Sir

BR-6 This is a response for your request for public comment on the Realistic Bomber Training Initiative (RBTI). We realize fully that if our armed services are to be effective in their mission realistic training is essential.

We are requesting that the Air Force reconsider the use of the low altitude air space over Philmont Scout Ranch in northeastern New Mexico. Mr. Waite Phillips donated this area to the Boy Scouts of America in 1941 for use as a high adventure base. Since that time over 500,000 young men and women of our country have enjoyed this area. For many of these young people it may be their only experience in what was the "Wild West", and I feel that low flying bombers would degrade their adventure. In addition during the summer there are thousands of scouts throughout Filmont's 137,000 acres, please do not put them in danger by turning Philmont into a MOA.

This area teems with natural wonders and wildlife that you cannot show on population demographics in a cold report. Raymond enjoyed his first "Trek" to Philmont in 1973 at the age of fourteen. Matthew who is also a signatory to this letter is twelve and I (Raymond) look forward to sharing this experience with him in an environment where we see deer, bison, and other wildlife not B-52's overhead at 3-400 ft.

In light of the recent tragedies in our country involving youth, with your help scouting can reach young people with positive goals in a natural environment. Through the dedication of adult volunteers, scouting might be able to stem the tide of youth violence in our society. We truly believe that the Air Force could use federal lands in the near vicinity and accomplish their training goals without disturbing Philmont.

• KINGWOOD, TX •

We look forward to hearing from you and thank you for your consideration in this matter.

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Sincerely,

Raymond K. Johnson
Eagle Scout Class of '73
Troop Committee T-839

Sandra M. Johnson
Troop Committee T-839

Matthew Kee
Second Class Scout T-839

ORAL COMMENTS

As I mentioned before the break, we're going to proceed with our speakers in the order that I indicated previously, and we're going to start with Mr. Bill Ehrie from the Abilene Chamber of Commerce.

008000

TY MR. EHRIE: Good evening. Can you hear me? Last name is spelled E-h-r-i-e, retired colonel, former wing commander, currently representing the Abilene Chamber of Commerce Military Affairs Committee.

On behalf of the Military Affairs Committee, we have reviewed the Environmental Impact Statement and the history behind this issue. We want it clearly known that we support the issue fully. The proven methodology that's been used to develop the EIS both currently and in the past clearly substantiates the fact that there is no impact to the area.

While we acknowledge the concerns of other citizens as they've expressed them in various forms, the methodology does not support that, neither does the facts. When you look at the history of Air Force flying throughout the United States and Canada in the low-level environment, the methodologies that have been used to develop EISes over the last 30 to 40 years clearly states that there is no impact that you can recognize and it's substantiated in this report.

We support the Air Force's efforts on selecting a route. And when that route selection is known, we will support that. On behalf of the Abilene community and the Dyess Air Force Base

community, we think it's absolutely essential for the training of the airmen and women in the 21st Century that we go forward with these routes and establish a greater presence in West Texas than we've had in the past. If we're to be prepared for war in the next century, we must be prepared to train in the proper environments. The EIS is correct and online. It states the case very well. We stand behind it, and we stand behind the Air Force on this effort. I don't think you'll hear us quibble one bit on any other issue that subjects itself to a confrontation. Thank you.

6:41P HEARING OFFICER: Thank you, sir. Now we're going to move on with the other individuals here. Bynum Miers.

TY 008001 MR. MIERS: Colonel, my name is Bynum Miers. I'm a rancher in Taylor County, Texas, and have two locations. One location is one mile north of Tye -- north of Interstate 20 north of Tye, and the other one is three and a half miles southwest of Buffalo Gap.

I'm here to speak mainly about the effects of noise and/or low-level flights. I have a cow/calf operation north of Tye, and I've been operating that place for 40 years, since 1959, and I have had no effects on cattle or horses. As you can imagine, that near Dyess, those planes come out of there when the wind is out of the north at pretty low altitude. Cattle operate on the -- and react on the theory of what hurts me. And when they find out that it doesn't hurt them, it doesn't bother them.

The noise pollution is -- is more so to humans, but it is not -- it has had no effect on reproductivity. My cattle reproduce and are easy to handle. When they find out something doesn't bother them, they don't pay any attention to it.

As far as the south part of the county, those flights there are at a little bit higher level, but I have no effects from -- from those flights for cows or horses. My son has a horse operation there. And those are the only two things that -- that I wanted to speak to you about.

6:43P HEARING OFFICER: Thank you, sir. Buster Welch.

008002 MR. WELCH: I'm Buster Welch from Fisher, Scurry, and Kent County. I ranch up there on the Double Mountain Fork of the Brazos River. And I want to say right off that I'm real proud of our Air Force, and I think we've got the best Air Force there's ever been, and I'm proud of Dyess and the personnel, and I want Abilene to do real well.

But I'm president of H.E.P.A., an organization that we formed to stop you from practicing your training over our eight-county area because we cannot stand the decrease in the value of property, the interruption of our lives, and -- so -- but I want you to know that I have a brother that's a retired colonel. I lost a brother in World War II in a bomber crash. And we're Air Force people and we want you to have a good place to train, but we don't want you to work a hardship on 55,000 good, hardworking American people.

BR-4

That's -- I'll show you men up there that -- five brothers went to the war at the same time. We're all patriotic, but our economy will not stand that. And noise is expensive, and there's all kinds of tales to prove it. Thank you.

6:45P HEARING OFFICER: Thank you, sir. Stanley Griffith.

008003

TY MR. GRIFFITH: My name is Stanley Griffith, G-r-i-f-f-i-t-h. I raise cows. The military guarantees my freedom to raise cows, so I have a vested interest in you conducting the most realistic training that you could do. I also would hate to think that my reluctance to disturb a jack rabbit might result in some crewman not coming back from a mission. That's all I have to say. Thank you.

HEARING OFFICER: Thank you, sir. And Diana Moore, did you wish to speak?

MS. MOORE: I'd like to wait. If anyone else --

HEARING OFFICER: We just exhausted the list.

MS. MOORE: You said you're going to open it up.

HEARING OFFICER: Would anyone like to make any comments at all that hasn't made any comments? Or any of those who have made comments, would you like to make additional comments?

MR. PAGE: (Indicating.)

HEARING OFFICER: Yes, sir. I take it, sir, that you have not filled out one of our cards?

MR. PAGE: Filled out the card. I did not indicate that I would speak.

HEARING OFFICER: I see.

MR. PAGE: But listening to the program, I would like a comment.

HEARING OFFICER: Yes, sir. If you could just approach the microphone. And, if you could, provide us a little bit of information. 008004

6:46P TY MR. PAGE: I'm William L. Page, P-a-g-e. I'm a refired lieutenant colonel of the Air Force. I'm also a safety consultant by education, by training. I performed noise level surveys in connection with my job as a safety consultant and a safety engineer over the last 33 years.

In looking at the draft document, I see that the methodology that was used is very well done, and I was very impressed with the methodology that I saw in that document.

My experience in working with noise level surveys indicates that there would not be any significant impact on wildlife or livestock as a result of the overflights proposed by these training routes. I also represent the Page and Childress Ranch, which is located in the northwest corner of Stonewall County, so I'm looking at this from both sides of the table, both as a retired Air Force officer and as a rancher, and I see no significant impact on the ranching operations as a result of these training routes.

6:48P HEARING OFFICER: Thank you very much, sir. Would anyone else like to make any additional comments?

Ladies and gentlemen, that concludes this public hearing. Thank you very much for your participation and your inputs. Please remember, the public comment period will extend through June 16, 1999 and comments can be sent to the address shown on the slide. This public hearing is adjourned. Thank you again.

(Meeting adjourned at 6:48 p.m.)

appreciate you handing it in so that any names, places, references to scientific terms or other information can be recorded accurately.

Finally, I would like to remind you to limit your comments to the draft EIS. That is the purpose of this public comment period. Also, I ask that you avoid repeating what another speaker has said if there -- there is nothing inappropriate about agreeing with other speakers, but to repeat the same thing just delays others in making their comments. If you agree with a previous speaker on a particular issue, you can just state your agreement.

If you'd like to turn in your written comments there, you can do that at any time. There is a box provided for -- for you to do that.

I would like to get started now so -- as I indicated, we will start with comments from elected officials. Following their remarks, we will take oral comments from those of you who have asked to speak. Again, I wish to remind you of the three-minute time limit.

And the first speaker that I would like to call upon is Ricky Fritz, who is a county judge.

(PAUSE) 008005

MR. FRITZ: Yes, sir. Can you hear

me?

My name is Ricky Fritz. I am the Scurry County Judge. I am out here for several reasons, but the first point I want to make is that I firmly believe that we live in the greatest country in the world, and I believe it is great because of our freedoms, the freedoms we have that didn't come cheap, that people in the military and lots of people here fought and had friends that died serving our country to keep it free.

And the freedom I want to talk about specifically tonight is the freedom to own and possess property. We are one of the few countries in the world where you can actually own property as a citizen. And our earliest rights, property rights, have been set up where when you own your property, you own it from the borders to the center of the earth and to the Heavens above. It don't include BR-5 that the government can take it away from you without just compensation.

So my first question would be is, if we are actually going to be losing some space, there doesn't appear to be just compensation. I feel like there is a detrimental situation there.

My second one is, I feel like there is many,

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many areas -- you know, big cities don't feel like we are a populated area, but we feel like we are populated. And we feel like any time there is military planes or private planes flying over, there is that risk. And God forbid that something would happen that you got citizens out here. We feel like there is areas in other parts of the country where, if something did unforeseen happen, you know, it wouldn't even kill a lizard. And so we feel like that that is our second problem.

AO-4

And our third problem -- as County Judge, we have an airport here that is very important to our economy, and we spend a lot of time trying to keep it up. We have boll weevil eradication flying out of here, we have private planes flying out of here with our industry, crop dusters fly out of here, and we are just very, very concerned that it will be detrimental to our airport and to citizens. So I just wanted to touch on those three points.

BR-2

So as County Judge of Scurry County, I received many, many calls from our citizens, and so I would have to say that I'm opposed to Scurry County being a part of -- of this project.

And thank you for letting me speak.

COLONEL BURD: Thank you.

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I would like to call on Buddy B. Baldridge. The organization listed here is the Jayton-Girard ISD.

008006

MR. BALDRIDGE: Hello, everybody. My name is Buddy Baldridge, B-A-L-D-R-I-D-G-E, for the record. I would like to thank you for the opportunity to address this hearing.

I, too, support -- support a strong military for the protection of the United States. It is important that our men and women of our armed forces be well trained and be prepared physically and mentally to defend the United States against a variety of opponents. While not a veteran myself, I have numerous friends and family members who have faithfully served in the military in World War I and World War II and in Vietnam to defend our country and our way of life. Some have even given the supreme sacrifice of their lives for our country.

With this as a background, let me say that I clearly am opposed to the proposed use of the private lands for the Realistic Bomber Training Initiative.

PD-7

In particular, I am opposed to the Lancer MOA because of its effect it will have on my home and my community.

As I understand the proposal, the Lancer MOA

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would be used for realistic bomber training of B-52s, B-1s and their associated support aircraft. As many in our area will attest, it not unusual to have a C-130 or T-37 or T-38 or Military Lear flying at or below 3 to 500 feet above the ground, often directly over our homes. Obviously, the military aircraft are not prohibited from flying below the published floor of the MOA. That would keep the B-1s and B-52s from flying -- what would keep them from flying lower than 3,000 feet?

AF-6

When I was growing up, my dad gave me a good way to make a decision. He said split a piece of paper in half and put the advantages on one side and disadvantages on the other. In discussing this proposal with the leaders from the counties that are involved, no one came up with even one advantage, not one.

I would like to use the rest of my time to focus on the effect that RBTI would have on land values in our area where training is conducted. You are probably wondering how it could have a direct effect. The noise and stress that it will cause will have multiple effects on people, livestock and wildlife. Animals, including domestic livestock and wildlife, will be subjected to the startling effect

AO-18

BR-3

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of extremely loud, fast-moving aircraft even at the 3,000 feet. Weight gain, reproduction, antler growth and many other areas of production will be affected. Can you imagine what a startled herd of cattle can do to a fence?

BR-3

The stress of continual noise will also affect humans. In '69 and '70, I officed just outside of the DFW Dallas -- or Dallas Love Field area under the flight path. We never got used to the noise when air -- of aircraft flying overhead.

Currently, recreational use of our lands is the only enterprise that is profitable. Recreation has kept land prices stable. We have hunters to come to our ranch from all over the United States. They come all the way to West Texas to relax and get away from city life and the noise. They come for the experience. Will they keep coming with these aircraft flying overhead? Absolutely not. Landowners will lose income as a source of revenue, and the local community will also lose money.

BR-4

COLONEL BURD: You have met your three minutes, sir.

MR. BALDRIDGE: Thank you very much.

COLONEL BURD: Thank you.

I appreciate Mr. Baldridge terminating his

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present -- his comments right at the three-minute point. Again, as I said earlier, if we do have time, and any of you who run out of time before you finish your comments and you want to make additional comments, we will certainly accommodate you.

The next speaker I would like to call on is Bobby McGough from Stonewall County. 008007

MR. McGOUGH: Thank you, Colonel. As you said, my name is Bobby McGough. That is spelled M-C-G-O-U-G-H. I am the County Judge of Stonewall County, and I have also served 25 years as a military pilot, over three years of that flown out of Dyess in and around this air space.

We are a God-fearing and nation-respecting community. And as we are here, there are people projected on our behalf, and we would ask to protect -- the Almighty for their safe return and the safe (inaudible) of their mission.

I have read through a portion of the EIS and would like that it be further expanded or better information concerning a statement that the Lancer would not represent a substantial increase from recent or historic air space use, and that was footnoted and based to a recent are four, a recent area of five in the Roby MOAs, and those two

AO-77

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(inaudible) to have 106 aircraft operations over the past year. The Lancer MOA, as it is stated, will have 2,350 operations over a year, and I personally consider that a substantial increase in the air space.

In addition, the three prior MOAs based air space is either 10 or 12,000 feet AGL, and Lancer, as is expressed, will be at 3,000 feet.

The noise level is addressed at minimal change from the baseline of a 45 DNL. If the Lancer were enacted we would have a 46 DNL. I am not a scientist or have the ability to analyze DB, but it would be a -- it is hard for me to imagine that 2,350 airplanes, with 40 percent of them operating between 5,000 -- between 3,000 feet AGL and 5,000 feet AGL, would not create a change. Thank you.

AO-78

Overall, the likely effect on land use, recreation -- aircraft, to date, 260 operations -- 260 operations a day will affect our ability to effectively raise livestock, our cost of production and the cost of operation and increase the hazard of handling.

BR-4

In a socio -- on the socioeconomic statement of no measurable impact on the economic values of land since the area has generally been overflown

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since 1940, I believe there will be a decreased margin in production value, (inaudible) a decline, and our costs go up. There will be a decreased potential for wildlife income.

BR-4

And the direct impression of that is, if you choose to seek a -- your recreational solitude and solace in the open countryside, and you had a choice between leasing, renting, hunting, boating, fishing in an area that had aircraft operating over ten a day down to the 3,000 feet and the noise that would be generated by them and operating -- or leasing an area that wouldn't, I believe you would choose the latter. Thank you.

COLONEL BURD: Thank you.

I would like to call on Mr. Giles Dalby, the County Judge for Grange County, it looks like.

MR. DALBY: My name is Giles, 008008 G-I-L-E-S, Dalby, D-A-L-B-Y. I'm County Judge for Garza County.

Your Honor, I have to concur with my fellow Judges on what has been said here today. Also, I would like to address some of the other concerns that we have. If the Air Force decides to go down below five -- to a level of 500 feet, what is the liability of the Air Force in coming over homes, some of our

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rural homes?

Now, I live in the country. I am a rancher, too. I live in the direct path of Dyess Air Force Base where they fly the C-130s. I know what the noise level there is, and they fly fairly low. Excuse me. I was also in the flight pattern 12 years ago when you were flying B-52s on the deck, and we had an Air Force installation there in Post guiding the low-level flying of the aircraft, so I know from experience the noise level that can be created. With a B-51, I understand it is three or four times the noise level.

Now, those are some of the concerns, as well as the others, and there is no sense of me repeating what my colleagues have said.

But I do have some concerns, and I would like to know what the liability is to the Air Force and how are you going to proceed to address your grievances as far as any damages are concerned? Because I know when in our home the 52s came over, they rattled every dish in the house, and my wife has got some pretty valuable dishes. And if nothing else, I would like a phone number to give to somebody to talk to her from the Air Force, if you can do that.

AF-15

AF-36

(PAUSE)

COLONEL BURD: It has been brought to my attention that possibly my earlier remarks may have been misunderstood about repeating comments you have already heard. I, in no way, want to limit anybody's comments, and if you want to comment repetitively on essentially what someone else has said, that is fine, and you will be permitted to do that. But what I would like everyone to be conscious of is the time constraints that we have here and the number of people who would like to make comments.

And if you haven't already filled out a card and indicated that you want to comment, you still have the option of doing that. Representatives are around the room, and just give a card to one of them or bring it directly up to the sergeant that is sitting down here below me.

I would like to now call on Mayor David Holt. 008009

MR. HOLT: Thank you, Judge. My name is David Holt. I am mayor of the City of Snyder. I have a resolution prepared by each member of the city council in opposition to the RBTI, and also I would like to address some of the concerns.

On what some of the others have said on the

economic impact, I have had realtors tell me that to try to sell ranchland out in the Big Bend country, that when they are out showing ranches and the planes come over and the noise is pretty great, that people just get back in their car and say, "No. Thank you very much." So, to me, that has a great impact on the ability to resell land. BR-4

Also, another issue is the safety issue. And I know other people that have addressed that, but my other concern is the responsibility of the Air Force. More than one person has told me that the more you complain, the more flights you have over your property. And that when people call the Air Force with complaints, they don't get much satisfaction, and that is of great concern to me. AF-37

Also, as mayor, I have not had a single phone call or letter in support of this project.

In a matter of saving time, another job that I have, I represent Representative David Counts. And he could not be here today, so I have a prepared statement for him which says, "Gentlemen: My schedule in Austin would not allow me to be here this evening to express my opposition to the use of the eight counties, seven of which I represent, for low-level training. This training will diminish BR-4

property values, increase noise and discourage economic development in an already economic disadvantaged area. While I am very much for a strong and well trained military, I feel that there are already enough well situated areas to provide adequate training sites. Your consideration of the wishes of the people of the 70th district is greatly appreciated." BR-4 SE-5

Thank you.

COLONEL BURD: I would like to now call on the Greg Henley. The organization he is from is the Tahoka ISD board of trustees. 008010

MR. HENLEY: Yes, sir. Thank you, Colonel Burd.

I am the president of the board of trustees for the Tahoka ISD, and we would like to express our concerns on the proposal for the Realistic Bomber Training Initiative and the possible loss of land values which could result if this initiative passes. BR-4

The Tahoka ISD receives approximately 40 percent of our taxable values from agricultural lands. T-Bar Ranch is one of the top ten taxpayers for the Tahoka ISD, and of those top ten taxpayers, is the only privately-owned entity of that top ten. So we are greatly concerned of anything that would

adversely affect or prohibit this ranch from remaining a viable and active part of our community, which it has been for over 100 years.

Just like everyone in this room, our entire economy is based on agriculture. As everyone knows, this is a economy that is under stress. We have low cattle prices, cotton prices. And anything that would further put a hardship on these depressed economies could be catastrophic to our area.

We are extremely concerned with the conflicts created by having these jets and bombers that would be flying in the same air space with our crop dusters or aerial applicators. These are a vital part of our economy. They are necessary for the treatment of our crops for pesticides. And with the passage in the southern part of our county of the boll weevil eradication project, there will be a significant increase in the number of flights necessary to eradicate these pests. And so anything that would hinder or prevent these applications would have a dire effect on our economy, and so we would question the ability to these flights to be able to be performed with the bombers in the area. BR-2

We also have safety concerns as to the U.S. Air Force pilots, in that our area has a large number

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of sandhill cranes. These are birds that are quite large. They have wingspans in excess of six feet. They are present in our area for five to six months, and their numbers are well into the thousands. We question the safety of having jets and stuff flying in the same air space with these large birds. **BI-2**

I will share the same concerns we have with the safety of the farms and homes that are located in this area and the effect of their quality of life and value as well.

In closing, we simply hope that the Air Force will be able to have common sense, and there has to be a better place in the way to locate this training initiative. We hope they will abandon their plans for using this area and allow us to continue to have our quality of life that we enjoy in West Texas. Contrary to what the rest of the state believes, we are a viable, productive part of the state and want to remain that way. **PD-4**

I thank you for your time.

COLONEL BURD: I would like to call on Van L. York of Borden County. 008011

MR. YORK: Thank you.

My name is Van York. I am the County Judge from Borden County. Borden County is located just

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west of Snyder, Texas, here. Borden County is a rural, agricultural based county with a population of approximately 800 people.

We in Borden County have chosen this place and this way of life, an outdoor, a serene -- in an outdoor and serene setting. If the proposed Realistic Bomber Training Initiative becomes a reality, our way of life will come to an end. The quality of life in Borden County will be greatly reduced. This is a fear that has been presented to me by many of my citizens in the past couple of weeks. **BR-7**

From a personal standpoint, my ranch is located on the east side of Borden County, and I have experienced these bombers flying at low altitudes. This has taken place over the last three years. These planes fly from north to south about once every two or three weeks. They are flying about one-quarter to one-half mile west of my house. The noise is so loud when -- that it will drown out the conversation in the house. And on one occasion, I was caught out in the pasture as one flew directly overhead. The noise was just deafening. In fact, it almost hurt. This is what we are concerned with when we talk about our quality of life. **AO-79** **AO-20**

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We have cowboys who are on horseback daily in these pastures. If one of these planes come over, the safety factor would be highly questionable. It -- it just can't be safe. **BR-3**

It is frightening to imagine 10, 20 or 30 flights a day and the amount of noise and disruption to our peace and quiet that we will -- we will endure.

Also, on another area that I would like to address is from an economic standpoint of our ranchers. We use a type of predator control, which is aerial hunting, to protect these livestock. One of the most effective areas was using these light planes to hunt these air -- these coyotes and bobcats to protect our livestock. These flights -- the B-1 bombers must not be allowed to fly over these private lands. **BR-2**

I am not antimilitary or antigovernment, but a citizen and a Judge of Borden County, and it is my first responsibility to protect the citizens of the county and of my family.

In closing, I will repeat that the Realistic Bombing Training Initiative will destruct our farming industry, our livestock industry and hunting industry. And more importantly, the realistic bomber **BR-4**

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training initiative will lower our quality of life in the affect counties. Thank you.

COLONEL BURD: I now call on Mike Braddock, Lynn County Commissioner No. 2. 008012

MR. BRADDOCK: Good evening. My name is Mike Braddock. I am here representing the Lynn County Commissioners Court and the people of Lynn County.

I guess what I'm -- it is just a repeat of what has been going on, but I feel like repetition is a thing that really soaks in.

I guess what the main problems are is going to be the private planes that spray our lands and to take care of them. Are they going to have to get permission from you all, or what is going to be the deal on that? Or will they have their own? **BR-2**

And can you actually tell me this will not damage property, and that it will not drop over the 3,000-foot mark? Is this going to damage the foundations on houses, barns or farmhouses that are getting more and more obsolete? **AO-12**

And, also, the training in our area, that is something that a lot of people enjoy, and it is something that we are proud to have in our community. A lot of people come down and hunt, and

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it -- and I feel like it could be detrimental to the Air Force if they fly in this area. They could either drive the birds out or create even a larger problem, a crash and kill innocent people.

BI-2

AO-16

And that's -- that's mainly all I have to say, except for there are about approximately 6,700 people in my county, and I feel like there are other areas that are a whole lot less populated. Thank you.

COLONEL BURD: Now, I would like to call Vic Burke, the president of the Rotan ISD board of trustees.

008013

MR. BURKE: Thank you for allowing me the opportunity to speak. My name is Vic Burke. I am the president of the board of trustees of the Rotan ISD.

I would like to address some things that I feel the draft EIS did not address. It states in the December '97 meetings, prior to the notice of intent to prepare the EIS, there were meetings held to gain input on the alternatives. None of these meetings were held within a hundred miles of the area of the Lancer MOA, so there was no input for this area considered at that time. Also, only one scoping meeting was scheduled initially within the boundaries

GE-2

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of the Lancer MOA.

Moving on to some of the socioeconomic issues, I agree with what my colleague from Tahoka said. But, also, there are studies out there that show increased noise causes decreased land values, and they were disregarded or not considered in the EIS.

BR-4

The impact of the Realistic Bomber Training Initiative on land use for tourism and hunting is not addressed. That considers -- they don't consider recent changes in our land use. 20 years ago, 30 years ago, hunting leases weren't important to the income of this area, and now they are vital.

BR-4

Our school district has experienced the loss of approximately 40 percent of the taxpayer value in the past several years. Further decreases could be devastating to our ability to raise funds and continue programs, and that could also apply to our cities and counties.

The EIS doesn't attempt to adequately assess the total economic impact on the area. Cultural resources such as parks and historical buildings seem to be given more consideration than schools, towns, hospitals and homes. An example of that is the proposal to eliminate the overflights of Big Bend in

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favor of flying over populated, private land. If the impact is truly minimal, as stated by the Air Force in the EIS, why not fly over the Big Bend or the Mall of Abilene.

(PAUSE)

MR. BURKE: The concerns of people actually living under the proposed Lancer MOA are consistently trivialized or disregarded entirely in the EIS. If the impact is not minimal, there is no protocol in place to go back and change it once it is here. I think that we -- I want to submit that it is because the impact is known to be substantial, and that is why some of these areas weren't included. Thank you.

COLONEL BURD: I would like to call on W. Calloway Huffaker. Mr. Huffaker is from the City of Tahoka.

008014

MR. HUFFAKER: Colonel Burd, ladies and gentlemen, Congressman Stenholm, I'm W. Calloway Huffaker, the city attorney for the City of Tahoka here representing the city council of the City of Tahoka to present a resolution against this initiative.

We in the City of Tahoka, population of approximately 2,500, and of the county, approximately

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7,000, strongly oppose this initiative for the reasons that have previously been stated here this evening and others that we would additionally point out to this group here this evening.

We in the rural areas live in these rural areas for the quality of life. The quality of life is very important to us. We appreciate the quiet, the peacefulness that is afforded in these areas.

Because of this initiative, I would point out that -- to you as an individual and to the people here at this gathering tonight that this is a perfect example of a governmental entity taking advantage of a population that is not comparative to the urban centers such as Dallas, Houston and San Antonio. You are taking advantage of the low population and trying to utilize this initiative to get a -- a flying zone which would benefit the Air Force and impact as few a people as possible.

We in the country do not feel that that is fair. We do not feel that you are taking our rights into account. We would strongly urge you to look at other places which are less populated and strongly urge you to look at federal lands that are not populated to use this initiative.

PD-4

(PAUSE)

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BR-5

MR. HUFFAKER: Lastly, this is another example of you using our land and not compensating us for it.

(PAUSE)

BR-4

MR. HUFFAKER: If I want to go hunting or fishing on my neighbor's land, I compensate him for it. If someone wants to come hunt and fish on my land, I am compensated for it. You are going to adversely affect my ability to make a living by utilizing the air space above my land, mainly in the hunting of the sandhill crane, which is becoming very prominent in our area. I would ask this panel to strongly look at that.

We in the rural portions of this country strongly support strong defense, and we are not in this to stop a strong defense. We are here to ask you to go somewhere else. Thank you.

COLONEL BURD: I'd like to now call on Mayor Jerry Marshal from the City of Rotan. 008015

MR. MARSHAL: I think I'm a little shorter.

Colonel Burd, thank you, sir.

Like it has been said, I am Jerry Marshal, mayor of the City of Rotan. Also, for the record, I would like to say that I'm immediate past president

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of West Texas Texas Council of Governments and the Texas Midwest Community Network. And I say that not to toot my horn, but to say that because I fully believe in regional cooperation.

Had this project not being here created a negative impact on Abilene and the City of Abilene and Dyess Air Force Base, then I might not be here. But since it could certainly create a negative impact on our area and the City of Rotan, then I am here.

Much has been said of the quality of life, and you all heard that. We say that over and over to our city folks, because that is all we have out here is quality of life. It is quiet. And in the City of Rotan. We have no trains. We have no -- very few planes. We have no traffic. So, therefore, that is all we have. And hunting is primarily our largest industry.

I also have a letter from the District and County Chamber of Commerce, and they express the same thing that, I think, Dr. Burke and several others mentioned, that there is no -- in the EIS, there has

BR-4

been no significant mention of the hunting industry. That is one of the things that our Chamber of Commerce is beginning to stress, because of the declining cattle prices and the other things, and of

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course, the oil industry.

It is one of those things -- I guess the bottom line is that the citizens of my city just don't want any extra noise. They like it quiet, and that is the way they want to keep it. Thank you very much.

COLONEL BURD: And our last official is Tommy Stanaland, Kent County Judge. 008016

MR. STANALAND: I am Tommy Stanaland, S-T-A-N-A-L-A-N-D. I am the County Judge of Kent County.

To the honorable Congressman Charles Stenholm and to the distinguished Unites States Air Force, thank you. Number one, thank you for defending our country. Number two, thank you for defending our allies who are in need.

As recent as now, this very moment, the need for training is evident and understandable. What isn't understandable is in this great vastness of the United States, in the huge land mass from border to

PD-4

border, why did you pick Kent County and the surrounding counties and --

(PAUSE)

MR. STANALAND: Sirs, please realize that the people will be subjected to noise

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BR-4

pollution. They will be subjected to a loss of property value, to a loss of revenue on their hunting leases.

Sirs, our ranchers, our farmers frankly do not want their livestock buggered.

(PAUSE)

AO-50

MR. STANALAND: We don't want our land damaged due to a possible fuel dumpage. We don't

AO-16

want our citizens, our homes, our communities or our lands put in any danger due to a possible airplane crash.

In closing, we the people in Kent County prefer you seek other alternatives for your training program. Thank you.

COLONEL BURD: We are now going to move to the second group of individuals commenting on behalf of themselves.

What I am going to do is I am going to -- to help speed this up a little bit, I will read the name of the individual who is up now and then also read the next person so you can be ready to come on up and make your presentation. And then when I call that person, I will read the person who is on deck.

Now, the first person I would like to call upon now is Brian Kelly. Then after Mr. Kelly makes

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his comments, then Dick Crill will be the next speaker after that. 008017

MR. KELLY: I would like to express my thanks for coming back over here about a year ago when we had the scoping process.

My name is Brian Kelly. I'm the president of the TransPecos Protection Group. We have been at this nearly three years. What we have found over this period of time is like the draft of the EIS, if you have looked at -- I hope you have all read it. If you haven't, please do. It is very educational. The only trouble is, most of it is smoke and mirrors. We have got about 27 pages that really address what the issues are. I won't talk legalese to you. I would like for you to get into this. Most of all, please, if you would, write, call, contact.

The National Environmental Policy Act is, if nothing else, a participation piece of federal law, statute. Please participate. It is very important. Mail, certified mail, return receipt, to all your elected officials, county, state, federal, senators, representatives, but most of all, of course, to the Air Force.

I'm sorry, I'm not addressing you, but you have heard me for two and a half years now, and I am

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sure you understand how I feel. I am totally against this, of course.

I am tired of the Air Force and the bombers and the F-16s and so forth trying to fly into my carport space. I have been knocked down a couple of times back in April and May of 1996. It got me interested about, you know, who are these guys? Where do they come from? And we have answered all the questions that I think we need to answer.

We would like to make an executive solution to this, if possible. We have tried, and we have failed. We would like to make a legislative solution to this. Our representative, Mr. Henry Bonilla, has worked very hard on this to no avail. Our Senator Kay Bailey -- I'm speaking of the Air Force -- Kay Bailey Hutchison has done the same thing (inaudible).

The whole point of this, the very -- there is a easy solution to it, really. The solution is the Air Force needs to go fly over some of the 6 million acres of federally-owned land that now exists. It needs to be like training for tanks, training for artillery, training for Army, et cetera, et cetera. It needs to be isolated from the human environment. All you people sitting here live within

PD-7

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the human environment. There is no difference between military training for the United States Air Force or air combat command or the Department of Defense air forces as there is for Army tank divisions or -- they have just got to be isolated. That is the only solution there is.

So, please, if you would, write your elected officials. We can -- I hope all of you got one of these handouts that we brought with us. We have a book of about 98 pages that we have conditioned into this one part.

But, again, this EIS is exactly like we have seen in 26 others, a joke.

COLONEL BURD: Mr. Kelly.

MR. KELLY: Yes?

COLONEL BURD: Your time has expired.

MR. KELLY: Thank you very much.

COLONEL BURD: Mr. Crill. And then after Mr. Crill will be John Oudt, O-U-D-T. I'm sorry if mispronounced that. 008018

MR. CRILL: Thank you, Colonel Burd.

My name is Dick Crill. I have a comment that is a question about the environment that is the air space above my property where I live at Camp Springs here in Scurry County.

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For my information, what is your plan to compensate the affected citizens for the proposed military occupation of our environmental air space, whether it is above my property or in any other part of the country? Thank you.

BR-5

COLONEL BURD: Mr. Oudt. And then after Mr. Oudt, Kay Kelley. 008019

MR. OUDT: My name is John Oudt, spelled O-U-D-T. My family and I ranch in Kent County, Texas. We pay school taxes to both Kent County and to the Snyder ISD.

I am extremely upset that -- by what I have read in this draft EIS, and more importantly, for what I don't read in this draft EIS. The draft EIS is extremely complicated, and laypeople must rely on oral statements made by the Air Force, many of which were made here tonight.

For example, the Air Force has repeatedly told the public that they will not fly below 3,000 feet in the proposed Lancer MOA. But if you read this EIS very carefully, you will find out, in fact, that there continue to be four MTRs underneath the Lancer MOA. I am talking about IR-180, with a floor of 200 feet above ground level; IR-128, with a floor of 600 feet above ground level; VR-1116, with of

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floor of 200 feet above ground level; and IR-154, with a floor of surface level.

Using the usual justification, that this special use air space already exists, the question is, what is to keep the Air Force from using these MTRs for B-1s? The answer that I have repeatedly come up with by conversations with the FAA and the Air Force is very little.

Even more misleading to me is the representation that the new IR-178 MTR leading in the Lancer MOA will have a floor of 2,000 feet above ground level. While that may be true, the Air Force barely mentions that IR-178 directly overlays VR-1116, which has a floor of 200 feet above ground level in those very same segments. What's to stop the Air Force from deciding tomorrow that they need to fly B-1s over VR-116 at 200 feet? Again, the answer is not much.

My most serious complaints about the EIS, however, is what it does not contain. It does not contain any research on noise levels that we will hear in the countryside if the RBTI is adopted.

I was naive enough to think in that the environmental impact study the Air Force would actually study our noise problem. Instead, they just

AO-80 AO-80 AO-25

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copied some 20-year-old data on urban noise, and then constantly state that the noise will have no significant impact on my life. That is not very comforting to me.

In the scoping meeting, my neighbor and -- my neighbors and I voiced repeated concern over the low-level training, how it would affect our livestock, wildlife and our hunting industry. Once again, we thought the Air Force would actually study our problems. Instead, they just went to the library, pulled out some old existing studies that don't apply to our specific area and shrugged off our concerns as unfounded.

On Page 4-93 of the EIS, the Air -- the Air Force admits that range cattle have not been studied. Our cattle are, in fact, range cattle. That is it?

COLONEL BURD: Your time has expired.

MR. OUDT: Time has expired. Thank you very much.

008020

COLONEL BURD: Now, let's call on Kay Kelley. And then after Kay Kelley, we will call on William J. Weida.

MS. KELLEY: Thank you very much. My name is Kay Kelley. The last name is spelled

BR-4 BR-3

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K-E-L-L-E-Y.

We are representing the TransPecos Protection Group. It is a group of people that are opposed to the expansion of the military in the West Texas area only these overflights. And we are an informational organization and very concerned for having the best training for our Air Forces, but having these low-level realistic combat training flights over populated private property just doesn't make any sense. There is no way that we can mix these flights with people or anything living, really, under them and come to any kind of compromise that will work.

All of the fears that you have been hearing, we agree with all of them that the public has been telling you. They are very, very, very real. I have been under some B-1s. Also, all the stories that I get told to me -- people have described it as being annoyed. They have described it as they were terrified. We will hope you will listen to us.

This area is very precious to many more people than just the landowners and the residents. This is sort of a sanctuary for many, many tourists and people that just need to know that the quiet and peace and remoteness of Big Bend country is out there

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for them when they vacation here. They come for the peace and quiet, and I have never seen anyone that wanted to go vacation in a war zone.

Is there a couple of questions I could ask you all at this time?

COLONEL BURD: Well, as I previously indicated, you are certainly permitted to state any questions you have, but this is not a forum for questions and answers.

MS. KELLEY: Well, my questions were that I was wondering -- I recently read that there were 93 B-1 bombers, and we knew about the ones that have gone down in Montana in the mountainside and most recently Kentucky, and I just wondered what happened to the seventh B-1 that had gone down? Is that a -- is that a crash? Is there 93 or is there 94? And that was my concern. I just wanted to find out about that.

Also, I was concerned on the recent -- the previous literature with no-action alternative shows you all flying into other areas, and the one that is in this last newsletter shows you still in 178 and in those areas, and I was wondering about the significance of the no-action alternative as it has been represented in the newsletter. Thank you.

AO-16

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COLONEL BURD: I call on William Weida. Then after that, Rich Anderson.

MR. WEIDA: My name is Bill Weida. That is spelled W-E-I-D-A. 008021

This entire environmental impact statement is based on projected noise levels, and these projections all come from an Air Force model. This Air Force model is based on data that were gathered in such locations as Amsterdam, Berlin, Los Angeles, Copenhagen, Chicago. There is not a single bit of rural data in this model. As a result, this model has been thoroughly discredited in most places in the world. It is not -- as a matter of fact, the work of Schultz is not even referenced anymore in Europe.

In the United States, there are only two agencies that use this model in an urban setting, and that is the FAA and the Air Force. And there is only one outfit -- and that's the Air Force -- that claims this model is applicable to rural settings.

Now, in 1986, Air Force contract F33615-86-C-0530, issued to Fidel and others, informed the Air Force that this model vastly underestimated the amount of noise that was generated by aircraft and the amount of annoyance to that noise. That was the second part of a study which has

AO-60

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never been referenced in any EIS. In 1993, the Air Force's head researcher, Lawrence Fiengold, confirmed this finding.

In 1996, Armstrong Labs published a request for proposal which stated that they had no model in -- that could forecast noise annoyance in rural areas, and what's more, what they were doing was not legally defensible, something you are well aware of, because the last two EISs, the ones you copied Appendix G out of, are already tied up in the Courts.

A number of us for the last four or five years have been providing you not only with citations that you could reference to clean up the EIS, but also with specific models that you could use as alternative forecasting models. None of this has been adopted. Instead what we have in this particular case is a model which has been designed by the Air Force specifically to depress noise levels in rural areas and then has been used to try and tell people that they will not be annoyed with the activity that is planned to take place.

Why aren't the approved noise models being used? Very simple. Because if the Air Force was to use them, they could not do what is being proposed in

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this EIS. Thank you.

COLONEL BURD: I would like to call on Rich Anderson. And then after that, we will call Corky King. 008022

MR. ANDERSON: Thank you, Colonel Burd, for the time limits.

I just -- I am going to associate myself with the remarks that have been made, particularly those by County Judge Ricky Fritz about private property.

However, I would like to say that The West has been under attack by the government for several years now. They have attacked private property through various acts that have been passed in the Congress, the Endangered Species Act, the Clean Water Act, the Clean Air Act and others. And for working people, like Congressman Charles Stenholm, the government would like to see an end to private property. The environmentalists have said as soon as we get all the cattle off of federal lands, they were going to start on private property.

I look at this as Texas. If they drill an oil well on my ranch, and they drilled it 50 or 60,000 feet, whatever they find down there is mine. Conversely, if I want to build a building twice as

BR-5

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tall as the Empire State Building on our ranch -- my banker wouldn't allow it, you understand. But, theoretically, if I did, I could do it, and nobody could stop me because I own that air space.

In a lot of cities, if you own a -- people have buildings on different sides of the street, and they want to build a skywalk across there, they have to make a deal with the city to either lease that space or buy it. And so here, none of this -- none of this is happening.

Now, there is a Mr. Penley that has written a book. He works for the Mountain States Legal Foundation. It is called War On The West. And, quite frankly, I am sick and tired of it.

I noticed on your map up there a while ago that we didn't go east of Mississippi River. Everything was back west. And I -- and I want to go along with the people that said you should work it on government-owned properties.

Your Commander-in-Chief found well enough to go to Utah, mark off about a million acres there that nobody could do anything in, and the Congress has marked off millions of acres for wilderness areas, and I suspect that the reason for that is because of the environmentalists.

BR-5

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So I am going to cut to the point here. I am willing to go to the Supreme Court to tell you that I own the air over my ranch, and if you violate it, we are going to find out just how much air I do own.

(PAUSE)

COLONEL BURD: I'd call on Corky King. And then after that, Roy Davis. 008023

MR. KING: Colonel, Charlie Stenholm.

AO-2 I am wondering if this environmental impact study studies anything about the vertices off of wings of low-flying jets. I used to fly a private helicopter on my ranching operations, and it just got too dangerous. At one point, I quit because some low-flying aircraft, oh, about 50 miles south of here over Silver, Texas, a big ranch over there -- these were coming out of Bergstrom. I visited with the people at Bergstrom, and it didn't help. They informed me that, no, they couldn't see me. Yes, they didn't have to hit me or shoot me to make me go down; they just had to be close. And that concerned me greatly.

AO-2 Back on the vertices or the wind off of air tips. I have got pictures of -- I have given one to Congressman Stenholm of a windmill that was taken

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down by low-flying aircraft. This happens -- has happened through the years many times in Crockett County. And Buddy Baldridge that has already talked earlier knows of three accounts on his father-in-law's country.

The noise level -- my little helicopter, two-seat helicopter that I flew on the ranch one time at 8,000 feet. My guys couldn't see me coming, but they could hear me, my -- my ranch crew. And at -- at 3,000 feet, a B-1, a B-2, even if they don't lower their level, has got to make extreme noise.

I consider myself much into wildlife management. On my ranch out here, there's mule deer, white tail deer, blue quail, bobwhite quail. Yesterday, I saw two turkeys. It's the first turkey I have seen in 16 years I have had the ranch, and one toad frog. I hadn't seen one of those in years.

AO-11 BI-19 What are these hydrocarbons coming off -- out of these planes and fuel burning going to do to these animals? I wonder if it's really been approached in your study. Thank you.

COLONEL BURD: I would call on Roy Baze. And then after Mr. Baze, I will be calling on John Boswell. 008024

MR. BAZE: Colonel, my name is Roy

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Baze. I appreciate the opportunity to speak here and enter this one page of comments.

I am a long time resident of Snyder. For the record, I love this country and respect the flag. I served in the field artillery in World War II, discharged as captain and spent years in the reserves. Usually, I am a strong supporter of military operations. Today, I would have to speak in opposition to the bomber training initiative for this Lancer area.

I don't see this as a political matter and I don't see it as an opportunity that can only take place in this Lancer area. I have had considerable experience in economic development both as an officer of an international corporation and in projects here in Scurry County. I am very much aware of the economic needs in this area.

Colonel, I am an experienced petroleum engineer and manager. Starting about 50 years ago, some of these Lancer counties were favored, blessed with the discovery of major oil fields. Local economies then shifted from the agricultural base over to the oil base. But, Colonel, oil fields are like people, they get old, they get tired and they wear out, and that's exactly what is happening to oil

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fields in this area.

In Scurry County, the tax base declined 80 percent in about the last 15 years due to the depletion of oil reserves. It has come from $2.7 billion down to $500 million. The depletion of the oil base is going to continue. It will not get better. Dependence on agricultural is increasing.

I heard the argument the Lancer area is a less costly area in which to operate. However, in my view, national and economic savings come out second best when I size up the adverse economic effects on

BR-4 the area and adverse economic effects on people living here and trying to make a living here when I weigh that up against the fact that, reasonably, these operations can take place in other areas. The federal government controls vast acreages better suited than Lancer private property.

In conclusion, sir, I respectfully enter this opposition. The Air Force considers the Lancer proposal as a win proposition, but I have to tell you that most of us here think it is losing for us. Apparently, the Air Force thinks the bomber incentive is a good label for the program, but I have to tell you many of us here think a better name for the scenario we see is bomber disincentive.

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It is already challenging enough here to make a living with Nature's forces of wind and declining oil. This area doesn't need or want the addition of a man-made disincentive.

I wish you success in operation, but I wish you would move them somewhere else. Thank you.

COLONEL BURD: John Boswell. And then after Mr. Boswell, Doug Riley, I think, we will call.

008025

MR. BOSWELL: My name is John Boswell. My mother and I run a commercial cow/calf operation in Dawson and Borden Counties on a ranch which has been in our family for over 125 years, and we are members of HEPA. And we also have other members -- ranch families, people that live on a ranch here in attendance here today.

I was sitting here thinking before I got up here what I was going to say, because everybody else has said what I want to say. I want, for the record, to be known that I am in opposition to this. And I also, for the record, want to point out to you that in the almost two hours I have been sitting here I have not heard one argument in favor of the Lancer MOA and its related MTRs and --

(PAUSE)

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MR. BOSWELL: I want to start off by saying that I do support a strong military, and my comments aren't supposed to be taken any other way.

Since I was prepared to make a longer speech and I only have three minutes, I will try to cut it down. I believe that this country is the greatest country in the world to live in. I have had the good fortune to travel, and I know that this is the greatest country.

It is times like this that it makes me wonder why that such a great country would take it upon itself to seize, or for a better term, confiscate a property right of its citizens. In this case, I believe that y'all are proposing to confiscate the air space over our ranch.

BR-5

And what it really boils down to is it is not a matter of national security; it is a matter of convenience to the Air Force pilots who want to play war games in our backyard, and to heck with the 55,000 God-fearing, tax-paying citizens of this area.

(PAUSE)

MR. BOSWELL: Some months ago, I requested an environmental impact study conducted by the Air Force. I want to tell you that as of

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yesterday when I left my home, I have yet to receive one. If that is the way you do business, then I just don't know what to think.

I would like to know if anybody has done any studies on the effects on livestock. I have a feeling that they haven't. Have you all done any studies on how this will affect the crop dusters? Not only do they help the farmers, but they also spray for mesquite and other invading plant life on a ranchland.

BR-3

BR-2

And I just really think it's a shame that the military and the Air Force think that some of these hearings are going to pacify our fears when what you are proposing will have a negative impact on a way of life that is sacred to me and many of these eight counties, and it will affect us for years to come. Thank you very much.

BR-7

COLONEL BURD: I would like to call on Doug Riley. And then after that, I will be calling on David Freeman.

008026

MR. RILEY: I am Doug Riley, and thank you for being here today. I want to express my appreciation to be allowed to come up and air one or two of my views.

I thoroughly enjoyed the presentations that

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have been made here this afternoon. They make a lot of sense to me. The thing that is running through my mind is a couple of items that -- these low-lying, low-flying aircraft and things, there is a lot of activities that go on around here in the ranching and recreation means, and a lot of kids are involved in this. And what happens if one of these planes come over where we got a bunch of kids at a rodeo arena practicing on a play day or what have you and somebody gets hurt? Who is going to be liable for that?

AF-15

You know, we are trying to raise these kids to be good citizens of the United States, but if we are forced into these situations where, you know, we are afraid to do these things on account of these airplanes coming up. There has been one or two come over my house down there, and as it has been stated here earlier, it rattled every dish in my house, you know. And if it comes over after you've gone to bed, you think the barn has blowed up or something.

And the other thing that I want to know is that in the event that you get some horses run over a fence and cut up when one of them planes come over, who is going to be liable for that? Is the United States going to allow us as an individual the same

BR-3

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amount of money as they allow the Air Force to fight this to see who it is, or are we going to have to do it ourselves? We are bucking a deal there that there is no winning to it.

Another thing that I want to point out that a lot of people here hadn't thought about, in 1970 when the Cuban crisis was going on, the B-1s were flying out of Abilene. They are still flying out of there. What is the motive for putting these in and what effect is it going to have on the Stealth Bomber? Will we be having them next? **GE-32**

COLONEL BURD: Call on David Freeman. And after David Freeman, we will be calling on Ms. Sherry Gicklhorn.

008027

MR. FREEMAN: My name is David Freeman. I live in Wilson, Texas. I work in Lubbock, Texas, and I drive over a half an hour to get to and from work.

The reason I moved out of Lubbock south of Wilson is because I like the peace and quiet, so I am not just real pleased about the proposal.

Secondly, it is a farming community out there. This is in the Lancer MOA. Crop dusters are needed to timely do the application of chemicals for the farmers, and we are a little bit concerned about **BR-2**

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y'all knocking a few of them maybe out of the sky. **BR-2**

The third problem, we live right next to the Tahoka plate. A gentlemen mentioned earlier that we have got a lot of sandhill crane out there. These flocks are over 1,000 thick. They come in over winter in that area, and that is from March until October. And they fly out every morning, and they catch thermals and they follow these things up just as high as they can go, and then they glide to Muleshoe and then come back in the evening. And it's going to put them way up there. They are going to be in the area where they can do some damage to y'all's equipment and possibly your people, and that is a concern that bothers me. **BI-2**

The other thing is, if everybody here will just for a second think about it, when you are working on your pickup and you got your hood up, and I don't know about y'all, but I'm a little short, and I can't hardly reach everything. You got the bar up. You got a foot or two hanging out, you know, trying not to get your ole shirt dirty and all and trying to do a little work there, or maybe on the stripper or on the combine. And you're about a foot and a half into it, and you got your knuckles about halfway bleeding anyway from doing the work and

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stuff, and then all of a sudden, wham. That is what these gentlemen are getting ready to do to us, and that is -- you are talking about people getting hurt. This isn't just for grins and looks and stuff. When you are working on cotton sprinklers, combines and equipment like that, you are talking about people getting hurt bad.

They said that the noise level is 42 to 62. They know better than that. That's an average noise level. That's not a single event noise level. The knock out is better than 20 dBA with the possibility that you live in your house with the doors and windows shut. That is making you a trapped animal, but I am considering that.

A power lawnmower is up to 90 dBA. 10 dBA difference doubles the noise. They said 40 to 62. A power lawnmower can do 90. Now, somebody is not telling the truth. I have heard these things before.

A B-1 bomber that's got a four-inch, 13,000-pound thrust engine pushing up to 477,000 pounds of aircraft, and there is no way in the world that those things can fly over you at a couple thousand feet and produce 45 to 62 dBA. That is less than a blender in your kitchen. Somebody is not **AO-81**

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telling the truth. **AO-81**

(PAUSE)

MR. FREEMAN: The information that they are providing us, they have got better information than that. They know that, for instance -- they have done studies on it. They know that this can interrupt -- interrupt people's sleeping. Anything over 72 dBA will wake up your baby, and it's hard to explain to a kid what is going on. It can cause increase in suicides, increase in cardiovascular disease and interrupt your school activities.

That's about it. I appreciate it.

COLONEL BURD: Thank you.

Ms. Gicklhorn. And then I will be calling on Preston Brouchard after that.

008028

MS. GICKLHORN: My name is Sherry Gicklhorn, G-I-C-K-L-H-O-R-N, from Lynn County. I'm a farm wife, and I also represent FARM, which is a group of concerned farmers, active business people, ranchers and merchants.

I would like to express thanks for being able to attend tonight and also to be able to voice our concerns regarding the recent critical information that we have obtained regarding the proposed military exercises being conducted over

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eight of our area counties, including our own county of Lynn County.

While we clearly understand and want our military to be well-trained and combat ready, we do not want these military training exercises to take place over these populated counties.

PD-7 Our federal government owns millions of uninhabited areas and acres in other states that these training exercises could be conducted in. There is absolutely no reason why 50,000 plus citizens of our eight-county area should have to be put through this major disruption and also loss of certain property rights and piece of mind.

We are also extremely concerned about the fact that much of these areas in these counties is farm and ranchland. Besides all of us citizens, livestock, wildlife, farm and ranchland that will be adversely affected by these training exercises, our farmers and ranchers are already in extreme crisis. Please do not put them in further crisis. Our small towns also need to be protected, not hurt.

Please understand we are very supportive of our military, and we understand they must stay trained for our country's future and protection. We would greatly appreciate understanding our position

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and our concerns regarding this serious matter. Please hold these trainings elsewhere. And I do oppose this Realistic Bomber Training Initiative.

COLONEL BURD: I would call on Preston Brouchard. And then after that, I will be calling on Buster Welch. 008029

MR. BROUCHARD: I am one of a family that owns the Coleman Ranch in Scurry and Mitchell County, and I came here from California where I live to protest because I think it's an extremely bad precedent that -- it preempts a person's right to complain about flights.

Now, if there is a U-2 spy plane or something at a great altitude, that doesn't make much difference. If they are down at 300 feet, we ought BR-5 to have the -- our property rights extend at least that far. As you go up, maybe our property rights get smaller. But as it stands now, we have a right to protest and to make complaints and to -- but the Air Force is going to get a preemptive right on this ability to protest, it seems to me.

I can see why they would want to do something like this, because now they have to make settlements with individuals and go to Court occasionally and pay damages. I know some of that

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will continue, but it -- it preempts our ability, and I think this is a first -- I don't think this kind of thing has been stated before where they take away your ability to -- to protest anywhere from 300 feet to 5,000 feet against citizens.

I also differentiate this from the way things were done in World War II bomber training. There was a target on our ranch which the -- the Air Force -- in Big Spring, at least they went around leasing certain lands from everybody. There was compensation. So I think that that's lacking, and it certainly should -- should be there. Thank you.

COLONEL BURD: I now call on Buster Welch. And then after Mr. Welch, then I will be calling on -- I am having trouble reading this -- Jerry and Nancy Swafford, I believe. From Lamesa, Texas, if that helps. 008030

MR. WELCH: Thank you.

I am Buster Welch. I am president of HEPA, and I'm here to object to the RBTI, and I want to go on the record as that. But I want to say that I am real proud of our Air Force. I appreciate your coming and listening to us, and I want to thank the honorable congressman there for being here. And I think -- I want to thank all of you all for being

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here, and I am proud they got to see real people.

These are real people here. I want you to look at them. They bought a one-way ticket to come here and make a living and raise their families and educate them, and it is not an easy life. It can be hard, but it is a good life, and we love it. And we PD-4 want you to think about going somewhere where there is not inhabitants. If you don't have it, buy it. And the -- that is the way we got our land, we bought it.

(PAUSE)

MR. WELCH: And I want you to know that I am patriotic. I want you to know that I am for fair. Now, if you want to get fair, well, I'll tell you what I will do. I will give up my ranch to train bombers on if all the Air Force colonels and generals will give up their retirements and all the politicians that want to bring this into Texas will give up their retirement plans. We can save the government a whole lot of money.

(PAUSE)

MR. WELCH: You know, if we are going to talk about somebody sacrificing, let's all get in it together.

You know, I have three -- I have one

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minute. I have three legs that supports my business. They are hunting, they are riding cattle and they are horses, and a lot of our horses that is in our town. And cattle is my biggest income. And I -- I run 14 or 1,500 mother cows. And I sell to Coleman Natural Meats and Supreme Beef, and I probably get an average of $15.00 over the sale barn market.

But I have to ranch those cattle. I have to be out there. I have to seek them. I have to have people out there. And I don't let anybody slam a pickup door at the wrong time when I am working cattle, and much less fly one of them big airplanes there. **BR-3**

And the thing that I depend upon most is my hunting. Since I have been out here 12 years, my hunting has tripled as how much money it brings in. **BR-4**

I want to thank you tonight.

COLONEL BURD: Jerry Swafford. And after that, I will be calling on Jim and Carol Wilson.

008031

MR. SWAFFORD: Thank you, Colonel.

I am Jerry Swafford, S-W-A-F-F-O-R-D. And I thought I'd sign in with my wife tonight, but she is not going to speak.

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My family and I have owned land in Dawson, Terry and Tom Green County for 75 years and operated businesses. My concern today is safety. I have over 8,000 hours as a pilot in command. The majority of it is ag time in what you would call spray flying or crop dusting.

Let me tell you the realistic truth. About eight years ago in 1992, or somewhere about that time, I was about 15 miles north of Lamesa in northern Dawson County crop dusting, and I was headed to the east one afternoon about 4:00 o'clock. And as I come up in my turn, you normally -- the lane I was flying, the way it was loaded, it gets to about 150, 170 feet at the peak of my turn. As I was in the peak of my turn, I looked to the left where a shadow flipped across me. I looked up to my right, and there was a B-1 bomber that went over me at probably 300 feet. We were within 120 or 30 feet of one another. So that will bring realistically to you the hazards and -- of this program. **BR-2**

I had two more instances I would like to -- to relay right quick. I have a ranch in San Angelo, Texas, and in January of this year at about 12:20 at night I was laying in bed asleep, and it sounded like -- just immediately like a bulldozer pulled up

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in your front yard with the motor wide open. I jumped out of bed and went out, and there was two black -- those big, heavy helicopters beating. They were probably 100 feet in the air or 100 feet east of the ranchhouse, and they had no lights on. The FAA requirements are to have certain types of beacons and lights running at night. The military, I assume, can get around those requirements.

This last Saturday morning, a turkey hunter came in and said, "What was happening last night, Jerry?"

And I says, "What do you mean?"

He said, "There was a helicopter out over the ranch with a spotlight flying when I came in last night." And I assumed it was a military helicopter out of Goodfellow. Thank you.

COLONEL BURD: Call on either Jim or Tim --

MR. WILSON: Tim.

008032

COLONEL BURD: Tim and Carol Wilson. And after that, I will be calling on R. J. Grossman.

MR. WILSON: I am Tim Wilson from Borden County. We are ranchers, and we are clearly in opposition to the Proposal B. I agree with everything I have heard here, and my comments will

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reflect very much what I have already heard. But -- but I wanted to present our comments representing our family more from an emotional viewpoint, and I think I represent most of the people here.

80 years ago -- really, a little longer than that -- my wife's grandfather purchased the ranch that we currently live on with our two young children. We are the third generation, and I can assure you that the cattle business was much better back in those days than it is now. And I think you could probably say that about all of agriculture. And when you look on the horizon, there are very few bright spots out there.

So the question would naturally be, well, why do people stay here like that? We are young, and we have young children. Why would you want to live out here? And the answer is very simple, and you have heard it from Mr. Welch and a number of other people. It's because we can live out here with our neighbors in which is essentially a pollution-free environment with a significant lack of noise pollution. It is probably our only great luxury that we have out in this region of the United States is that we truly have peace and quiet. It's a phenomenal thing to have that. A large percentage of

our citizens in this country have never experienced it. It has been that way for three generations for the family in the ranch that we live on.

BR-7

If this Proposal B is passed, that is all gone. I mean, it is gone overnight. Poof, it is gone. And, to me -- and it is not gone just for us; it is gone for all of these other good folks here and the people that aren't here. And with all the difficulties that this region is facing that you have heard about today, it would seem to me that approval of this proposal is just knocking people or kicking people that are already down.

Personally, as a taxpayer, I think that our state and federal lands should be used for this training. I think it is completely unfair to adversely impact private property when there is so much public property available. The urban patrons of these lands, if it is the Big Bend or the Yellowstone or whatever, those people would not want their homes impacted in such a way as this. I think it is simply unfair.

PD-34

COLONEL BURD: Call on R. J. Grossman.

(PAUSE)

COLONEL BURD: And R. J. indicated maybe, so I will take that as a no.

And I would like to call on Greg Pruitt now. After Mr. Pruitt, I will be calling on Terry Gillam.

008033

MR. PRUITT: Sir, my name is Greg Pruitt, and I am here as a representative for the Rotan Development Corporation. I would like to read a statement from this board.

The Rotan Development Corporation wishes to express our opposition to the military project known as the Realistic Bomber Training Initiative. Our opp -- our opposition is based mainly on that this project could greatly damage our fragile local economies.

Our board administers the 1/2 cent sales tax for economic development in Rotan. Our local economy is based primarily on agricultural, cotton farming and ranching and that type of agricultural. However, there is a growing interest in this area in many types of bird and wild game hunting, and a military project such as this could greatly damage this part of our economy.

BR-4

Another very important part of our economy, cotton farming, is at a critical stage in boll weevil eradication. We cannot afford interference with our planes that are flying insecticide during this

BR-2

period. There is no guarantee from the military that there won't be conflicts over air space in the area that is involved with this boll weevil eradication. Boll weevil eradication is also supported by some federal funding, as well as this project would be, so there is a conflict there, and we see that as a problem.

Private property rights are very important in this part of Texas, and there are studies also based on similar type projects that have shown significant decreases in property values. There is no potential for any kind of property value increases. And like it has been said before, there is federal lands available that this project could be used for, and we feel strongly about that.

BR-4

As a board, we are always looking for projects that help our local economy and the people that choose the rural life-styles that we enjoy. People in this area of Texas aren't antimilitary or antigovernment. However, we do not want projects forced upon us that will alter our quality of living.

BR-7

Thank you for your consideration.

COLONEL BURD: I now call on Terry Gillam. And then after that, I will be calling Joel

Dennis.

008034

MR. GILLAM: Gentlemen, Mr. Stenholm, my name is Terry Gillam. I'm a small stock farmer, and so I may not know as much as some of the rest of you do, but I do appreciate the information you have put out.

The people who produce the livelihood for the armed services are being abused by that same armed service. Not many people who come into power use it wisely. There will be many people that I know that are allergic to gas fumes, some of them being my friends and one of them my wife, that it will be extremely painful and harmful to her.

AO-62

I have a lot of other things in here, so if you'll be patient with me, well, I will skip over a bunch of it, because much of it has already been said.

We waste much money in government at home and overseas helping nations who are our enemies, so it would not be a waste of money to fly over desert areas, build towns, fake ones, to practice over. It would be a saving when you look at the complete picture.

One more example that I know personally about, in World War II in Houston they were flying

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light aircraft, the cadets were, and they would come in and tell of the fun they had. One of them, he flew in and over a farmer on a tractor, and the farmer on the -- was so afraid, he jumped off of his tractor. His tractor went through several fences and ended up in a ditch, because it didn't have anybody to take care of it. There will be much of this, and the excuse will be low-level flying. There will be cows to be brought back home, fences to be repaired, and no kind of compensation will be able to pay for the trouble that we will have.

AF-15

Is the additive, ethyl diprobine (phonetic), being added to JP8 jet fuel? This additive was removed from gasoline in 1960 due to its toxicity to the people. Several sources say it has been added.

AO-31

I thank you.

COLONEL BURD: I'll call now on Joel Dennis. And then after that, I will be calling on Mark -- and I can't make it out -- G-L-Z-E-S, maybe, of Snyder, Texas.

008035

Mr. Dennis.

MR. DENNIS: Colonel, Congressman, I appreciate the opportunity to come.

My name is Joel Dennis, and I am a rancher in Borden County. I am also the president of the

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Texas Wildlife Damage Management Association, which is a cooperative between the United States Department of Agriculture, the Texas A & M University system and ourselves to protect the livestock and wildlife in parts of the State of Texas.

My main concern here is safety. We have helicopter pilots and gunners which are -- many times are local trapping personnel, and they are in the air at random. We hunt when the weather is good, which we try to take advantage of as often as we can. They also fly supercubs. We range to low-level.

BR-2

But when I was speaking to my helicopter pilot that I flew with Monday, I asked him a scenario. I said, "If we were surveying the countryside and looking for predators at 150 feet, and we got passed over the top by a B-1 at 300, where would we be?" and he said, "Dead," and that kind of struck home.

The tornadic winds coming off the wing tips would obviously be devastating to a lot of our private aircraft that are flying, looking at the ground, and they are supposedly in our air space here close to the ground that we thought belonged to us.

AO-2

BR-5

I want to close by reading a small statement from the EIS which says, "Aircraft emission and the

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potential for aircraft mishaps would be inconsequential." Thank you.

COLONEL BURD: Mark, are you -- are you here?

UNIDENTIFIED PERSON: It is Mark Glass.

COLONEL BURD: If you are here and would like to speak, please come on up.

(PAUSE)

COLONEL BURD: I would like to then move to the next speaker, and that is Ray Alderman. So if Ray Alderman is present and would like to speak, please come forward.

After Mr. Alderman, I will be calling on Wendell Strahan.

008036

MR. ALDERMAN: Thank you, Colonel. I am happy to be here, and I appreciate being able to talk to you.

My name is Ray Alderman, and I live at Winters, Texas. We ranch in Coke, Nolan and Kent County, and, of course, my reason for being here today is because of our Kent County operations. My son, George, operates the ranch, which is eight miles north of Clairmont. It is known locally as the White Camp Ranch. George lives there with his wife and

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four children. They pretty well work the ranch by themselves. All the kids have horses.

The ranch has two sources and only two sources of income. One is the sale of cattle and the other one is hunting leases. We have been real fortunate on hunting leases. We have people coming from Virginia, Tennessee. They come there and hunt quail. It is some of the best quail country in the state. The proposal that you have to fly low level over this land would be detrimental to our operation.

BR-4

We are not new to this business. My grandfather came to Texas in 1869. This fall, we will have been in Texas 130 years.

I will shift gears on you now and tell you that I do honor the Air Force. I am an ex Air Force pilot, a fighter pilot, and I graduated from Williams Air Force Base, fighter training in the FAD, which was the first jet that got down to the squadron level. I transitioned to the F-84 at Luke Air Force Base. We flew low-level missions over southwestern Arizona. It is a tremendous amount of country there. It was live ammunition, flying at altitudes, so you know there had to be plenty of room underneath. That gunnery range is still there. It

PD-4

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PD-4

is not being used. Luke was closed down as far as tactical aircraft were concerned.

BR-4

Do I think that low-level flying will be detrimental to our ranching operation? I certainly do. And what -- but I have no desire at all to interfere with the best training that air crews can get.

But, you know, we own something like 145 million acres that belongs to the government. You have got places you can fly over Snyder at 50,000 feet and see Fort Bliss out at El Paso. They have got a couple of million acres there. You are not dropping ordnance with these airplanes. You are simply shooting electronic messages.

PD-4

Why something couldn't be worked out where the Air Force could use some of these millions of acres that the government already owns in place of imposing themselves on private property owners beats the hell out of me.

COLONEL BURD: I would like to now call on Wendell Strahan. And after that, I will be calling on Mark Kirkpatrick.

008037

MR. STRAHAN: Thank you, Colonel.

Most of the comments that I have have been covered. I -- I have one comment, and this is an

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observation, since we don't have answers to the questions. And that is, your military operating areas, MOAs, now existing between Abilene, Big Spring, Lubbock and Wichita Falls were utilized by air bases that are now closed. Webb Air Force Base in Big Spring was closed, and Reese was closed, but they never seem to abandon military operating areas. With that premise, I would presume your proposed new area would be just as permanent, and we are not talking about something temporary.

The other comment is that our Air Force and our neighboring forces are now training -- and I don't know where -- but they sure look competent on TV, and so they must be training somewhere. And I would think to go back to that place where you are training now. And if the premise is that you don't have the fuel to get there, I think our economy, if it is supported and continues to grow and pays taxes, will pay for that fuel.

PD-41

In answer to -- I believe Mr. Boswell mentioned the environmental study. It didn't mention the noise cost or what cost it might have on livestock. Well, on Page G-13 of that study, I noticed that it affects livestock as follows: The sporadic jumping, galloping, vocalization and random

BR-4

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movement. I invite your environmental people to stand in a corral that has been suggested here with either livestock, cattle or horses, or mount one, and let's send a bird over and see what happens.

And I thank you.

COLONEL BURD: Call on Mark Kirkpatrick. And after that, I will call on George Newman.

008038

MR. KIRKPATRICK: Colonel, my name is Mark Kirkpatrick, K-I-R-K-P-A-T-R-I-C-K, from Post, Texas. I am also a member of the school board in Post.

I would like to concur with what everybody has said here this evening. I would like to reiterate a couple of points. Number one, that the economic impact it will have on our school districts and our -- our governments as far as the land values falling. I think mostly ranchers will be the first people in the appraisal offices, if you start flying jets over their land, to try and get the appraisal district to lower their land values, because it is not worth as much.

BR-4

Secondly, I would like to say that this -- this part of the country is very unique, in that we have got several people here that represent fourth

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and fifth generation ranchers. Their families were some of the first people in these counties. And if -- if you are going to consider the endangered species of animals, why don't you consider the endangers species that this may become as these kind of acts continue. Thank you.

COLONEL BURD: I'll call on George Newman. And then after that, I will be calling on Glenn McClarity.

008039

MR. NEWMAN: Thank you, Colonel, and thank you, Congressman Stenholm, for being here.

I am George Newman. I am a rancher, and I am a professional biologist. I have my Doctorate Degree from Texas A & M in wildlife biology. I have been involved in writing and researching several environmental impact statements over my professional life. But unlike the rest of the people that have spoken here, I already ranch under one of these low-level flight corridors.

If you will look at your map that was provided to us by the Air Force, you will see a dark line, and you will see the northernmost point of that line where aircraft come from the southeast and turn at that northernmost point and go to the southwest. My house is right at that point, my ranchhouse in

West Andrews, Texas, and Eastern Lea County, New Mexico, and I get low-level flights all the time. It has been particularly bad with the B-1s over the past several years.

I was in this position that the gentleman spoke of just a few minutes ago. Four or five cowboys, myself included, had just rounded up a six-section pasture. We had just penned cattle, cows and calves, about 200 of them, in a gathering pen when two B-1 bombers came over at treetop level one right after the other. Of course, we had cattle that broke out. We had several crippled, though not permanently. We had horses pitching. The cowboys were good enough to stay on them. One of the B-1s circled and came back over. Why? I don't know. I don't know if they were enjoying the rodeo or what.

AF-8

I have been in a pasture when I felt the muscles of that horse tense up before I could sense anything. I saw the wild-eyed look in his eyes, and then I felt the rumble as the B-1 came right over my head.

BR-3

I suggest to you that some of you be in that position. I will provide the horses. If I don't have enough, I am sure Buster Welch will provide some horses for you. But come on out, and let these

people that have written these environmental impact statements be a part of that so that they know exactly what it is that is happening to them.

I, too, support the armed forces. I appreciate them very much. Only in this country could we come and speak like this and not be fearful of what might happen to us.

So thank you very much.

COLONEL BURD: I now call on Glenn McClarity. And after that, I will be calling on Doug Thompson.

008040

MR. McCLARITY: Hello, Colonel Burd.

For the record, my name is Glenn McClarity. I have been a resident of Scurry County for 19 years and have employed during those 19 years as the chief pilot for Patterson Energy, Incorporated, which a publicly-held oil well drilling company.

As the corporate pilot for Patterson Energy, my job entails flying our company personnel to and from Winston Field in our turbo crop aircraft to varying destinations. I fly approximately 300 hours or 75,000 miles a year.

My purpose in speaking to you this afternoon is to register not only my personal opposition, but also the opposition of the management of Patterson

Energy, Incorporated, to the proposed RBTI.

In the limited time I am allowed to speak, I would like to address the concept of military operating areas, or MOAs, as they are commonly referred. We have a saying in aviation, MOAs are like flies. They are everywhere, and they breed constantly. They are large blocks of public air space designated by the Federal Aviation Agency that are allocated to the military for their inflight training purposes.

Whenever MOAs are in use by the military, the use of that air space is denied to civilian air traffic that is operating under instrument flight rules. When that air space is denied to civilian use, we have to go under, over or around that MOA, regardless of the weather conditions. I recognize the Air Force's need for MOAs, but I question the necessity of even more air space being gobbled up by the military.

BR-2

Here is an interim chart. From the far left side of the chart is El Paso, Texas, to -- the southeast quadrant is San Antonio. Lubbock is at the very top. Snyder is just about in the middle. The red areas that you see entail military operating areas. They got a bunch of them. There is millions

of square miles of air space there, and yet the Air Force wants more. They are proposing the additional large and very inclusive Lancer MOA that will literally sit on top of Scurry County, Snyder and Winston Field and the surrounding countryside.

Once the Lancer MOA is in place, general aviation aircraft arriving or departing from Winston Field will be subject to numerous restrictions that will result in both takeoff and arrival delays.

BR-2

In terms of national security? Perhaps it is more accurate to say in terms of U. S. Air Force convenience.

I only wonder why the Air Force couldn't waive this convenient intrusion into our backyard and utilize the air space that has already been designated for them. Go west to Mt. Dora. Go south next to Texon. Go fly the low-altitude training groups above Alternative C or D, but please don't come to Scurry County. Leave our air space as it is, and let us get on with the job of raising cotton, cattle and kids in some semblance of peace and quiet. Thank you.

COLONEL BURD: I'll now call on Doug Thompson. And then after that, I will be calling on Gary Lawrence.

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008041

MR. THOMPSON: Thank you.

My name is Doug Thompson, and I serve as volunteer and executive director of HEPA. And as most of you know, probably from being out in the lobby, we oppose this Alternative B. And I am here tonight as the executive director and here to speak on some of the administrative things we are concerned about.

The first has to do with where this hearing was originally scheduled. I don't know how many are aware that down the hall there is a room, the lunch room. If you go look in that, there is a lot of pillars, and it maybe will hold about 100 people or so. There is 438 people here tonight. The Air Force thought that room was going to be just fine. As a matter of fact, the high school told the Air Force about the inadequacies of that room, and the Air Force said, "Don't worry about that. That is all we need."

The second issue -- and Mr. Boswell made the point early on -- he hadn't got his environmental impact statement. Well, the Air Force knows this, and I will tell you that, from what we have heard, the Air Force has sent out about 1,200 copies of the environmental impact statement. We gave them about

GE-26

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500 of those names on our own, so that shows you where the other -- how much research was done to get those out.

They had one library for this whole eight-county area where they were going to send the environment impact statement here in Snyder. We got them -- we gave them five of our libraries when we saw what was happening, and asked them to send it to Post, Rotan and some of the other ones.

GE-26

So a lot of people -- we have been calling people. We called about 600 people on our mailing list last night or over the last week to get them to this meeting. A lot of people go to church on Wednesday night in the part of the country, so this is a very inappropriate night for this meeting. We have got 438 people, but there is still a lot of people in church praying for us. But we have got these people here, and I encourage you to send those letters back in.

GE-2

But if it wasn't for the work that HEPA has done -- and we are not trying to pat ourselves on the back. But what the Air Force was doing was they placed one ad for this meeting. In all of the eight counties, they placed one ad last week in the Snyder newspaper advertising this public hearing, and that

GE-22

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was filled with a lot of other things about how their EI -- the environmental impact studies in New Mexico. We didn't need to know that.

HEPA has run a series of three ads in eight newspapers for the last month or so. We also paid for 50 radio spots in Snyder to get people here.

Somewhere, someone made a decision in the Air Force of how much money was going to be allocated to telling the people in this eight-county area about what was going to be ongoing, and we think they made a serious error in judgment in terms of what was going to be going on, because people here are very concerned about what is going on.

And we just would like to encourage all of you to continue to share with the Air Force your concerns of the opposition. Thank you.

COLONEL BURD: I would like to now call on Gary Lawrence. And then after that, I will be calling on Powell Box.

008042

MR. LAWRENCE: Colonel Burd and Congressman Stenholm, thank you for the opportunity to speak at this hearing.

My name is Gary Lawrence, and I am president, chairman and CEO of Norwest Bank in Lubbock. I am also the past immediate chairman for

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the last three years of Market Lubbock, Inc., which is the city economic development corporation. So I have spent some time not only in Lubbock looking at our economy, but also this entire region because we are kind of linked together. Our bank serves customers from as north to Dalhart, Texas, east of Paducah, Texas, west of Seminole, Texas, and south to Abilene.

Environmentalists talk about endangered species. And Mark Kirkpatrick, he kind of stole my line here, but I think it is worth repeating. I am here to tell you that ranchers in West Texas are becoming an endangered species due to the price of cattle and the amount of capital to operate a ranch today. I am real worried about our future in West Texas in some of these critical areas.

Ranchers have turned to hunting and hunting leases to create income. Not supplement income in many cases, but to create income to survive in these days. I have a small customer in Kent County that, without hunting income, would have gone out of business the last two years. If wildlife is harmed, then the resource of -- the source of income will deteriorate and more ranchers will go out of business, in my opinion.

BR-4

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Recent sales of ranches have been to -- mainly to rich people from Dallas and Houston and other big cities in Texas, because our people don't have the -- the wherewithal when you can't make any money raising cattle to make debt service payments. These people from the outside towns, they want wildlife and not noise. They want to get away from noise, not come to it.

This proposal, in my opinion, will lower the future land prices in this area and will reduce the borrowing bases for borrowing customers, which will -- which will contract an already depressed economy in this region.

With great respect, I hope this proposal is not implemented. Thank you very much.

COLONEL BURD: I would call on Powell Box now. And then after that, I'll be calling on Tory and Brenda Remy.

008043

MR. BOX: Yes, my name is Powell Box. The last name is B-O-X.

I tell you what, I was raised in West Texas all my life, Sweetwater, Roscoe. I always had a dream of owning my own ranch. Me and my wife worked our tails off, earned the money and bought the ranch. We are out here 18 miles northeast out toward

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Buster.

And just Tuesday morning, our kids were taking a nap, and eight helicopters flew right over the house. I wouldn't have spoke if that hadn't have happened. It woke both of our kids up. It woke me up. I was home sick.

And now, that is not livelihood, people. That is not -- we moved out there to have peace and quiet. We have a big wheat field around the house. The mule deer, 60 and 70 of them, come in there every evening. I have seen it with my own eyes, these helicopters and planes come over. Those deer, they don't stay in the fields. We don't even hunt them. We enjoy them. We can't even enjoy them now.

Our livelihood -- I want my kids to have peace and quiet. I want to know when I send my 4-year-old out on his little pony, he ain't going to get bucked off out in the pasture or run off with. Those are my concerns as a father, and those are my concerns as a citizen of Scurry County.

BR-3

I have been here all my life, and I am doing what I do. I've worked in the oil field, too. My day starts at 5:00 every morning, and it ends at 10:00 after the news every evening. What about the quality of sleep? You all talk about all these tests

AO-26

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that you all have looked at, all these examples. What about me? What about my family? What about the other ranchers and farmers and just people that enjoy the countryside just to go out and have a nice restful night?

If I wanted planes, I would have moved to Irving, Texas. I want peace and quiet. I want a good surrounding for my family and my kids, and that is all I have to say.

COLONEL BURD: Call on Tory and Brenda Remy. And then after that, I will be calling on Mark Graham.

008044

MR. REMY: My name is Tory Remy.

I have been involved in litigation with the Air Force in another low-altitude route for about a year and a half now. There are tremendous similarities between the two suits. This will not stand up in Court. Unfortunately, this is where it is headed. I think you know it won't stand up in Court. You have heard plenty of people talk about the inconsistencies and the disinformation that has been perpetrated on us.

I think that it is really wrong to spend so much time and effort and taxpayer money trying to perfect a mistake. I think it would be very

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important to consider that substantial investment, which we will all have to make if we finally get to litigation on this, is not the right thing to do.

I am not only promilitary, I am something of a hawk. I believe if you don't want to fight, you'd better be ready to fight. I believe that very much. Our founding fathers were that way.

There is some issues here that they had to really struggle with. One of them had to do with how to have the military be big and strong and good and serve a country and not run it. One of the things they came up with was the Third Amendment.

I have had the personal experience of being in my house and happened to get buzzed by a fighter and have conversations disrupted, felt the vibration inside and run outside to see it disappear above the barn before I could even get to the front door. And I was so thankful no one was shoeing a horse in there at the time.

AF-8

This is an intrusion into the home. This is a Third Amendment issue. This is not just a debating issue. These guys say right there in EIS that they are going to obey the Federal Aviation Regulations and miss your house by 500 feet. That airplane was more than that away from me, and it wasn't at the

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ungodly speeds that these airplanes are going to be flying, and it wasn't a B-1; it was a fighter plane. That is a Third Amendment issue. That is not open for taking. Our founding fathers saw to that.

BR-5

The military does not have the right to take a portion of the value of your home and cause you to have to support the military. This country is not set up this way.

I believe the patriot is one who loves and defends his country. I believe that we can defend our country, and we can try to see that the military is not able to wrongly confiscate property, and that it should service this country. Thank you.

TY

COLONEL BURD: I would like to call on Mark Graham now. And then after that, I will be calling on Carla and Dan Ducet.

008045

MR. GRAHAM: Congressman Stenholm, I'm glad to see you. Officers.

I am Mark Graham, G-R-A-H-A-M. I have been a pilot since I was 15. I have lived in Scurry County as a resident for over 20 years sometimes as a rancher, and like in the audience, always a taxpayer.

Now, Glenn McClarity really kind of stole my thunder on the MOAs. Earlier today, I counted them

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in Texas. 41 Texas MOAs. The Reeves one, two and three are 75 by 100 miles. In New Mexico, I counted 16 with the size of 200 by 100 miles with a roaming of 5107 bravo. And like the other gentlemen, I agree that the MOAs tend to expand and never retract.

And that is all I have.

COLONEL BURD: I now call on Carla and Dan Ducet. And then after that, I will be calling on Mike and Molly Tatum.

(PAUSE)

COLONEL BURD: We will move on with Mike and Molly Tatum then. After that, I will be calling on Robie Robinson.

008046

MS. TATUM: Thank you.

My husband wasn't able to come tonight, so I'm -- I came just so I could become more aware about the bomber training and become more -- get more involved in what was going on in my community, I guess.

I have heard a lot of people talking about this, but this was the first meeting I had really been to. And I came here tonight hoping that some of my fears would go away after this meeting, and that I wouldn't be so fearful of what is happening to my home life.

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We also recently had a plane to come over our place that spooked our horses and was very disruptive to our household, and it was very frightening to me.

AO-42

And unlike most of the people here, we are not ranchers. We have a small piece of property here in Scurry County, and we have been able to raise a little bit of livestock and two kids on that. Our children are very involved in showing horses and rodeoing, and we spend a lot of time in our roping pen with other friends and their kids roping.

And just for the record, my dad was Doug Riley that spoke a while ago about the kids in this community that do spend a lot of time going to rodeos, horse shows and just riding with their parents. There is a lot of babies out there, folks. There is a lot of these ranchers out here, they just don't wake up one morning and become a cowboy. They have got those kids on horseback, and they are 3 and 4 years old, so their parents know where they are when they are working cattle. Something like this comes through and you are out there getting them, it could be devastating.

And I -- I guess I came here tonight because I really felt like I was going to hear that the

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planes wasn't going to fly that low and these things wasn't going to happen. But after my dad sat down, a man from the Air Force come and give him a piece of paper saying who we could contact if our horses get cut up or if our kids get killed. This doesn't make me feel any better. I'm sorry.

COLONEL BURD: I would like to now call on Robie Robinson. And then I would call on Marshal Bennett.

008047

MR. ROBINSON: My name is Robie Robinson, R-O-B-I-E, R-O-B-I-N-S-O-N. Not only do I live here in this area as a landowner, but I am also an elected official. I'm the elected county attorney of Fisher County, Texas.

I think there is some common ground here that hadn't been considered yet. I want to join Congressman Stenholm and everyone else in thanking you all personally and the rest of the Air Force for providing us the most efficient and best-trained military in the world. There is no question about that. I watch CNN. I read the newspaper every day. We have some very efficient fighting men and women working for us. It is also affordable training that they get; otherwise, they wouldn't have gotten it already. They are already getting it without any

PD-1

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undue burden on the private sector, those of us out here who are not in the military.

PD-1 Alternative A, no action, will allow this to continue, so we can keep seeing the same positive results in the newspaper, and we can be proud of what we have.

BR-7 Quality of life is a very important issue that was not really addressed adequately in this draft EIS. Quality of life, according to that, boils down to what makes people happy. Quality is not -- of life is not simply a decibel noise level. There is a little bit more to it than that.

BR-4 As Dr. Burke and several other people pointed out, in agricultural income hunting leases are becoming ever more important. Hunting and tourism, whether it is fishing, hiking, camping, those things are what are going to make the difference for people to stay around and keep raising cattle and for people to keep living in this environment.

What we have to offer is not Time Square. It is not Disney World. We can't offer people lights and sounds. What we have is exactly the opposite; we have peace and tranquility that we can offer to people.

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This draft EIS evaluates animal behavior and results to noise, but it ignores human behavior in terms of whether these people are actually going to come here and provide us the income that lets us feed and educate our children.

You say that the Lancer MOA saves money. Well, maybe it does. If it does so, every penny it saves it puts on our backs. You choose a small area like this without enough people to oppose it and ask them to shoulder that entire burden, and we can't do it. We cannot do that and stay around. It will put people out of business. We rely on that too greatly.

I am asking you now to go back and look at the social and economic impact of the -- of the Lancer MOA on this area.

Alternative A, no action, we have the most effective, the strongest and the best-trained military fighting for us in the world, and we can continue living here and raising our families the way we know how to do and we are proud to do. Thank you.

COLONEL BURD: Now, I'll call on Marshal Bennett. And after that, I will be calling on Drew Bullard.

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008048

MR. BENNETT: I am Marshal Bennett, the Fisher County Judge, and I had to follow my attorney, thank you very much.

I was contacted by Buster Welch about a year ago, and at the time we were talking about a

AO-47 5,000-foot ceiling and all. Now, it got down to 3,000, and now I came in today and it's down to 200.

I don't have a horse that can be spooked or anything, but I do have a lot of farmers. The farmers right now are in the real process of trying

BR-2 to have a boll weevil eradication. And I think with this 200-foot or 300-foot ceiling you are talking about, low-level, not only are we going to have restricted air space, we're probably going to have closed air space.

These men are sitting there, and they've spent time and money on trying to fight the boll weevil, and they don't need to be sitting around fighting the Air Force on this same thing. Thank you very much.

COLONEL BURD: I would like to apologize to those officials who should have been included in the first group.

I would like to call now on Drew Bullard. And after that, I will be calling on Crawford

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008049

Edwards.

MR. BULLARD: I am Drew Bullard, and I am an official trustee at Western Texas College, and I want to take a little bit different perspective than we have had.

At the Western Texas College, we have just started a work force education center, which has been very successful. It has state-of-the-art equipment. It is designed to attract business, to allow distance learning and video conferencing, and we have had tremendous response from businesses.

One of the businesses that uses this is Harver Industries, which has attracted statewide attention. Mr. Harver has met with Governor Bush, and we have had a number of politicians tour the facilities. And it's -- it has a tremendous ability to attract other businesses that would relate to Harver, which is a cotton-spinning mill.

And I think that this will -- something like the -- the Realistic Bomber Training Initiative will kill economic development here, because it is a very competitive business. And if somebody says, "I am going to put a business in Snyder," they say -- another town or region says, "If you want to have these" -- "do you know they have bombers flying over

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there all the time over their airport? You may not even be able to get into their airport."

We have an airport here that is big enough to accommodate some corporate jets. They come in quite often. If they can't come in or they're even worried about their safety, it is going to hurt us. It is going to hurt our economic development. **BR-2**

Another thing that I want to mention is the character of the West Texas people that we have seen here. Most people -- in fact, everyone has been very polite. People support the military, and they are behind the military, and they are patriotic, but I hope that the military doesn't take this to mean there is not a lot of passion behind what they are saying.

And I think this passion will be reflected in several ways. One is we are here making a reasoned argument, hoping that the military will see our point. If that doesn't happen, I have no doubt that the money will be generated to go to Court and fight it all the way, whatever it takes. And the third thing is political. If that doesn't work, people are going to have long memories when this comes over. And people are getting upset, losing jobs and having their life-style destroyed, and we

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may have to try to get people that support us. Thank you for the opportunity to speak.

COLONEL BURD: I would like to call on Crawford Edwards. And there will be following a Steve Godwin. **008050**

MR. EDWARDS: My name is Crawford Edwards.

Ostensibly, the Lancer MOA and the other two Alternatives B and C are to conduct low-level missions. To my knowledge, Desert Storm, trying to effect Sadam Hussein, nor the recent deboggle in Belgrade were there any low-level bombing missions flown by B-1Bs or B-2s. I stand to be corrected on that. **AF-38**

The second point I would like to make is, these fine people have asked some excellent questions, very germane questions, yet difficult questions. They have given you an answer, and the answer is to conduct these missions on government-owned land. So although they have asked these difficult questions, they have given you an answer on it. **PD-7**

Now, the third thing that has been brought to my attention recently is that, as far as economic or anybody else knows, not one person in any of these **GE-29**

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lands came to conduct the draft EIS. We would ask you to at least come to this land, walk on this land, instead of drafting a draft EIS from Washington or Abilene or wherever. Thank you. **GE-29**

COLONEL BURD: Is Steve Godwin here? Please come forward. And after that, I will be calling on Randall Murphree. **008051**

MR. GODWIN: I am Steve Godwin, president of Stonewall Kent County Farm Bureau. We represent 515 farm families in a two-county area.

I appreciate Congressman Stenholm here and certainly our state representative, David Counts', comments, and Colonel Burd, you giving us the opportunity to voice our opposition.

The message from our county farm bureau is very simple: We oppose any low-level bombing training over our area.

I would like for the gentleman that is passing out the card from the air base where you turn in complaints -- I lost a windmill this last year. I would really like to know who to contact over that. **AF-15**

Hunting in -- has been a Godsend for us in 1998. It's been a really tough year, drought, low prices. We take our hunters in on horseback. We have got a lot of deep canyons. The scenario that we

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have talked about with horses would be catastrophic, not to mention I have one grandchild, a 7-year-old granddaughter, that rides all the time. It would be really rough on us. **BR-3**

And I say this very candidly, I don't want to be compensated. I don't want you flying over my country. Thank you.

COLONEL BURD: Call Randall Murphree. And then after that, I will be calling on that B. J. Baldridge. **008052**

MR. MURPHREE: Colonel, Congressman Stenholm, thank you for the opportunity to speak.

My name is Randy Murphree. I have spent 48 years over here next door in Fisher County. I own and operate a crop dusting business, Murphree Flying Service, and my company serves six of these eight counties in the proposed Lancer MOA.

I've accumulated about 20,000 hours over these skies around here, and I have got a pretty good idea how it all works. In my commercial flying business, I have been in the charter business, and I've made my living most of the time in the crop dusting plane. I got to tell you that when we are down here working if -- we have got tunnel vision. We don't have time to be watching over our shoulder **BR-2**

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BR-2

for one of these shadows coming over and seeing how -- how close these guys are going to be to us.

I am a patriotic American. I was at Dyess Air Force Base the first day the first B-1 came in from Edwards Air Force Base, and I got to tell you, I was amazed. That is a tremendous airplane. But the one thing that sticks in my mind about that occasion was noise. We were expecting that airplane to come in from the west, from Edwards Air Force Base. Those of us -- Charlie, you were there. He slipped around the backside of Abilene and approached from the east, and when he came over at about 2 or 300 feet, it was awesome. It was absolutely awesome. I love airplanes, but I have got to tell you, the noise was also awesome.

And I can tell you that when these airplanes get out here over Lancer right on that 600 knots, it is going to be awesome. It is something we cannot tolerate, our fragile economy won't tolerate it, and we hope you will go somewhere else with it. Thank you very much.

COLONEL BURD: I would like to call on B. J. Baldridge.

008053

MR. BALDRIDGE: My name is B. J. Baldridge. I'm from Jayton and Kent County, and I am

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a fifth generation rancher. And I have lived on that ranch all my life, and it has been in the family a long time.

And growing up there was the greatest place to grow up in the world, because of the peace and quiet and the secludedness and the ability to do as you pleased. And with the -- the airplanes flying over and stuff, it won't be the same place it will be as it was as I grew up. And seriously thinking ahead, being 18 years old, I might want to bring my family to grow up on the same ranch, and I don't want my kids growing up any other way than how I was.

And it is important to every person in this building that we have our land to ourselves as property. Property is one of the most valued things to every person in this room, and we all treasure it. It is very important to us, because our Constitution gives us the right of property and gives -- the government has no right, nor anyone else, to take it away, including the air above our land. It does not say anywhere where the -- where the air is not ours if we own the land below it.

BR-5

Thank you. That's all I have to say.

COLONEL BURD: Ladies and gentlemen, that exhausts the list of cards and names of

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individuals who have indicated a desire to speak.

I would like to now give anyone else who would like to speak that opportunity.

MS. MERLESON: Sir?

COLONEL BURD: Yes.

MS. MERLESON: May I speak?

COLONEL BURD: I believe we have one gentleman that is now coming down and then --

MR. FERGESON: Thank you, sir.

008054

Congressman Stenholm and Colonel Burd and Lt. Colonel Mason, my name is Richard Fergeson, and I have a small place in Scurry County. I turned in the card to speak here. I don't know what happened to it.

I have been a crop duster since 1966, and I still am. But for 24 years in there, I was an Air Force pilot, and I am retired from the Air Force, fast movers, gun ships, helicopters, transports and a few others.

In 1974, I had to tell a military judge about this. I guess I can do it now. In Oswego, Kansas, I was leaving at about 350 knots, a three shift south of Oswego, and I topped a rise and I saw firsthand the effect on cattle. I saw a 16-year-old go through a barb wire fence, a couple of cowboys hung on, a few cattle had splayed legs. I pulled up,

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but there was nothing I could do. There was nothing I could do.

If you don't think it will change your quality of life, talk to the people at Ajo, Arizona, or talk to the ranchers at Dade County, Florida. They will tell you what happened to their quality of life. If you don't think that it will affect your life-style, if you don't think when an airplane comes behind you and you are on your tractor that there is a tremendous shock effect to human beings, you are wrong, because there is.

Strong national defense, yes, we need it. Training, I am not so sure that any of the U.S. bombers ever dropped a bomb 40 miles from a (inaudible) home station, but maybe we need to do that sometime.

A strong national defense, I don't know. Personally, I was a volunteer for Vietnam and the Falklands. I tried to get back on active duty to go to the Gulf War. I'd go to Kosovo tomorrow. Every man in this room would. That is strong national defense and always has been.

Lt. Colonel Mason assures me that, as a crop duster, low-level conflict and safety is negligible. Well, that is probably true. If you seen this B-1

BR-2

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BR-2

and my little (inaudible) plane hit head on, that is true, he probably doesn't have much of a problem.

I asked the Air Force in the forum outside if they brought a current United States chart of MOA restricted flight areas, low-level routes and MOA routes, and no, they don't. They don't have one here. There is a good reason for that. If you saw it, it looks like an explosion of spaghetti. Low-level routes are everywhere. The only reason they want the air space is because it is there. That is the only way it has ever been since I have been associated with them, and it is going to continue.

The reason we don't have the -- the environmental impact people in New York or wherever, Washington, say that we don't have any problems is because we don't have 5,000 people from the library, or whatever the number is.

These ranches have been in gener -- in the family for generations. Thank you.

TY 008055

MS. MERLESON: Thank you, sir.

My name is LuAnn Merleson, and I thank you for the opportunity to speak tonight. I am a mother, I am a landowner, I am a taxpayer and I am a member of the Snyder Independent School board of trustees, an elder in the Presbyterian Church and a pilot, and

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in any one of those capacities I can see no good for the low-level bombing practice.

And I agree with this fellow that was just up here, if you see an MOA of the United States, you have plenty of land, and it seems like government greed.

And I ask you, when you go back to Washington to make your decision and you are in your bed, ask yourself, "Would I want these airplanes over my house?" Thank you.

TY 008056

MR. CHISHOLM: My name is Roy Chisholm. I am a family rancher in Kent County. And I didn't come here intending to speak tonight, but something has become evident in watching the comments made tonight.

There is some -- we do value our peace and tranquility, but there is something else we value here, and that is honesty and integrity. And the best I can see tonight, the Air Force has not been honest with us. They have misled us, tried to pull the wool over us and presented an invalid study. And my comment for the record is, I am ashamed. Thank you.

008057

MS. BULLARD: I am Carol Bullard, and thank you for the opportunity for letting me speak.

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I live on a ranch. I also work in town. I have a Master's Degree in art education. I teach 1,500 children art. I just want to mention about our clusters of also individuals who live in the city of Snyder, plus the surrounding cities, that they will also be emotionally affected.

I noticed during art, children's emotions come out, things that they can't verbally tell us about. And I noticed just today some drawings of children just from the things on television about Kosovo. The children were drawing bombers -- airplanes and bombers flying in and houses being blown up and people getting killed.

I knew that -- as I grew up in Los Angeles, every Friday we had air raid exercises where we would get under our desk in case they dropped the A-bomb. It would do you a lot of good.

BR-1

But, anyway, I know the emotional impact on children for things like that. So they -- in their reality, they have a difficulty separating fiction from fact or practice from real bombers.

So I was just saying, aside from the rural community, we also have -- I just need to speak for the several thousand children that we have here that are not used to -- as I was used to Los Angeles, a

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certain level of noise, I gained certain levels of paranoia. When I moved here, I had to learn to relax, and I finally came down off of it.

But I just know the children here are not used to the same kind of level that even the city children that -- like, say, children in Los Angeles are used to.

Also, I wouldn't want to be a surgeon operating or a dentist doing a root canal on me at those particular moments.

But I am just saying, our kids have a different outlook than, say, Dallas, just their psyche. So I didn't know if there was any studies done on impact of children's performance in school on the TAAS test or literacy and their emotional well-being.

Excuse me. Thank you very much. I appreciate it.

COLONEL BURD: We still have a little bit of time, so please address us.

008058

TY

MR. BILLUP: Thank you, sirs.

My name is Jason Billup, and I am from Borden County. I am not -- I have been out here about eight years, and I figured I was one of the luckiest ones that got to come out here and to live

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in this country. Moving from East Texas to West Texas is just like going from no bombers flying over to having bombers fly over.

I was told on the ranch that I live on there that there was planes there that have gone down, and I looked for them and talked to some folks, and I found them. And it -- it had come to Borden County about a mile west of the Borden County High School there. The school there is where a plane went down. There is an ejection seat there and part of the fuselage is still there.

I know there hasn't been any impact studies done on this -- on the environment, because me just being a cowboy, I have been out there, and I haven't seen anybody else out there. We are the only ones out there.

I know, you know, it's you all's job to defend us, but it sounds like you are going to kill us trying to take care of us. Thank you.

COLONEL BURD: Would anyone else who has not had an opportunity to make comments like to make comments? Please come forward.

008059

(PAUSE)

TY MR. EILAND: My name is Bill Eiland, E-I-L-A-N-D. I started out with Buster and them on

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HEPA to try to put it together. They have done a good job. I thought we was fighting a losing battle, but after tonight I think we can whoop the hell out of the whole damn bunch.

008060

TY MR. HERRING: My name is Ray Herring. I was stationed in Camp Roberts, California, and that's the only guy that didn't see me while I was there.

I appreciate what has been said here tonight, and I would reiterate it. There is not any use in trying to go back over it, even if I could. But I was just going to tell you guys that -- in the military, we respect you. We are not a bunch of flag burners up here, and we love the military. We love the service that we served. There is Vietnam veterans here; there is Cold War veterans; there is second World War veterans; there is Desert Storm. And we all put our britches on one leg at a time just like you do.

And we know -- we know that you have superiors and we know that you are disciplined, and we just want you to -- our message to you is, would you just go back and tell them that we are just real people and we have got real concerns, and we honestly believe that we -- what we are standing for is

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correct, and we just want to thank you.

COLONEL BURD: Now, is there anyone else who has not had an opportunity to speak that is interested in making comments?

Is there anyone who has already made comments that wasn't able to finish the comments and would now like to make some additional comments.

MR. KELLY: Here.

COLONEL BURD: Please come forward.

MR. KELLY: Thank you.

008061

I would just like to finish up what I started earlier. In our opinion, in investigating over 52 documents issued by the Department of Defense, the United States Air Force and air and combat command, as well as the Federal Aviation Administration, Environmental Protection Agency and Council on Environmental Equality, what we have here is a mistake that started as far back as World War II. The Air Force has been nothing but attempting for all these years to perfect a mistake, which is the worst thing, as you know, you can try to do is perfect a mistake.

We would like to help them every way we can. We would like to have them fly -- you know, they can do dives three stories high, fence to fence,

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PD-7 bomb (inaudible). Just go fly over federal -- existing federal land where there is no human environment. Thank you.

008062

TY MR. EILAND: I apologize to you, sir, for what I just got through saying. Not for what I said, but for the way I said it. I am a veteran of World War II. I have respect for you and myself, but I am sorry for the way I said that.

COLONEL BURD: Thank you, sir, but to me personally that was not needed. Thank you.

Yes?

008063

MR. WELCH: I appreciate the extra time. There wasn't time earlier to address something I think is very significant, and it really comes under the area of cultural and heritage factors. You will find they are addressed in the EIS. It is admitted that they exist. The only reference that is made of doing any kind of study for any consideration of the factors is the sentence in there that describes Indian tribes that this disturbs. I think these cultural and heritage factors are extremely important.

I agree that the Air Force -- the military is extremely important for national defense, for the strength of the nation, for national defense. It's

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also important for a nation to be able to produce its own food. Something that really needs to be fitted into this cultural thing is the motivations for why you are in this sort of industry and producing food.

I have worked for years with the cultural services grazing lands and ranch management and other entities that are very concerned with the health agricultural sector that's so important to the nation. If you look at any other types of business, you will find no one vesting in the -- remaining in a business that has such a very poor return on assets.

What is very important to realize is that people participate in agriculture for the challenge itself. It is the most complex production environment that I know of, and I have some experience in production. It is a very complex production environment. And the fulfillment that is gained from it, that is very important.

We don't want to end up like the Russians where nobody cares to dig the potatoes up. Nobody owns the land, and you have got to send your Army out there to do it. When you look at these motivations, you find that stewardship is a very important part of

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it.

BR-4 All of us in various ways assess what our long-term grazing or long-term farming implications are. It is a very difficult science. It deserves to be plugged in on this EIS. It's hardly considered at all. It is vital to the nation as national defense. These motivations far exceed what you would get from monetary satisfactions, but you are giving up a lot in order to remain in this sector.

The way you can hurt agricultural groups the most, then, is to do something that actually directly devalues the property that they own. You have no hope for recovery after that. And it has already been pointed out this initiative is going to do that.

I think if the Air Force itself were more acquainted with these motivations and with these issues, they would recognize what truly is going on. The education that was needed here is not just for us to realize. We need to allow this to happen. It is for the government and the military to be educated as well, to understand how important these things are and how disruptive their actions are here. Thank you.

008064

TY UNIDENTIFIED PERSON: I would like to

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take this opportunity to thank HEPA and all the people that have worked so hard. And I am proud to say that these people have got a backbone from the top of their head to their heel, and I think you have done your country a great service to -- and I think we need to show the people we elect and the people that we hire to run our military that we are important, too.

And the production of food and fiber is equally important, and so I want to thank all of you for coming tonight, and I want to remind the Air Force and our elected officials, for everyone that came here, there is 10,000 more out there that feel the same way. Thank you.

COLONEL BURD: Ladies and gentlemen, we are going to need to cut off the comments here. I would like to allow this gentleman to speak, and then if there is one other person who has a burning desire to say something, please come forward, and then that will be that, because we need to get packed up and vacate the building.

008065

MR. MURPHREE: Please, Colonel, I was just passed this letter. It is from the administrator of the Fisher County Hospital District, Ella Raye Helms. "To whom it may concern: Fisher

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County Hospital District provides health care services to residents of Fisher and Kent Counties and surrounding communities. Both Fisher and Kent Counties are designated medically underserved and health provider shortage areas. Fisher County is also designated as a medical frontier county.

"Reliable emergency medicine and trauma care are crucial in rural counties such as ours. We are fortunate to have a well qualified staff available for primary response to emergency situations. However, we rely on transport to tertiary medical facilities for patients who have traumatic injuries or in life-threatening situations such as acute myocardial infarction.

"Time is of the essence in life-threatening situations. We prefer to transport critical patients by air ambulance, since even a few minutes can make the difference between life and death, or the prognosis of a full recovery.

BR-2 "If Fisher County is designated as a low-fly training zone for military exercises, there will be occasions when air ambulance flights will be delayed, and people -- impeding patient care. This is not a theoretical possibility, but it is a real scenario encountered by hospitals in close proximity to

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military training sites in New Mexico.

"Please reconsider the use for our lands for low-flight military training."

Thank you.

COLONEL BURD: Sir, if you could call out your name.

MR. MURPHREE: Randy Murphree.

COLONEL BURD: Thank you.

008066

TY

MR. MOSELEY: Yes, sir, my name is Dennis Moseley, M-O-S-E-L-E-Y.

I don't even own a handful of dirt I could pick up, but I read a book, Bury My Heart at Wounded Knee, where they took the Indians and took them off their land. And we invaded slowly and we come in, and I guess to make a long story short, we watched Sitting Bull make his last stand out of Canada. And it ripped the hearts out of those people, and it took their land and it took their life. They were never the same, but they hung onto their heritage, and they were put on reservations. They were taken to Florida where disease killed half of them. And like I said, these people owned thousands of acres. They loved that land and put their heart and soul into it.

And I think when you come in and you take a group of people and you -- you are not taking their

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land from them, but you are taking their life from them. What they have right now is their life, and you are just ripping their hearts right out of them, and it takes something out of them that you can never put back.

And I have the greatest respect in the world for the military. I am proud to say that when our military goes to another country, we are successful.

And I would just ask that you would take it in your heart and your mind to just take a step back and take a look and say, we have American people that support us. Let's not do this to them. Let's find another alternative. Thank you.

COLONEL BURD: Ladies and gentlemen, there was one concept that kept running through my mind as each of you were speaking this evening, and that concept is civility. I want to personally thank you for the civility that you have shown here tonight and the way you have treated us. I personally appreciate that.

And, ladies and gentlemen, this concludes this public hearing, and thank you for your participation and input. Please remember the public comment period will extend through June 16, 1999.

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This public hearing is adjourned. Thank you again.

(PUBLIC HEARING ADJOURNED AT 8:57 P.M.)

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up.

008067

MR. MERONEY: Yes, sir. I'm Don Meroney from Big Lake, Texas. And my first comment has to do with the Realistic Bomber Training, and underlining the word "realistic." To me, the low altitude segments close to home bases are in themselves not realistic. A 35-hour flight from Louisiana to Iraq and then return mostly at high altitudes, that's realistic. 16-hours missions from England to Yugoslavia are realistic. I feel that your present sites of South Dakota and Utah are much more realistic than any of the other alternatives, so I would favor Alternative A.

PD-44

The next thing I'd like to comment on is negligible to minimal, which is common terms in your Draft statements. I've been flying in this area for 40 years, 20 of which as a crop duster. All this low-level flying, I can guarantee you that the effects on the people, livestock, and wildlife is not negligible or minimal.

AO-28

I've seen a girl thrown from a startled horse. I've seen stock scattered during roundups. I've seen deer running wildly, separated. And when Bambi gets separated from her mother, that's the end of her. I've had a pumper drop a $100 gauge line in

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an oil tank due to when I -- getting startled when I pulled up over him in a sprayer. So these effects are not negligible nor minimal.

Third point I'd like to make, military aircraft fly over Big Lake at illegal altitudes on almost daily routine, some of them as low as 200 to 600 feet above our airport out here, circle over the auditorium, and head back to the east. I don't -- and when you think about Italy and some of these other things, I don't think we need any more activity in this area. **AF-2**

The last comment I'd like to make, West Texas looks sparse to people that don't really know about it, but I can assure you there are many multitudes of civilian flights out here every day. We have pipeline pilots, highline patrol pilots, ag operations, pleasure flights, corporate operations, charter flights, cloud seeders. We've got people out here all the time. And this see and avoid nonsense, I don't think we can handle it. **BR-2**

And I appreciate the opportunity to speak.

COLONEL BURD: I would like to call on Lad Lithicum. **008068**

MR. LITHICUM: Thank you, Colonel. I guess I'm not totally antagonist. I was in the Air

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Force myself and air training command. And I have good feelings about the Air Force.

However, I'm a little bit concerned about this extremely low-level flying. My son and I fly two small airplanes around in the area, and mainly in the sea zone and at the low levels. One of my planes flies about 60 miles an hour. And I don't believe I could avoid a B-1 bomber at 550 knots. There just would be no way I could even respond quick enough. **BR-2**

You said to direct your comments about the environment. I'm kind of environment -- I've been here a long time and I don't anticipate having to be dodging these low-flying aircraft. We've got some low fliers now that do fly, like others have said, at a low altitude, lower than they should be. But we've been dealing with that. But a B-1 at that level just scares me to death.

I appreciate the opportunity to comment.

The other thing I might say is we're conducting weather modifications operations in this area. It's mostly in the summer, but it's an ongoing item and I don't want -- I'd hate to see anything mess that up. It's kind of in the experimental stage. And we feel like we're doing a **BR-2**

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lot of good. And we sure don't want to have that cut back because of military operations.

I guess that's all I've got to say.

COLONEL BURD: I would now like to call on Dorothy and Jim Murray. It looks like Dorothy has indicated a desire to speak. **008069**

MS. MURRAY: My name is Dorothy Murray -- Dorothy McKinsey Murray. My family has ranched in southwest Texas for over 100 years. My grandfather brought the first shipment of cattle into Midland in the 1800s. I speak for my family who ranch over a generous portion of Pecos County. I speak for our land.

In a good year, it takes approximately seven acres of land to raise one sheep. It takes 31 acres for each head of cattle. That's in a good year. We haven't seen many of those lately. If land is broken for a pipeline or an oil location or some other need, one can go back there 15 years later and the scar is still unhealed.

Low-level flights disrupts livestock and wildlife, as we've talked. It will endanger any rancher or worker on horseback or oil rig or pumping unit, as my husband does, on a daily basis. The ranchers and farmers in southwest Texas are strong **BR-3**

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and enduring. They are devoted caretakers of the land. They're good stewards.

There are other places where the military can train. I suggest Nevada. It already glows in the dark from the military. We have enough obstacles. Please don't break the rights of those people here. **PD-4**

I do thank you.

COLONEL BURD: I would like to call on Jack Harris. **008070**

MR. HARRIS: My name is Jack Harris. I'm -- most of the comments I had have already been stated. But as a private pilot, I'm very concerned about the safety of low-level flights in and around this -- our airport. And like one gentleman stated, we see quite a bit of that right now. And it's a very real safety concern of mine. **BR-2**

And that's about all I have. Thank you.

COLONEL BURD: I would like to call Aldis Strautins. **008071**

MR. STRAUTINS: My name is Aldis Strautins. That's A-L-D-I-S, S-T-R-A-U-T-I-N-S. Thank you for letting me talk at this hearing. I represent the West Texas Weather Modification Association as the project manager and meteorologist

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of that association. And we do have some concerns with flying and low flight in the Texon, Alternative C area, especially the expansion of it which would encompass a lot of our target area for rain enhancement.

West Texas Weather Modification Association started -- had a program in the mid '80s and then it began again in 1996 with seven underground water districts, which include some of the counties -- and about five of those are in the Texon or the proposed Texon area expansion. Each of these districts pay into the Weather Modification Program and pay for it along with the city of San Angelo, and the state of Texas also finances some of this program.

BR-2

The proposed expansion, like I said, would actually split our target area in two, especially when you have flights operating in that area. And it would make it difficult for us to operate going from one section to another section, and it would leave a whole large area of our target area that we could not cover and see properly.

The West Texas Weather Modification Association uses numerous aircraft. We've used a Cheyenne II aircraft. We've -- Cessna 340s, Aztecs, those were the top seeding aircraft. And we also --

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BR-2

and also base seeding aircraft. We also have some Comanches for base seeding aircraft. We operate between 1,000 feet AGL up to 10,000 feet MSL for base seeding. And we operate in an IFR condition, which was not stated in the Draft that you presented, which runs from 16,000 feet to around 22,000 feet mean sea level.

So this proposed Texon MOA expansion really adversely -- I believe adversely would affect your operation or could adversely affect our operation and the local counties, West Texas Underground Water Districts and city of San Angelo, and also the state of Texas with the underground water that we are trying to help enhance and recharge the aquifers that way.

Thank you.

COLONEL BURD: I would now like to call on Scott Holland. 008072

MR. HOLLAND: Thank you, Colonel Burd. My name is Scott Holland. I'm kind of wearing two hats today. I'm the secretary/treasurer for the West Texas Weather Modification Association, and I'm also the general manager of the Irion County Water Conservation District at Mertzon, or Irion County.

I attended the public scoping meeting held

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on February 6th. A lot of the concerns that Aldis just raised were presented at that meeting. I did receive your Draft Environmental deal here. I can find cloud seeding mentioned in it one time. And we did talk extensively that night, and I question this because this is supposed to be an environmental study. And I realize most environmentalists are concerned with animals and things like that.

Agriculture is also a dying environment. Unfortunately, a lot of these farmers and ranchers need rain. And we're trying to do something about it. That's why we think it is important.

In the socioeconomics part of the Draft here, it talked about the decommissioning of the electronic sites and building new ones. It did not mention the fact that we had brought to light that Texas Tech University in 1996 conducted a study in the High Plains that with a 21 percent increase in rainfall, a 15 county area would realize an economic gain of about $350 million. Granted, we're not in the High Plains, but we should receive somewhere around $250 to $300 million economic gain for the entire region over this.

BR-2

If we are limited in our cloud seeding weather modification activities in this MOA, you've

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BR-2

cut the heart out of it. And it's kind of hard to go back as a manager of a groundwater district to my voters and people at my board who hire me and say, "I'm sorry. We couldn't do anything today to help you because we were not allowed to fly in that zone." And that is our concern.

Thank you, sir.

COLONEL BURD: I'd like to call on David Wurtz.

MR. WURTZ: Sir, my comments have already been made.

COLONEL BURD: The next commenter will be Kay Kelley. 008073

MS. KELLEY: Thank you. My name is Kay Kelley. The last name is K-E-L-L-E-Y. And I'm with the Trans Pecos Protection Group, which is a nonprofit information organization. We are opposed to the military's airspace expansion over private -- populated private property. And we network with a large number of diverse people.

We feel that this Draft Environmental Impact Statement cannot fully look into the devastating effects these low-level realistic combat training flights will have on West Texas. There is a definite lack of concern for the physical,

economic, and psychological well-being of the people on the ground. The damage done to the people, structures, animals, and plants under these low-level realistic combat training flights is not compensable.

BR-5

The only solution is to isolate them from the human environment. We can see no compromise. The military is in the business of death and destruction and cannot be successfully mixed with the people they are mandated to protect. We fully support our military and want the best training possible. There is a more reasonable location for this training than over our homes, businesses, schools, communities, and recreational areas.

And we'll be giving more comments through written statements later.

Thank you.

COLONEL BURD: And our last speaker will be Bryan Kelley.

008074

TY

MR. KELLEY: My name is Bryan Kelley. That's B-R-Y-A-N, K-E-L-L-E-Y, for the record. I would like to ask if possible that we have a showing of hands of how many in the audience have received a copy of the RBTI Environmental Impact Statement, if you would, please.

What we have is an analysis of this particular Environmental Impact Statement and we find it to be identical to some 27 others that we have done plus a total of Air Force regulations and deregulations and EPA regulations, et cetera. We find it to be insufficient along with the rest of them.

What we'd like to do is point out that, again, to be reiterate last night, this is an unreasonable training program for where it is. The U.S. Air Force and the Department of Defense Air Forces have failed to address the proper alternatives. They've left out the most important one. They have left out by omission around 51 particular violations of the National Environmental Policy Act and its council and environmental and procedural regulations.

For the record, I would like to know if the Air Force would have a meeting with us in order to discuss it. This is our 17th attempt to sit down with them and talk.

Thank you.

COLONEL BURD: And I'd just like to note, as a rough estimate, when Mr. Kelley asked for a show of hands, somewhere between a third and a

half of the attendees here raised their hand.

That exhausts the list of individuals who indicated a desire to speak. I would like to know now if anyone who has not spoken that would like to now speak, I'll give you that opportunity at this time. Is there anyone who has not spoken that would like to speak?

Sir, please come forward.

MR. LINDLEY: Thank you.

008075

COLONEL BURD: Sir, you'll be next.

MS. STOKES: My name is Joyce Stokes. My father came to Glasscock County in 1903. We have owned land in Glasscock and Reagan County since that time. These Alternate A and B fly directly over our land, directly over our house. And as I have stated to this young man here, what would happen if my husband was out riding a horse and one of these airplanes came over and he was bucked off and I wouldn't know where he was? I feel like that the Air Force has not given enough recognition to people that live in these areas. I mean, I'm -- the water and everything else, but people live there, too.

BR-3

Thank you.

008076

MR. LINDLEY: Thank you. Colonel Burd, I am Clark Lindley out of Reeves County. As I

Reviewed the draft, I could not find any substantial discussion of the effect on water resources and soils beyond the discussion of the areas where the emitter station and the other type of station are located.

We have some concern about the emissions from the airplanes in that we have no information in the Draft as to the nature of the additives, as to whether those are pollutants that may be particularly toxic both to human beings and to people.

AO-62

But in Reeves County, we also have fruit crops underlying the areas where the airplanes will be flying. We don't see any studies in the Draft indicating long-term effects on food crops, on the soil, or on our underlying water resources. That area, Loving County and Reeves County, where the 400 foot altitude flights will take place, that is part of one of the nine major aquifers in Texas. And it's unclear from anything in the Draft as to whether there are pollutants in the fuels that would ultimately in the long-run affect our underground water resources.

AO-125

We ask that -- the Draft doesn't have enough information for us to make a judgment. We

don't see any long-term studies reviewed. And we think that those studies need to be done before you put at risk our soils for our farming, the breathing of people that lie -- underlie those areas, and any long-term risks to the water that we are dependent upon.

Thank you very much.

COLONEL BURD: Now, is there anyone else who has not had an opportunity to speak that would like to speak? 008077

TY MR. TURNER: My name is Tim Turner. I live in Big Lake, Texas. My family ranches north of Stiles currently near the Texon area that's already being used and -- as an area for practices.

Over the course of my lifetime, I've noticed many, many times aircraft flying across our ranch at low altitudes. I was somewhat surprised when I came and visited with some of the Air Force people before the meeting tonight that there is a stationary practice line that crosses our ranch, and apparently there are hundreds of flights a year at 500 feet or less that cross our ranch every year.

I believe that the Air Force needs a suitable place for practice. I'm supportive of that. However, I think that we currently have done

more than our share in providing space for you to practice; therefore, I'd ask that you find another place to practice in addition to what you're already doing. I think we're already doing our share, and I wish you'd look at somewhere else.

Thank you.

COLONEL BURD: Please. 008078

MS. COPEKESSLER: My name is Cathryn Copekessler, C-A-T-H-R-Y-N, C-O-P-E-K-E-S-S-L-E-R. My father was raised in Sterling County. He moved to the ranch we have now when he was 46 years old. I have been on that ranch since I was six days old. I'm 52 years old right now. I have been thrown from a horse because of a low-flying plane and injured along about three miles from the house.

AO-2 We've had windmills destroyed by jet planes. We've had concrete tanks just torn apart by them. Part of your routes are going to go straight over my house. This will impact me extremely, and I am very against any changes. I do not want them coming any more over my house than what they do now.

Thank you. 008079

MS. SUDDOCK: My name is Robin Suddock and we're from Irion County. I'm the fourth generation to work at my ranch, and I am a ranch

manager.

If it was so minimal and the danger inconsequential, do it over Dallas. Do it over Houston. The reason you don't is because that's not true. It is dangerous. I have not been thrown from a horse, but it's only by the grace of God, because I ride every day.

BR-3 Your routes are going to go over our home where I ranch. And it's going to be my responsibility to find out what day you're going to be flying over so I can arrange when I'm going to feed my cattle? I mean, this doesn't work.

I attended TCU. I'm well aware of the noise that B-52s make. I heard them every day. I lived in Fort Worth for an entire year. And it's not inconsequential. We are only that way because there's a small number of us. We're not Dallas or San Antonio or Houston where the outcry would be unbelievable. You're acting as though we don't count because, well, you know, it's just a few people. It is dangerous.

And you're going to be doing 10 to 12 missions a day in the MOA. That's not just occasional fly-overs. That's hourly. That's daily, except on the weekends and on holidays, which is

really going to limit how I'm going to work my cattle as well. I really think it needs to be reconsidered.

I firmly believe that our military is well-trained. I firmly believe they need to be as well-trained and as safe as possible. Why can't you do it over the national parks? Because people wouldn't go to them because it wouldn't be a pleasant experience because of the noise. So don't think that we don't realize why you're doing it over us and not doing it over the other places.

Thank you.

COLONEL BURD: Would anyone else who has not spoken like to come forward and speak?

Would anyone who has already spoken like to make additional comments since we have the time for that?

MS. MURRAY: I have one brief comment I'd like to make from my seat. And that is that the --

COLONEL BURD: Could you state your name, please? 008080

TY MS. MURRAY: My name is Dorothy McKinsey Murray. The United States government already owns almost 40 percent of the United States.

That seems adequate for training areas.

COLONEL BURD: Would anyone else like to come forward and make additional comment?

Well, ladies and gentlemen, this concludes this public hearing. Thank you for your participation and input. Please remember the public comment period will extend through June 16, 1999.

This public hearing is adjourned. Thank you, again.

(HEARING ADJOURNED)

If you would like to turn in your written comments at any time this evening, please place them in the box provided in the comment area.

I would like to get started now, so we have one official who has indicated a desire to speak, and I would like to call on him now. And that's Herman Tarin, Reeves County Commissioner. 008081

MR. TARIN: Thank you for your time. And I would like to really thank everyone else for being here this afternoon. On behalf of Reeves County, I would like to thank you for your input this afternoon. I really appreciate you being here this afternoon.

This afternoon, my concern that I have as county commissioner, is to inform the public of what's fixing to take place. I didn't state my name; Herman Tarin. And on your graph, there is as a great concern there. That really ignores the presence of the Hispanic people in Saragosa, Brogado, and Balmorhea. I have discussed this with Lynn B. Quilles, which has promised that he would do something about this. As part of the record, I would like to let you know that this community is mainly Hispanic, a very low-income community. SE-5

I disagree with the statement that there is

no violation of the Presidential Executive Order 1-28-98 on Environmental Justice. I believe that for those that are here tonight, we probably remember back in 1987, when this small community of Balmorhea (sic) was leveled off by a killer tornado. And visiting with these people in Saragosa has really caused shock, bad memories. Because as you know, according to your Draft, IR-178 runs right through Saragosa, a populated area with about 500 people. SE-5

Also, Brogado is another community there going through the same thing. Bringing these bad memories to Saragosa is a terrible thing for them. We are getting ready to celebrate the 12th anniversary of that tornado. And back in their hearts, they don't want anything like that to be brought back up. These flights have caused a lot of anguish, a lot of pain.

And my concern is that if we -- I have never opposed the Air Force from training, but why do it over populated areas? We do exist. And I would like for those routes to be considered as a big change. And like I said, Lynn B. Quilles has also told us he will help us on this. And I really appreciate anything that he can do for us. PD-17

I would also like to ask you to see, after

the meeting is adjourned, if the public can keep their seats and there may be questions and answers. Thank you.

COLONEL BURD: What I am going to do now is I'll indicate the person I am calling on. And then I will also, after that, indicate the next person, so you can be ready to come on up. And I will call your name after that person finishes.

So I would like to now call on Joe and Helen Vernon. And after that, I will be calling on Steve Huseland. 008082

MR. VERNON: Joe Vernon, V-e-r-n-o-n. The issue I want to address is one of the things about your study; contacting people, talking to them. I knew absolutely nothing about this until a week ago Monday, and no one from the Air Force has yet contacted me about it. GE-22

The effects of this, I have some firsthand knowledge of what it will do. I work in the oil field. I have been on locations where B-1s, F-111s, all kinds of stuff much lower than 500 feet, much faster than 250 knots. The numbers you show in the increase of decibels is ridiculous; far exceed that, far exceed it.

The presentation that you have here as far

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as where your routes are to be in these emitter sites, one emitter site in particular affects me, No. 60, because I live right there. That comes back to never being contacted about that.

BR-1 Knowing what these -- the noise these planes make, I have got a small ranch there; cattle, chickens, horses. They won't stand for it. It's going to run them crazy. It's going to run me crazy. This is going to greatly affect my lifestyle, my ranch where I live, what I have worked for all these years.

I am also a pilot. I use a Cessna 150 to do my work with. Collision avoidance, that's going to BR-2 be a biggy. Trying to avoid vortices created by all AO-2 of this, that's another thing. That's something you can't see. So I have got -- you know, you are taking away some freedoms I have got as a pilot. You are taking away some freedoms I have got as a citizen -- I mean, a resident. I dare say, you wouldn't live under conditions like that.

BR-4 The future value of my property, I doubt seriously if anyone would be interested in property like that, not that I want to sell it anyway. That's the whole point. I don't want to move. I have worked all my life to live there.

26

So four things I want to put across to you. I have been deceived of the information about this whole ordeal. I feel I am being robbed of my freedoms as a private pilot and as a citizen. I am being robbed of my property. You are going to make my property worthless. You are going to tear it up. Shock waves are going to tear up the house. That won't work. And I am being robbed of my rights.

I see my time is up; but seriously consider these things. Thank you.

COLONEL BURD: Helen Vernon?

MR. VERNON: She isn't here. She is my wife.

COLONEL BURD: I would like to now call on Steve Huseland. And then after that, I will be calling on Sue Toone.

008083

MR. HUSELAND: Good evening, Colonel. My name is Steve Huseland. I am the vice president for the Southwest Region for the United States Pilots Association. I am the immediate past president of the New Mexico Pilots Association, an FAA safety counselor in Hobbs, New Mexico, Lea County. I am a private pilot, own my own aircraft, and use it quite extensively in this area of the country.

I am coming to support Alternative A; leave

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it alone. We have an expression in aviation that you have heard, which is "If it ain't broke, don't fix it." And you people are trying to fix something that PD-2 isn't broken. It's very simple to move the airplanes to where the airspace is that's currently available.

I have encountered B-1 bombers on TDY of Dyess Air Force Base -- from Dyess Air Force Base, over in Roswell many times when there were military exercises being performed in our area. Move the airplanes to Nevada; move the airplanes to North or South Dakota. You are running B-2s out of Whiteland Air Force base up there. Run the B-52s out of there on a temporary basis, and forget about this.

We, in New Mexico and West Texas, do not want any more noise-creating, environmentally-polluting aircraft in our environment. I am about as fed up as a pilot can be AF-6 with encountering military aircraft at odd altitudes, day and night, not talking to anybody on the radio. It's dangerous and it's life threatening.

The Air Force, according to my AF-2 understanding, should be flying IFR minimums, a thousand foot HDL. They currently fly at 300 feet, they tell me. And I have observed personally aircraft well below 300 feet.

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The military is continually gobbling up airspace. An example would be even after Reese Air Force Base closed in the Lubbock area, you came in and gobbled up airspace right over the City of Hobbs where I live. I can hear the stealth fighters practicing at night, up well past midnight. Your problem arises because of so many base closings. It is more convenient for you to fly locally here instead of areas in Utah, North and South Dakota, and Nevada, et cetera. You closed your bases for economy purposes, but you are still gobbling up airspace at the expense of the public. Move the planes to the airspace.

As far as the economy goes, no one can work under conditions when you have B-1 bombers coming in BR-4 at 300 feet at 500 miles an hour. You are going to stifle the growth of industry, whether it be agricultural, manufacturing, or otherwise, here in the Pecos area and in many of the other towns, as the gentleman before, Mr. Vernon, said. We don't want it. And we would appreciate it if you would consider Alternative A.

My last point is, why won't the Air Force agree or consent to a noise monitoring demonstration? Run a B-1 bomber over an open space at 300 feet at

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500 miles an hour and stand there without earmuffs on and tell me how it sounds. Put your professional noise monitoring equipment down there. Let's really see what the decibel level is. Thank you.

COLONEL BURD: Now, I call on Sue Toone. And then after that, I will be calling on Chip Love.

008084

MS. TOONE: Hello. My name is Sue Toone, T-o-o-n-e. I live near Saragosa on a farm, and here is what I know. The routes; didn't know about any routes until one night in the middle of the night, a low-flying jet bomber flew over our house and scared us to death. And I have documented flights over our home and flights over Saragosa, February through July of 1998. And what an invasion of our privacy these jets are.

To the noise level, bottom line, we shouldn't have to contend with the noise level. It is awful. No matter where you are; if you are in your house, outdoors, driving your vehicle, it scares a body. The roar that sounds like the tornado we had several years ago, rumbles on and on in our valley.

CU-1 Structural damage has occurred in the adobe part of our house; new cracks, doors won't close, and an unleveled wooden floor. In the cinder block part,

30

a large picture fell from the wall and broke the glass on the coffee table we've had there for 30 years. A book about Indians fell from the shelf near the ceiling. My pictures in the hall move sideways. I have to straighten them. I have to push the cut glass things I have on the shelf back up on there.

And, No. 4, emissions; I have been out in the back yard when you have come across our home and farms. You were so low; but this time I saw you in the plane before I heard the noise. You were between our fence and the Turnbough's barn over here. And you were beginning your turn, and all this black AO-11 stuff was coming out of your plane over on our yard and where I was. So I went in the house. And this is another blatant invasion of our property.

No. 3, effect on animals. Another time I was in the yard when you came over our home and farms. This time I didn't see the plane, but I got the full effects of that horrid noise. The two owls BI-4 that had lived in our tree for years flew out, seeming disoriented. Bottom line, they haven't come back. And it's a shame because we enjoyed the soft hooting during the night, and it did help control the rodents.

Last, No. 6, is the pollution on crops and

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farm workers. That bomber goes over our home, our farms, and the farm workers. We receive that pollution right away. And then our prevailing westerly winds brings all that pollution back because the plane is going in circles. And here all this stuff is coming out, and it goes all around. And all that stuff -- because it's coming from the west to my house, all that stuff is coming back on us.

Bottom line, I think it's awful that you want to add more pain and suffering and misery these things cost with this initiative. And we have no privacy, no peace, and no knowledge about the long-term effects of your pollutants. Thank you.

COLONEL BURD: I now call on Chip Love, and then I will be calling on Mack Arthur Pineda after that.

008085

MR. LOVE: Hello. My name is Chip Love and thank you for receiving my comments today. I ranch in Presidio County underneath this route, so I have experienced the planes firsthand.

I disagree with your Environmental Impact Statement on several issues. The EPA standards for BR-1 the way the noise estimates are calculated, you said it's a day/night level. The problem with that is that might be suitable to an airport area where there

32

BR-1 is a constant noise. But when you go from a completely silent environment to an extremely noisy environment, the noise contrast is greater. And, therefore, the average system, I think, is inappropriate the way it's being used along these rural routes.

You said that there is no impact on socioeconomic because the planes have been flying on these routes in the past. That does not take into AO-82 account the type of airplanes being flown in the past. The newer planes are noisier, louder. They GE-29 are faster. And that doesn't account for the types of planes you may be flying in the future, which could be louder.

The socioeconomic; I disagree with no impact because there is lots of areas it affects. It affects agriculture. It affects tourism. But this SE-1 Environmental Impact Statement doesn't take into account future uses of this land. There may be other uses of this land that we haven't yet envisioned that these routes will hamper. And so that's -- what I don't like about the impact statement is it is static, not dynamic.

AO-23 This Environmental Impact Statement does not consider other airplanes from other bases that are

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being considered along these routes. It only considers Dyess and Barksdale. And there are currently proposals from Holloman to fly aircraft along these routes. This Environmental Impact Statement only addresses those particular planes, not the other planes that may be coming through.

So I think this environmental assessment is flawed. I think there needs to be some more work done on it. And I would agree with the Option A for -- I had the -- in my opinion, the Air Force owns some of its own land. I think this is better suited for the Air Force's land rather than private property. Thank you for your time.

COLONEL BURD: I would like to call on McArthur Pineda. And then after that, I will be calling on Steven Pineda.

008086

MR. McARTHUR PINEDA: Good afternoon. I am speaking as a concerned citizen here. You know, I don't think anybody is questioning anybody's patriotic duty. I think everybody is real patriotic here, which it seems to be for this type of thing. But if there is some other place you can move, please do so. Because, you know, you are impacting this area quite a bit.

From what I have observed in the past ten

AO-23

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years, working out in the canteloupe patch and the contract loading out there--you are asking for this proposal here--but in the past we have had all sorts of planes. I have got pictures of them. Some I took as far as SR-71s. The other planes have been flying over this area for years, coming down as low as 200 feet. Because we threw a tennis ball at one time -- we've got a picture of a crop duster coming by, and we would shoot those tennis balls up. So we decided to shoot them up, and I have got a picture of that thing coming up, and that tennis ball was going higher than that damn airplane. And leaving a lot of pollution around there, we are concerned about this. And you ought to move that someplace else.

You know, this area, you know, we got a lot of agriculture, livestock, a lot of things; you know, communities like all these places. They were talking about Saragosa. You've got three or four little communities. Before you get to Saragosa, you've got Brogado. You've got lots of people living out there. You've got Saragoso there. You've got Brogado. You've got Balmorhea; a lot of people. And those people are scared. This thing has upset them, and this is going to impact them.

We have also got -- this shows that you've

AO-1

35

got -- certain planes are going to be flying this area. Like I said, SR-71s have been flying, I remember, since about 1989, when I first saw them. And we've got pictures of them. And there has been other planes right now currently over the City of Pecos. And I took some. They didn't come out. But you can see the identifying marks on the VF-17s. And they are doing maneuvers directly over the Pecos area, a populated area.

What I am concerned about, a lot of them -- I think there is some German planes and one other nationality is going to be flying these planes overhead. Who is to say that they are not going to have nuclear weapons on board. We want some guaranty that they are going to have -- that this is not going to happen. We don't want another accident. We have had accidents in the past over here. We don't want a catastrophe, you know.

Dealing with the noise level, and the livestock, and so forth, and everything, and some of the aircraft fuel pollution, which also -- you know, it destroys vehicles. We have had some of that stuff out there. A lot of people -- as a matter of fact, the old boy that runs K & D Farms had a Cadillac out there; ruined his paint job, a complete new paint

AO-11

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job, from that aircraft flying over it. And I am concerned about this.

Like I said, if you can move it someplace else, please do so. This is not the right area for it. We spend millions and millions of dollars, you know, moving the Air Force bases, closing them down and everything. And I think you can do better than this. This is not what we need here in West Texas.

One of these days you are going to get a rancher upset enough, he is going to take a weapon out there, it might even be a missile, and shoot the plane down. You know, you get somebody pissed off enough, they are going to do it. Thank you.

COLONEL BURD: I would like to call on Steven Pineda. And then after that, I will be calling on Clark Lindley.

008087

MR. STEVEN PINEDA: Hello. My name is Steven Pineda. I would just like to comment on the various aircraft. Other than the ones that you have stated already, there will be the S-17 stealth fighter, the Apache helicopters, and other types of aircrafts. There is a new aircraft and it's not named. We don't know the name of it. It's a propulsion system. It's called a pulse propulsion system. And there is a gentleman here which has

PD-53

AO-41

taken pictures of it. And it leaves a trail of smoke rings. It's a series of -- like you are smoking a cigarette; it will blow a ring of smoke. They will have the propulsion like this.

This, as I stated to one of your officials, any and all aircraft under this proposal can use this airspace. And this, all of the jet, and the fuel, and the exhaust from this will impact the environment greatly. As well as it will be a detriment to the owl, also the American bald eagle.

BR-2

And, currently, you do have specific routes for your military aircraft, which it's going to interfere with crop dusters, also commercial jet aircraft, as well as aircraft used by other individuals, personal vehicles -- personal aircraft themselves.

And I don't believe that putting these proposed targeting sites is going to outweigh the effects where we currently are experiencing and the effects we are experiencing. And y'all should just leave it like it is. And you guys using military routes which are already in existence, using all sorts of military aircraft. And there is really no point in using the targeting except to get more experience for your jet fighters. Thank you.

COLONEL BURD: I would like to now call on Clark Lindley. And after that, I will be calling on Gloria Evans. **008088**

MR. LINDLEY: Colonel Burd, I am Clark Lindley, C-l-a-r-k, L-i-n-d-l-e-y. I would like to amplify on a point that I was making in Big Lake last night, in regard to the impact studies involving soil and water resources.

The study itself only discusses, in the Summary of Comparison Impacts under Table 4.6-1, the potential impacts on the construction sites. And I raised a concern that soil and water may be impacted by pollutants that are not properly evaluated in terms of the MALS studies that are projected at a elevation of 5,000 feet above ground level.

The concerns that I have are that the actual flight elevations are estimated at 400 feet in Reeves County. We are asking for some clarification as to whether the pollutants that would be driven groundward eventually become a problem for our agricultural products, which include products like cantaloupe, bell pepper, onion, products of that nature. Does it impact on those agricultural products that are critical to the economic viability of this county? Be aware that the county is under

AO-11

some pressure economically because of the drought, anyway.

AO-125

We are also concerned about the eventual impacts involving pollutants that may get into the aquifer. I have discussed this issue with Colonel Wheelis. And I would like to read into the record that in Reeves County and in Loving County, we have one of the nine major aquifers in the State of Texas. And the potential is that the TNRCC has looked at this area as a priority groundwater assessment area.

And as secretary of the proposed underground water conversation district, they have called me even in this last week, expressing concern about the quality and the quantity of the water that is available for the next 50-year period. We are particularly concerned about the ability of this area to remain able to use the aquifer that we have.

I have some additional concerns and I am not -- shall I quit at this time and resume after the others have spoken? Thank you.

COLONEL BURD: Gloria Evans. And after that, I will be calling on John Keifer. **008089**

MS. EVANS: My name is Gloria Evans. I live in Midland. We have ranching property in Reeves County and Jeff Davis County, where our son and his

son live full time.

I attended the initial meeting that the Air Force came -- when you came at Alpine the first time, and Fort Davis. Your presentation now is more polished, but the message is the same. The Air Force is taking over our airspace. I fiercely object to low-level flying over private property. West Texas is filled with hundreds of private pilots in small planes. And the airspace above the private property should belong to the landowners.

BR-2

BR-5

You Air Force personnel are here on an assignment. The folks at this meeting, and all of the other meetings that are taking place, are represented by people concerned about their homes, their families, and their livelihood. And the more flights that take place, the greater the risk. So I ask you, if a jet plane collides with a propeller driven private plane, which plane has the advantage? Thank you. **008090**

COLONEL BURD: John Keifer. And then I will be calling on Steve Jones.

MR. KEIFER: John Keifer. I represent myself and my wife. We are residents of Balmorhea. I would like to thank the Colonel and the Air Force for giving me this opportunity to talk.

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My wife and I, we moved to Balmorhea a year and a half ago. We were residents of El Paso, Texas. Everyone in El Paso lives next to an airport. We moved to Balmorhea because of the lake and because it was quiet.

Our primary concern is the noise pollution from the jet aircraft flying over our homes, which are not even in your flight path, according to your flight charts. I can see that the airplanes have to make a turn, and they are probably overflying. I don't know what the terminology for this is, but they are not turning their aircraft soon enough. They fly over the City of Balmorhea during the daytime. And when it is dark at night, I don't know exactly what time it is, but it will wake you up out of a sound sleep. It is noisy.

AF-2

My primary concern is the noise and, of course, disturbing the peace. I was overwhelmed with all of the paperwork. I have not had time to read it all. I have written a comment. I would like to say about my wife, she is American-German. She was born in Germany. And she has been diagnosed with post-war stress syndrome. And when the jets come over, they excite her very much. She takes medication for this. The only reason I am bringing it up is because she

AO-18

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said I wouldn't mention it. I did. Thank you.

COLONEL BURD: Steve Jones. And then I will be calling on Kay Kelley.

008091

MR. JONES: My name is Steve Jones. I am County Commissioner at Loving County, Texas, Precinct No. 3.

I would like to start off with thanking you for giving me this opportunity to speak this evening. I would like to commend the Air Force for what a great job they do preserving our country, keeping us safe and sound in our homes. I would also like to commend the Air Force and the military for their training exercises, but I think it could be done somewhere else.

I have some viable concerns. Being commissioner of Loving County, I might point out that Loving County is the least populated county in the United States, so habitation is not a great problem there. But if the corridor that you propose goes into effect for the training exercises, there is a concern as commissioner on land values and future habitation of the county. I think it will deter that.

BR-4

Also, I would like to voice my concern about the effect that your proposed training exercises will

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have on ranching operations, which I am also a part of; livestock on my ranch, wildlife, and the employees. I think there will be a startle effect. In fact, I know there will be. Like everybody else has already said, that there is a startle effect from the noise of these aircraft. You don't see them coming. You hear them first. And whenever you look to see them, you have to look 300 or so feet in front of them, because the noise is behind them. They are traveling nearly faster than the sound.

BR-3

I would like to agree with everything that's been said about the air pollution, the emissions from the aircraft and also the noise pollution. I would like to reiterate my statement about the startle effect, not only on wildlife and livestock, but also on human habitation.

Also, I would like to express concerns for migratory birds that come down from the north during the wintertime, going south, following one of your corridors along the Pecos River, which are waterfowl and morning dove. I don't think that your environmental statement has made an issue of that.

BI-2

And I also would like to voice my concern for one of my most important environmental impacts that this will have, and that's the impact on my

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life, my house, my home, my children, and my community.

I agree with Alternative A; move it somewhere else, especially, or mainly, federally-owned land. Thank you so much.

008092

COLONEL BURD: Okay. Kay Kelley. And then after that, I will be calling on Bryan Kelley.

MS. KELLEY: Thank you. My name is Kay Kelley. The last name is spelled K-e-l-l-e-y. I am with the Trans-Pecos Protection Group, which is a nonprofit organization which supplies information to anyone that can use it.

We oppose the expansion of the military airspace over the human environment. The military already controls almost 40 percent of airspace in the United States, with 35 or more proposals on the table. While we want our military to have the best training possible, we strongly feel that there is a much more reasonable location for these low-level realistic combat training flights, than over populated private property where they will have a huge detrimental effect on the people, on the ground, and with pilots.

This Draft Environmental Impact Statement does not properly address how these dirty, noisy,

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terrifying war machines are going to forever change West Texas. The Draft mentions our concerns but ignores their real impact. These low-level realistic combat training flights will cause headaches, stress, hypertension, sleep deprivation, lower immunity, hearing loss, and psychological problems, particularly in children. The startle effect can cause horses to buck uncontrollably and livestock to panic where they can run through fences or desert their young. **BR-3**

Military bombers and the jets that fly with them pose a great danger to pilots in small planes and helicopters. Our border patrol, soil and water district pilots, customs pilots, cloud seeders, and crop duster pilots will be at risk, along with ranchers that use aircraft for game counts, checking waters, transportation, and gathering cattle. **BR-2**

When one of these bombers or jets crashes, lives can be lost and fuels and toxic chemicals released. They will cause an immediate decrease in the land values, resulting in a loss of the tax revenues for our schools. This area will no longer be attractive to hunters, resulting in a loss of lease income. This income is critical to the survival of some ranchers. Diminished hunting **BR-4**

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activity will also have a substantial effect on motel, restaurant, and supporting goods sales.

On Page 3-10 and 3-11 in the Draft Environmental Impact Statement, we repeat the statement that "For almost nine years, the pilots, their crews, and their aircraft have successfully co-existed with the people and the environment of the RBTI study area." I guess the military's idea of successful and the people whose complaints have been ignored's idea of successful are not the same.

We are not antimilitary crackpots out here. We are patriotic, hard working Americans that are fighting for our homes, our lifestyles, and our constitutional rights. Remember, the military is in the business of death and destruction. The decision-maker needs to isolate these low-level realistic combat training flights from the human environment. We are not the enemy. Thank you.

COLONEL BURD: Bryan Kelley. And then I will be calling on William Wendt. **008093**

MR. KELLEY: I would like to ask if everyone here in the audience who received a copy of this Draft Environmental Impact Statement, please raise your hands to be counted.

The only thing I have to comment on after

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Kay's comments would be that it's very important that all of us react to this Environmental Impact Statement by contacting the Air Combat Command with their comments, pro or con, whatever your opinions are. We would like to see you participate. If anything, the National Environmental Policy Act is participating in these federal legislation. It is a federal law. You are obligated to do this. If you would please, make a point of contacting your elected federal and state officials, doing the same thing.

My only comment is the study and the analyses that we have done relative to this particular program indicates there was insufficient notice when it first started. There was insufficient scoping at the time. It really didn't ever exist, and that's the second step. There has been an insufficient contact and information and -- well, mostly contact between the Air Force and the citizens. That's all I have. Thank you. **GE-22**

COLONEL BURD: William Wendt. And then I will be calling on Margaret Lindley. **008094**

MR. WENDT: I want to thank you for the opportunity to speak this afternoon, and I thank you for having these meetings. I am definitely not against training. I am an EMT/paramedic, and I

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understand training and how essential it is. I do have some concerns.

The first one is where I live, there at Saragosa and Balmorhea. One night I was sleeping very soundly. And in the early hours of the morning, a plane came over. And at first, it sounded like somebody dragging corrugated metal down a gravel road. And it got louder and louder. And pretty soon, I realized that it was a plane, but I couldn't understand how it could be so loud. And all of a sudden, the walls and the ceiling were shaking and the loud noise was deafening. And I thought, I have now ended my life; that plane is crashing into my home. And the walls and everything were shaking tremendously.

As it was, it didn't hit. But I immediately called the hospital and asked if there had been any reports of a plane down. I called the sheriff's office and the PD, also. Because I said, that plane had to have crashed. It could not be flying that low and pull up. And that's how low these planes fly over us. There is a lot of talk about the fact that they are 200 and 300 feet. But there was a man on a well drilling rig, and he was up 40 feet. And he looked out level. And from eye level, the plane went

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exactly eye level. These planes are flying tremendously lower than 200 or 300 feet. (AF-39)

They also are crossing I-10 three different places in our area. I know what happens when these planes come across when you are driving. I have slammed on the brakes and swerved into the ditch a couple of times because of the fact that all of the sudden that "whoom," and it just -- it shakes your car.

One lady came into the hospital here about two weeks ago with an anxiety attack. She believed that her car was being picked up by a UFO because the car was shaking and vibrating, and she was believing that she was going to be transported.

Another concern I have is with helicopters coming to rescue people that are in motor vehicle accidents. We have helicopters come out. And helicopters mixed with these low-flying jets -- I (BR-2)

don't know; I heard a rumor today that there could be up to as many as 70 flights in a 24-hour period, if all of these other countries start flying this route. That would mean one every half hour, or less. If that happens, we are going to have a lot more pollution than what this environmental study has indicated. (AO-83)

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Also, children in school; we do have a very good community there in Balmorhea. And when these flights go out of their path -- like the other gentleman said, they are not staying in the path because of this curve. And they cannot maneuver that curve, and they are flying past the edge of their boundary and going right directly over Balmorhea and even to the south of Balmorhea. And this is - my home is outside of the boundary, too, just a little ways. But Saragosa is right in it. (AF-6)

And I would like to go ahead and suggest that could we not -- not have it go directly over Saragosa. Move the path north or south, in order to miss the populated areas. Thank you, sir.

COLONEL BURD: Margaret Lindley. And then I will be calling on Jim Scudday. 008095

MS. LINDLEY: My name is Margaret Lindley. I am a rancher. I have owned a ranch in Loving and Reeves County over which the planes will be flying if this goes into effect. And I thank you for having the hearing today.

The proposal to fly B-1 and B-52 bombers on low-level training missions over West Texas area has us crying out in terror. Our West Texas counties may not be worth much to you, but these are private-owned

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lands on which some poor sucker will have to make a living, and pay taxes and leases, and keep up the improvements.

These are low-flying planes. The wind turbulence from the aircraft flying that close to the ground will spook the cattle, the horses, and the wildlife; which will tear up fences and water (BR-3)

troughs. And then just from turbulence to the windmills, it will be unbearable and unaffordable. (AO-2)

These planes have a devastating effect on ranching. I do not feel that the government has fully addressed the horrific impact bomber runs will (BR-4)

have on our fragile economy, and the environment, and the quite unique area that we live in.

The government has lands of its own in New Mexico, and Arizona, and other western states which they can very well use for this purpose, and they own the lands. Nothing has been mentioned about (BR-5)

compensation over these private-owned lands where damage is done to the value of the lands.

I have been ranching in this area for 58 years. We have had experience with low-flying aircraft during World War II, and I know what the damage can do. And this will be much worse.

To find anyone or an entity in the military (AF-37)

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who is accountable to listen to the legitimate complaints by citizens is impossible. Please take your low-flying aircraft over the lands that you own in fee. I thank you for your earnest consideration, and I thank you again. (AF-37)

COLONEL BURD: Jim Scudday. And after that, I will be calling on B. R. Begay. 008096

MR. SCUDDAY: My name is Jim Scudday. I live in Saragosa. My biggest question is how the Environmental Impact Statement was written, and who wrote it, and what guidelines they were using as far as how correct it is.

I know that these planes right now, presently, I would have to bet you that some of the pilots are using my house that sits out there by itself as a -- not primarily a target, but as something to pick a fly-by; that probably four or five times a month that a plane will fly right over the top of my house, right over the top of my house, sitting at about 400 or 500 feet at about 11:30 at night. And during the daytime, probably four or five times a week, planes will come flying right over the top of the house. (AF-55)

And I don't think there has been enough study on loss of productivity and livestock. A lot (BR-3)

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of the people in this country, this area, are involved in ranching. And what impact do these planes flying over have on reproductivity in this livestock.

As far as impacts, support communities, that looking at y'all's flight patterns out there, everyone of them goes primarily over what the government would call socially disadvantaged populations, as well as economically depressed areas. I know that here in Balmorhea over the past few years, there has been a big reduction in the amount of migratory birds coming through, and especially dove. And dove hunting is a big business around there.

And then there is a lot of talk there in the community now, with the lake out there, that it has been wintering grounds for lots of migratory birds, in trying to get some people coming into the area, birdwatchers, which is big business. Well, there is several birds that you just don't see out at the lake anymore.

And one of my biggest fears is if there is an accident, these planes fly right over the top of Saragosa and right over the top of Balmorhea and right over the interstate. And if one of them does

SE-5

BI-2

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have an accident, we have got real good medical personnel here, but one or two ambulances isn't going to cut it. There could be a big loss of life if there is an accident, because of the lack of medical response in this area. Thank you.

COLONEL BURD: B. R. Begay. And then I will be calling on Helen Weinacht.

008097

MR. BEGAY: Good evening, sir. My name is Berta Begay, B-e-g-a-y. I live in Toyah, Texas, 14 to 16 hours a day. And 8 to 10 hours a day, I live in Saragosa, Texas.

And this week in California, in some cities, they have already put regulations into effect regarding leaf blowers and the noise and the impact that leaf blowers make in communities. How much more is the effect of these big jets flying directly over us, than the effect of the noise of leaf blowers in California communities?

If these pilots are truly the very skilled professionals they purport to be, they can learn structure avoidance. I am here almost with fear, trembling, because it's hard for me to talk like this. But I have no ill feelings against the Air Force. I have members of my family in the armed forces and have for years. I have great respect for

AO-16

AO-4

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the military. But carelessness, horseplay, jokes, pranks involving these big aircraft, there is no place for them. And when they fly directly over our structures, they can learn -- you said that they are learning terrain avoidance. I petition you to teach them to avoid structures, whether they be a hen house or a mobile home; whether they are any type of storage structure, whether it be a grain bin, or an oil field battery, dirt tank, any kind of water structure. Establish a limit on how close these aircraft can fly to all types of these structures, including living structures, flocks of hens, birds, herds of cattle.

On April 1, I was literally stunned. I could not even move as the mobile home I sat in trembled. I mean, it didn't shake; it trembled. The aluminum roof felt like it was going to come right off the top. And I was literally, literally stunned. And I have spoken to quite a few people that have had the same experience.

We have a huge underground storm shelter under the Headstart School in Saragosa. Structure damage can involve dirt, cement, cinder blocks. Please consider rerouting your airplanes. Thank you.

AF-6

CU-1

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COLONEL BURD: Helen Weinacht. And then if Helen Vernon is here and would like to speak, I will be calling on her after we finish speaking.

MS. WEINACHT: My name is Helen Weinacht. Can you hear me?

COLONEL BURD: Yes.

008098

MS. WEINACHT: W-e-i-n-a-c-h-t. I am here, first of all, on behalf of the Balmorhea Chamber of Commerce.

The other night on TV, some guy said--talking about George Bush--that Texas is the 11th largest economy in the world. The second largest industry in Texas is tourism. And nature tourism is a 20-billion-dollar-a-year industry. And we have had a little bit of talk about birds. Where Texas does this (indicating), that's a major flyway, and we are right in the middle of it. Of the 900 birds, 300 of them are in Balmorhea.

In all of the magazines that I read as a chamber employee, the Big Bend area is one of the top three destinations, because of bird watching, and the wildlife, and whatever people do in Big Bend. I can't help but think this would impact that. I don't know what a non-environmental subject is. I guess this would be environmental, the birds. It would

BI-2

BI-3

57

seem to me if that spotted owl can do what it did in Oregon, that our 900 birds should be able to get someone's attention.

My son-in-law is a graduate of the Air Force Academy. I am very proud of his education. I am very proud of the Air Force. I am very proud of my son-in-law, but I don't want him to live with me. Thank you.

COLONEL BURD: Helen Vernon, if you are here and would like to speak, please come forward.

I have now exhausted all of the cards that indicate the individuals who wanted to make comments. I would like now to ask if anyone who has not filled out a card and who has not had the chance to make comments, if you would like to come forward now and make some comments, you are free to do that since we have some time.

Is there anyone who has not spoken that would like to come forward and speak?

MS. EVANS: I wish to.

THE COURT: Please come forward. And any of you who do come forward now, if you would please clearly indicate your name. **008099**

MS. EVANS: Yes. My name is Charlotte Evans. Can you hear me?

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COLONEL BURD: Yes.

MS. EVANS: I would wish to speak on behalf of the children, and I wish that you would keep this in consideration when you make your decision.

Most of the children in this area, as you know, it's a rural area, so they put in very long hours. They get up around 6:00, if they are lucky. And they do not get home until 5:30, or maybe after. And your fly-bys in the middle of the night is very disruptive. My child can wake up at least twice in the evening, or at night. I feel as though she is being robbed of her childhood, because by the time she gets home, there is homework, eat, and then in bed again. She is exhausted.

AO-26

And I have been on a military base. My sister and my brother-in-law are in El Paso right now. So I do know the difference between a plane coming in and landing and taking off and a full-fledged fly-by. There is a great amount of difference. And I just -- I just wanted to say that.

COLONEL BURD: Is there anyone else who has not had a chance to comment that would like to come forward now and make comments?

Is there anyone who has already made

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comments that would now like to come forward and make additional comments?

Please come forward. And then I will have you up next. And if you could, again, state your name when you come up. **008100**

MR. LINDLEY: I am Clark Lindley, L-i-n-d-l-e-y. I would like to continue the remarks that I was making earlier in order to be more specific.

We would like to have the calculation involving pollution at 400 feet, because those flights actually are at 4000 feet rather than the existing calculations in Table F, at 5,000 feet. And we would like to have some information in regard to the effect of pollutants, particularly on people who have breathing conditions and on the conditions that might exist for small, young children.

AO-62

I have discussed briefly with Colonel Wheelis a report that we have been handed in regard to what his alleged -- and I do not know that it's true; alleged to be a component of jet fuel. I believe it's JP-8. But I want to at least read that into the record.

"An extremely hazardous pesticide, EDB, ethylene dibromide, was banned by the U.S.

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Environmental Protection Agency in 1983. But in 1991, the composition of jet fuel used by commercial and military jet aircraft in the United States was changed from JP-4 to somewhat less flammable JP-8. A Department of Defense source says the move has saved some lives; air crashes. Ethylene dibromide is a key component of JP-8."

I am asking that in the environmental study, that it be determined whether ethylene dibromide is present. Am I going to be limited to three minutes?

COLONEL BURD: Yes. But after anyone else who would like to make additional comments is through, then I will give you another shot at it.

MR. LINDLEY: Okay; thank you. We want to be assured that there are no other additives in the JP-8 that ultimately has some damaging effects to humans that would be in the areas immediately under the flight patterns at 400 feet.

AO-66

We are also concerned about the report that fuels are dumped at some point in the flights. We do not understand what the effect is on human beings. And we would like to see some evidence that this act is not going to be damaging to people, to water, or to animals in the areas they are under. Thank you.

AO-50

MR. VERNON: My name is Joe Vernon,

008101

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V-e-r-n-o-n. And I would like to continue and add to the comments I made earlier.

I think one of the big issues, at least to me, and I think should be to a lot of the people, is this study that was supposedly done. I think people need to know that probably most everyone here didn't know anything about this study, about this proposal, or even this meeting this evening, until the last 48 to 72 hours. It was amazing to me the number of people that I talked to that knew absolutely nothing about it.

You know, we trust the government to take care of us. And that's -- you know, that there is one of the worse wrongs you can do. What are you trying to do to us that you don't want to tell us about it?

I don't want it to sound like I am against the government or against the military. I am all for it. I signed up to be in the Air Force. I am a pilot. I love to fly. I love aviation. I have got a son that just graduated, going into the Army. Sorry, it's not the Air Force. But he is going to be a helicopter pilot.

It's amazing to me the difference between us as civilians and, particularly, civilian pilots, the

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BR-5

extensive training we go through to learn the limitations we have; and yet, the armed forces pay no attention to those. We want this. We are going to go get it. That -- I don't know. It creates so such distrust, it's unbelievable.

And as a lot of the people have said already, the government owns land everywhere where they can do this. And I want to remind you, they own those lands and you people, pilots included, everybody, you make your living off our taxes. Don't make me pay you to come in and take away my freedom and what rights I do have. That's not right.

And consider the safety issues. After all, if you are going to mess us up and take a chance of killing us, how much is that worth? You know, you are supposed to be here to protect us, not run us off and kill us. Thank you.

COLONEL BURD: Would anyone else like to make comments?

008102

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MS. WEINACHT: Yes. My name is Helen Weinacht, and I wanted to speak to the 46 jobs that will be created in Reeves County. I think that's piddley compared to what the nature tourism can bring in.

And earlier, you mentioned something about

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flying 600 miles before they got to where they would do the realistic training. And thank God, pilots are having to fly that far before they would take any sort of aggressive action. I don't think it's realistic just to go up and practice that. We want it that far away, do we not? Thank you.

COLONEL BURD: Would anyone else like to make any comments? Very well.

008103

MR. LINDLEY: Clark Lindley, L-i-n-d-l-e-y. I was told after I finished speaking just a moment ago that I had made the mistake of saying that I wanted the studies of pollution levels at 4,000 feet. I intended to say 400 feet.

I would now like to begin to speak as chair of the committee appointed by Reeves County Judge Jimmy Galindo. During the scoping process, the County Commissioners Court prepared a letter dated March 31, 1998, addressed to RBTI EIS at Dyess Air Force Base, Texas. We sent it by certified letter on April 1st. I would like to read from that letter so that there will be a record of the position taken by the Reeves County Commissioners Court in regard to the Environmental Impact Statement.

"The council on environmental quality regulations state that local governments and the

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public have equal authority in the decision-making process relative to all federal government actions, relative to the national and human environment. Therefore, we ask and require that you respond to the following requests for information and take account of our requirements stated in this letter regarding methodologies and perspectives on issues to be developed in the Draft Environmental Impact Statement and in the Final Environmental Impact Statement.

AF-40

"We are, by this letter, notifying you that we are requiring you to let us participate in reviewing methodologies, selection of studies, selection of organizations doing the studies, and development of the DEIS, and approval of the final FEIS.

GE-22

"The Reeves County Commissioners Court requests that you provide us notification of any EPA related hearings, public meetings, and provide us with information related to all environmental documents as required in the CEQ regulations.

GE-22

"We request that you provide us with a copy of the Draft EIS, all revisions, and a copy of the Final EIS. We ask that you provide us with a full statement of our due process rights in regard to each step of the RBTI process.

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"As a part of the requirements of the CEQ regulations on the National Environmental Policy Act, please respond to the following questions and/or include their standards in the development of the Draft EIS and the Final EIS." Do you want me to --

COLONEL BURD: How many pages are you intending on reading?

MR. LINDLEY: Four, four additional pages.

COLONEL BURD: And this is something you just can't present in writing?

MR. LINDLEY: Well --

COLONEL BURD: I mean, I would like to note that 80 percent of the people attending the meeting have gone. And you are imposing on our goodwill by continuing to read something that you could just introduce in writing.

MR. LINDLEY: Well, evidently, you may feel that I am imposing on your goodwill. Does the audience feel that way?

AUDIENCE MEMBERS: No, no, no.

COLONEL BURD: Are you going to continue to follow us around and make these long presentations at the subsequent hearings?

MR. LINDLEY: This will be the only --

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COLONEL BURD: If you do -- I am not suggesting that you not attend other hearings. But if you do, I would like you to organize yourself better, make better use of your time, and present the essence of what you have to present.

It's inappropriate for you to exploit this hearing to read a long document that you could submit for the record. And that's the point here, other than just simply -- what you are doing now is taking the opportunity to get up on a soapbox, which is something other than the purpose of this hearing.

I will permit you to read what it is that you have. But I want you to know I personally feel it's inappropriate for you to do this. Go ahead.

MR. LINDLEY: "As part of the requirements of the CEQ regulations on the National Environmental Policy Act, please respond to the following questions and/or include their standards in development of the Draft EIS and Final EIS.

PD-35 "We request that all data in the EIS include the base line conditions prior to the development of the U.S. Air Force flights in Reeves County, and include all cumulative increases from that base line for current and all anticipated flights, thus showing the total cumulative

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environment effects.

BR-5 "Please provide full evidence of your legal authority underneath to be making current flights over the southern part of Reeves County. Please

AO-84 furnish us with documentation showing what additional incremental flights in Reeves County beyond the present proposed RBTI have been discussed or proposed by the U.S. Air Force.

"We request a history of complaints made to the U.S. Air Force regarding actual low-level flights and a complete statement of the procedure in making complaints that become a part of the historical records.

AO-85 "In your analysis of the air pollution, please provide statements of increases in particulate matter at both the 10 and 2.5 micron levels. Please provide your analysis of increases in particulate matter based upon actual flights at elevations of 100 to 300 feet, rather than at irrelevant higher attitudes. Base the figures on the immediate period of the overflight and not on longer periods such as an hour or 24 hours.

"In regard to the effect on stress levels in human beings, please review and include objective studies bearing on the immune system, the nervous

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system, endocrinal system, and cardiovascular system. Please evaluate the effects on children, the elderly, and those with impaired physical and/or psychological

AO-1 conditions. Give particular attention to the effects on people with impaired lung conditions. What is the spectrum of potential effects upon each of the preceding of continuing day and night flights on the maximum number of flights proposed.

"Please include in EIS an estimate of the

AF-41 number of the close passes within 100 feet and 300 feet of individuals walking on foot, riding horses, or driving a vehicle or farm equipment in the period of one year. Please base your environmental analysis on actual flight test data obtained on each of the proposed aircraft flying at their lowest flight levels above the ground, at their maximum training speeds, with measurements six feet above ground and directly under the flight paths.

"Please provide decibel levels, wind force levels and direction, and all EPA air quality

AF-42 parameters under these specifications. State how many aircraft flights will be made under maximum anticipated proposal on a weekday, weekly, monthly, and annual basis.

AO-86 "Will in-flight refueling take place over

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AO-86 Reeves County, and what amount of fuel will be lost or dumped? What will be the effect on humans, animals, and the land beneath? We request that you
AO-125 study the geology underlying the flight zone and determine potential effects of pollutants upon the water in the underground water table. What is the
AO-125 effect of pollutants upon surface water over the periods of a month, six months, a year, five years, and ten years?"

I think that's probably as much as I want to attempt to read from this. We did not receive any response at all from the Air Force to the Commissioners Court of Reeves County and are still concerned that we are not being included in a participatory way. Thank you.

COLONEL BURD: Is there anyone else who would like to make any comments? Yes? **008104**

TY MR. TARIN: Herman Tarin. I just would like to note that -- let you know that the Court did appoint Mr. Clark Lindley to work on this issue, and we really would like to appreciate him and what he has done for us. As far as any response from the Air Force, we have not received a response at all, except a copy of the environmental draft that we received about three weeks ago. Thank you.

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COLONEL BURD: Would anyone else like to make any comments? Ladies and gentlemen, that concludes this public hearing. Thank you for your participation and input. Remember, the public comment period will extend through June 16, 1999.

This public hearing is adjourned. Thank you kindly.

(Time is 7:31 p.m.)

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recognized you and please address your remarks to me.

Please speak clearly into the microphone, starting first with your name. Please spell it out if it's difficult to spell, and the capacity in which you appear if you are representing anyone other than yourself. This will ensure the Court Reporter gets an accurate record.

Each person will be allowed three minutes to speak. This time limit applies to public officials, spokespersons -- **008105**

GE-6 MS. SMITH: I would like to object to the three-minute time limit. There is no legal authority for that. NEPA does not set any limit. This hearing is for the public and is not under the means of the Air Force. I would urge the people who have taken the trouble to come here to make their comments recorded by the Court Reporter. And I would like this recorded by the Court Reporter. Those people have the right to speak as long as they want.

COLONEL BURD: Well, I am sure that all the remarks that are made, including unsolicited outbursts, will be recorded.

As I previously indicated, if you speak --

MS. SMITH: This is a hearing and that is a legitimate objection. I have a right to make an

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objection. I have a right to make it on the record.

COLONEL BURD: Anyone who desires to speak, as I have indicated, will be given an opportunity to speak after I have recognized you. Please address your remarks to me at that time.

As I indicated, each person will be allowed three minutes to speak. This time limit applies to public officials, spokespersons, and individuals speaking for themselves.

You do not have to speak for the full three minutes. However, if you choose to speak for the full three minutes, when you have only one minute remaining to speak, a yellow card will be raised. And then when your time has expired, a red card will be raised.

Out of respect for the others who would like to make comments, I ask that you please honor any request from me to stop speaking. If you think you have more comments than you can present in the time allotted, make the most important comments first. If you don't get a chance to voice all of your comments, you can and should submit them in writing.

If we have the time, we may give you an opportunity to expand on your remarks later at the end of the hearing.

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You may have noticed that a Court Reporter will record verbatim everything that is said tonight. The transcript -- or today; excuse me. The transcript of these proceedings will be become a part of the record of the hearing and will be included in the Final EIS. The Reporter will be able to make a complete record only if she can hear and understand what you say, so speak clearly and slowly. In addition, if you have a written statement, the Court Reporter would appreciate you handing it in so that any names, places, references to scientific terms, or other information can be recorded accurately.

Finally, I would like to remind you to limit your comments to the Draft EIS. That is the purpose of this public comment period. Also, I ask that you avoid repeating what other speakers have said. There is nothing inappropriate about agreeing with what other speakers say, but to repeat the same thing just delays others in making their comments. If you agree with a previous speaker on a particular issue, you can state your agreement. Of course, you may make any comments you wish about the Draft EIS.

If you would like to turn in your written comments, you can place those in the box provided in the back of the room.

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Now, we will start with comments now. We do not have any elected officials, so I would like to, from the cards that have been handed in, call now on the individuals who have indicated a desire to make comments.

And the first person I would like to call on is Bernie Zelazny. 008106

TY MR. ZELAZNY: My name is Bernie Zelazny. That's B-e-r-n-i-e, Z-e-l-a-z-n-y. As many of us here are, I am opposed to any flight training in the area. It seems to me the best place for the EIS is the trash; that there should be no action; that they should move the aircraft closer to the already set up testing and training areas and let the pilots train there, as they have in the past. That would eliminate all of this and the need for it. It would cost us all a lot less in taxpayers' dollars, and the training could take place as the Air Force wishes.

COLONEL BURD: I would like to now call on Steven Posner. 008107

DR. POSNER: I am Dr. Steven Posner, P-o-s-n-e-r. We are relatively new residents to Alpine. My main concern is, speaking as a civilian pilot, of these aircraft's safety in this area.

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Generally, airflight safety is accomplished with what the FAA calls "see and avoid," which works quite well utilizing speeds under 250 knots, which the FAA requires under 10,000 feet.

With nearly double the speed on these Military Training Routes, "see and avoid" is an impossibility. There is just no time for a B-1 or a B-52, going six to eight miles per minute, to see a small general aviation aircraft and to take evasive action, for either aircraft. I know the Air Force certainly doesn't want to lose any aircraft or any personnel. Certainly, the civilian community doesn't want to see that happen either.

AF-43 Again, the FAA makes this rule for a reason and that safety "see and avoid" will not operate at air speeds that are planned for this Military Training Route.

COLONEL BURD: I would like to now call on Hal Flanders. 008108

MR. FLANDERS: My name is Hal Flanders, H-a-l, F-l-a-n-d-e-r-s. I agree with the civilian pilot speaker, and I will leave that go. I don't understand how the ranchers, DEA, border patrol, and anyone else flying around down here can do any avoidance, because their mission requires them to be

BR-2

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looking down all the time. They are not looking out there for spots in the sky. And I don't think it's a matter of if there is a collision, I think it is a matter of when.

In addition, I am upset with the environmental aspect of that many flights in this area, which is already in serious trouble with air

AO-1 difficulties, air particulate matter reducing visibility. You know, if I understand it correctly, when an airplane is flying level, it is not really

AO-5 pouring gas, so to speak, out of the back end. But when it's pulling up, which you must do if you are going to be following the terrain, there will be a lot of this and there will be dumping a lot of their fuel on this ground here, which has already been punished for a long time, and severely. So I don't think we can afford environmentally more degradation when we are fighting hard to try to clean up the area. Thank you.

COLONEL BURD: I would like to call on Dan Decker. 008109

TY MR. DECKER: My name is Dan Decker, D-a-n, D-e-c-k-e-r. I am a retired Air Force Tech Sergeant, and I speak from experience on working on these aircraft for 20 years.

First of all, I am here because this is the best show in Alpine today. Secondly, I am here to apologize to Colonel Burd and other Air Force personnel for some of the things they are going to hear by people who speak here today. And that is on behalf of the sane and patriotic citizens in Alpine.

I would also like to say that continuous training is required. It's not a nicety. It is a requirement. Their hours, their line hours, are continually being decreased. And they are continually being exposed to hostile environments. We have Air Force personnel, and Navy personnel, and other personnel right now under fire. Right now they are being fired at.

From 1947 until 1991, the military was deployed into a hostile environment eight times. That included Vietnam, Korea, and the Gulf War. Since 1992, the military has been deployed into a hostile environment 33 times. Our involvement worldwide is increasing.

One of the things that happens with pilots, Air Force pilots don't get paid a whole lot of money. Pilots with the civilian airlines do get paid a lot; $50,000.00, $60,000.00, $70,000.00 and more for a pilot of a Boeing 747 or a commercial line. That's a

huge, huge draw to pull pilots out of the Air Force, trained pilots. So this need to continually train is something that is accepted.

During World War II, we were unprepared. Japan could have taken this country, or at least a huge portion of it, because we weren't ready. Since then, we have continued to be ready. These pilots need to train. They need to fly here. You don't want them flying over Dallas, do you, or Houston, or Los Angeles to train, to drop bombs. There is nobody out here to object -- or not to object; there is nobody out here in comparison that would cause -- if a plane crashed here, which one did a couple of years ago, it wouldn't hit anything. If it had been in downtown Dallas, several thousand people might have died. Bring it on, gentlemen.

COLONEL BURD: I would like to now call on E. L. Pitman. **008110**

TY MR. PITMAN: Colonel, my name is Earl Pitman, P-i-t-m-a-n. Under the conditions that we find ourselves today in Kosovo and Yugoslavia, I think that the importance of what we are speaking about here today takes on new real incidence. And I would hope that as a community and as a nation -- this is not something that just affects Brewster

County, or Alpine, or the West Texas area, but this affects the very core of our American way of life, and our democracy, and the freedom which all of us want to enjoy. And every person here is here today for the purpose of expressing an opinion about some aspect of their own freedom, personal freedom, or the national freedom. But I would hope that our pragmatism, and having lived and having read history, would not be overcome by what I would call causism and we would not be led astray by that and not understanding the real issue which we are dealing with here today.

I have reviewed the impact statement in fairly close detail. And I have found no pertinent impact that would really cause us as a community to be against it because of the fact that it would impact our community as a whole. It might impact some of us individually more than it does others, and we might not prefer that impact upon our own lives.

I worked for the state highway department for 32 years. That doesn't qualify me for anything except to say that during that time, in the early '50s, I was a part of establishing and locating new highways in this state, a long time before the interstate system was here. And it was amusing to

me, though I found it to be somewhat -- I couldn't rationalize it. And we would interview people and speak to them about where do you want this road? Do you want the road at all? Oh, yes, we want the road. We want to get out of this mud; and where would you put it? Well, we want to put it right out here in front of your house. No, I don't want it; put it over on my neighbor.

So I would just say to the Air Force today that whatever you do, you should pursue this until you implement B, C, or D. Because I balance my budget at home. I expect Brewster County to balance its budget, and I expect Washington to balance its budget for the benefit of us all. And when that takes place, then we are not going to see 40, 50, 60 percent of air time training funds wasted in in-transit flight big as a ho hum, give me a donut and a piece of coffee (sic). Thank you, sir.

COLONEL BURD: I would like to call on Betsy Brown. **008111**

MS. BROWN: My name is Betsy Brown. I would first like to say that I don't think that any of us here are against pilots training. That's never been the question. The question is where. Also, I don't think any of us are saying don't do it over me;

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do it over my neighbor. We are more saying there are other places that there are no people, or very much fewer people, than there are here.

Basically, I am not, you know, really educated on this. I don't know the technical terms. I do know that these training flights impact me personally and very negatively. And I know the more they are, the more the flights there are, the more negative this becomes. And the number of flights has already increased tremendously in my lifetime out here, and I am not sure why. They fly right over our house. I am not sure why. They say they try to miss our house, and that's a little difficult to believe. We can call and complain. Maybe it does a little good for four or five days; then guess what, they are flying right back over our house.

AF-55

I don't think it's necessary. That's the point. I don't think it's necessary for them to do this out here. I don't think it's necessary for them to increase the number of flights. I think it is necessary for them to train. I am patriotic. I don't want them to stop training. But I think there are better options, better alternatives, than over us. Thank you.

COLONEL BURD: I would like to now call

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on Jack Brown. 008112

MR. BROWN: I am Jack E. Brown. I live in Presidio County, Texas, not far from here. We own private land there and try to get by with a cattle operation, which is not profitable. I think that's pretty well known. The Air Force is violating our rights. You are trespassing on our rights in using our air space and part of our property without compensation. I believe, traditionally, a landowner in this country owns rights under the surface and in the airspace above the surface, and that is not being respected.

BR-5

Your flights, your training flights, are affecting our operation in a number of ways. Just one example, we have some guests. We have some paying guests. We have three different residences on our country. We have some hunters that pay us that help us stay in business. I think you can imagine what that might do to a hunter when he is stalking a trophy buck and one of your planes zooms down close. It scares him and scares his prey off.

BR-4

You are affecting us in a lot of ways. Our livestock, our riding horseback, for example. I am not doing that at the present time. I am almost 83 years old. And I was and really not too long ago. I

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wouldn't dare get on a horse now at a time when one of your planes might come over, because it wouldn't take much to get me off and break my leg or something.

BR-3

We support the training. We are patriotic, always have been. But we believe in private property rights. You started this and you continue it without consulting us about it. We don't have time to come to these meetings and do everything that we could do to protest this. We don't have any help. My daughter and I run those ranches, and we can't take time to do what we would really like to. Thank you.

COLONEL BURD: I would like to now call on Mimi Smith. 008113

MS. SMITH: My name is Mimi Smith. That's M-i-m-i. I am the attorney for the Trans-Pecos Protection Group, which opposes the Realistic Bomber Training Initiative. And I would like to note, first of all, that the cards were not left in order, because I signed up long after Bryan Kelley. I oppose any violation of the process as set forth.

GE-30

And I also strongly oppose and I am offended by the United States Air Force stopping our citizens from speaking. How dare you? And don't call me

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unpatriotic. My father was injured, and has suffered that injury the rest of his life, in World War II. My mother worked tirelessly as a volunteer in World War II. My nephew was in the Persian Gulf War. And I supported the soldiers when they were in Vietnam, so don't you dare call me unpatriotic.

The reason -- I was raised on a Houston military base. And the generals that used to come to my birthday parties when I was eight years, told me this: They said the lowest civilian outranks the highest military personnel, and that's why we are civilians. That was when the military respected civilians. How dare you hold up cards in front of these people. They've lived here for generations, generations. We have something to say. We are going to say it. And we are trying to be polite. And we have been treated like your servants, that we are supposed to sit here and obey and be silent and follow your rules.

GE-6

This hearing is mandated by the NEPA. There are no three-minute rules. The Air Force is here because they have to be if they want to have their bomber initiatives or even if they even want to change them. And speaking of change, what most of you don't know, the so-called No-Action alternative

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is inaccurately misrepresented. If the Air Force wants to come up and say, well, this site has no action, therefore, there is no environmental impact, what they are not telling you is that the No-Action alternative is an action alternative to lower flights from the limits of 500 feet now, to 200 feet. And as many of you know, because you have looked out your windows and seen the faces of the German pilots, not the American pilots, flying these planes, they are flying at 200 feet.

PD-40

The last speaker spoke of the dangers of horseback riding. Maybe that doesn't mean anything to somebody from San Antonio. But I am not so unemotional. It is extremely dangerous. So far, one of the planes has not come over at 100 feet; but I am on the ground if that happens. There is no way that we are surviving that. That's a tiny alternative. The only reason this area is proposed is because there is nobody to object. There is not enough of us. At least that's what it is believed. Texas, when it joined the Union, didn't make the deal that the other states made. And that's why there is so little federal land in the State of Texas. There are over six million --

COLONEL BURD: Mrs. Smith, your three

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minutes has expired.

MS. SMITH: That's fine. There are over --

COLONEL BURD: As I have indicated to you, your three minutes has expired. Can I interrupt you a moment? What I would like to do is what I have done in each of the previous hearings we have done, which I am sure you are aware of in your capacity, and that is to go through all of the individuals who have indicated a desire to speak, and then ask if there is anyone who has not spoken that would like to speak and give all of those people three minutes --

MS. SMITH: The cards weren't even kept in order. I am not --

COLONEL BURD: Just a moment.

MS. SMITH: No.

COLONEL BURD: Just a moment.

MS. SMITH: No.

COLONEL BURD: Well, then, I am going to continue to speak over you --

MS. SMITH: That's fine. That's your Court Reporter's problem. And as you know, a Court Reporter can't take down both people. And this hearing is for that Court Reporter to take down the comments of the public, not the United States

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military. The purpose of the hearing is only for our comments.

COLONEL BURD: Ms. Smith, can I ask you a question? Are you an attorney?

MS. SMITH: There is no legal -- yes, I am. And there is not legal authority to the three-minute limit; none.

MR. COLONEL BURD: Are you an attorney in the State of Texas?

MS. SMITH: Yes, I am. There is no legal authority for the three-minute limit --

COLONEL BURD: Are you aware of your ethical obligations?

MS. SMITH: There is no three-minute limit.

COLONEL BURD: I consider your behavior to be unethical.

MS. SMITH: There is no legal authority, and I will not obey it.

COLONEL BURD: The rules that we have established --

MS. SMITH: There are --

COLONEL BURD: -- and the rules I am employing at this hearing and all other hearings --

MS. SMITH: What is that --

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COLONEL BURD: Fairness.

MS. SMITH: Fairness to who?

COLONEL BURD: I ask that you be fair and to give everybody a chance. Now, as an individual early on that has not --

MS. SMITH: Fairness to whom?

COLONEL BURD: To everybody here. You are going to be given all the opportunity to speak, but at the appropriate time.

MS. SMITH: There is plenty of time for everybody to speak.

COLONEL BURD: I am asking you to sit down. I will call you back up after everyone else has been given their three minutes.

MS. SMITH: The Court Reporter can't take anything down, which makes this hearing illegal.

COLONEL BURD: Would you please sit down?

MS. SMITH: No.

COLONEL BURD: You are creating a disturbance. I can see from your behavior that --

MS. SMITH: Are we going to act rationally? I will be finished in 30 seconds.

COLONEL BURD: I would like you to sit down. When everyone else is finished taking their

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three minutes, I will give you another three minutes.
MS. SMITH: I just want 30 seconds.
COLONEL BURD: If you want longer than that and no one else objects, I will give you additional time.
MS. SMITH: Then I would ask that you not --
COLONEL BURD: But it's not fair for you to demand your rules. Who are you to demand your rules?
MS. SMITH: My rules are designed by the National Environmental Policy Act.
COLONEL BURD: I am simply telling you that these rules are going to be enforced, and your belligerence is not going to force me to deviate from the rules that I have decided are fair.
MS. SMITH: Did you also decide not to leave the cards in order?
COLONEL BURD: I am asking you to sit down.
MS. SMITH: Did you also decide to leave the cards out of order, because they were taken out of order. Bryan Kelley was not allowed to speak in the order in which he signed up. Thank you.
COLONEL BURD: I am asking you to sit

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down. Thank you.
I would just like to say for everyone who is here, that we have had several hearings and we have several more hearings planned. We have had people attending previous hearings who have attended some of the other hearings. We have people here today who have attended all of the hearings, which is fine. The Kelleys, I expect to see them on our whole trip. And I personally like the Kelleys. I have had some good conversations with Mr. Kelley, and they are fine people. I have no problem with anyone who has made comments.
But what I have tried to do -- and I am real sincere in this. I have tried to maintain fair and consistent rules. We were in Snyder, Texas, and we had over 450 people in attendance. And we had about 58 speakers, and we had a limited period of time. And providing three minutes for each speaker without taking any breaks gave us enough time to get through all of those people.
Now, one of the concerns I have had is that in an event like this where we have got a smaller group, if I just say, okay, let's do away with the rules and let people talk for as long as they want to, the word would get around to these places where

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there are going to be larger groups, like where we had them at Snyder. And that people -- then it would then get out of control.
And these rules I have implemented for the purpose of giving you all an opportunity to speak. And at every hearing, I have ended with what I am going to do here. And that is, giving you all an opportunity to speak, even if you haven't filled out a card. Even if you have already spoken, I am going to give you additional opportunity to speak. So nobody is going to be denied anything. 008114
I would like to now call on Earl Lively.
TY MR. LIVELY: I am Earl Lively, and I am an old Air Force man from World War II. And I am just -- I am probably not going to use up my whole three minutes because I am not a public speaker. But I remember what it was like in World War II, when I was 19 years old and I entered the Air Force. We were totally unprepared. And we certainly need for our Air Force to fly and get training. And if they can't fly and get training out here, where in the world can they fly? I mean, they can't fly over Dallas and Houston and places like that. So we need this training.
And, also, I might say that I heard one of

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the gentlemen speak about his cattle being scared and all of that. I have flown right over cattle and they haven't even looked up. And the same way with deer and other animals. They don't even pay attention to the planes. So I think that's a little bit on the ridiculous side.
From my part, after all we have gone through in World War II and these other places that our Air Force has served, I am 100 percent for our Air Force. And we need -- we need the room to fly, and we don't need all this talk about people being against our pilots flying and training. Even if they are German pilots, they don't have room to fly over there either. They need the room out here to fly.
So that's all I have got to say. As an old Air Force man, I say gung ho.
COLONEL BURD: I would like to now call on Gerald Puckett. 008115
MR. PUCKETT: Thank you, sir. I am Gerald Puckett from Fort Stockton. I operate Puckett Ranches, Limited. And on my country, I have what I understand from the Abilene Country Club's rumors, the Moscow waterworks you raid quite frequently. And I have prepared a statement to read.
To the Senior Officer at the Air Force

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Public Hearing at Alpine today: Subject is startling. Thanks for the invitation to tell you my side. For 20 years I have been hearing and watching your trainees on your regular flights, day and night. I haven't liked it but thought maybe, well, patriotism. But German fliers; I served in World War II to prevent that over my pasture. You are a nuisance. You scatter livestock everywhere. You have affected lactation. The calves are missing that meal when you fly over. BR-3

Have you ever thought of making a financial offer to compensate us? The oil patch has other problems. Would you like to work on a high pressure gas line under a drilling floor or inside a compressor building and be startled by a fly-by? It sounds like a ruptured gas line. It raises your blood pressure. BR-5

Go to the many, many miles of federal lands we have that don't pay taxes and leave us alone so we can get our ad valorem taxes paid. Thank you, sir.

Any questions?

COLONEL BURD: As I previously indicated, this public hearing is not an opportunity for a question and answer session.

I would now like to know if there is anyone

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who has not had an opportunity to speak; if anyone would like to speak now from that group? Anyone who hasn't spoken that would like to speak, please come forward. Mr. Kelley? 008116

MR. KELLEY: Thank you. I would like everyone here, if you would please, remember what we are here for, and that is to conduct a public meeting relative to the Realistic Bomber Training Initiative Environment Impact Statement.

In doing so, it requires that we all give our comments. If you would, please, write to the address that the Air Force has given us, giving your comments, your opinions, pro or con; participate, please participate. Write your federal and state senators, write your federal and state representatives; give them your opinion. It's very likely somewhere down the road you are going to need your opinion heard relative to this particular proposal by the U.S. Air Force.

What we have done -- I am a spokesman, by the way; Harold Bryan Kelley. I go by B-r-y-a-n, K-e-l-l-e-y. What we have done with the Trans-Pecos Protection Group to attempt, by executives, by legislative, now in some cases through the federal courts, to convince someone that the Air Force has

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for the past, say, 20 years, since about 1980, been attempting to perfect a mistake. The mistake was ever creating any military training routes over the Trans-Pecos area. This, of course, is a national problem. It isn't local at all.

We would like to see the Air Force move their military training routes where they belong. Stop trying to perfect a mistake. The mistake is to fly over populated private property when we have some six million acres of federally-owned land in existence now where these flights can be conducted without disrupting private property or too much of the environment, really. PD-7

So if you would keep that in mind when you contact your elected representatives. You can, in this case, call us, get some of our literature. We have our fax number on it, our telephone number, our mailing address, our e-mail address. Contact us for any further information. You may want to write to the branches of the United States Air Force, to the Department of Defense Air Forces, which include the Marine Corp, the Navy, and the Army.

Contact everyone. When you do so, please send your letters certified mail and return receipt. Keep the receipt. It may be very important for

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future litigation. Thank you.

COLONEL BURD: I had a card provided to me. And I would like to now call on Norma Kiser. And excuse me if I mispronounced your last name.

MS. KISER: It's Kiser. That's okay; no problem. 008117

Good morning. These comments are from the Davis Mountain Trans-Pecos Heritage Association on behalf of the members. And any comments are addressed to Major Brent Adams, and it is in regard to the Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Dear Major Adams: The Davis Mountains Trans-Pecos Heritage Association represents landowners owning hundreds of thousands of acres of private land that will be impacted due to the Realistic Bomber Training Initiative. Thus, our association has an interest in the initiative on behalf of these members. The United States Constitution protects the sanctity of private property ownership and guaranties these rights. That protection is provided by many provisions in the original Constitution framed in 1787, and ratified in 1788, and the Bill of Rights framed in 1789 and ratified in 1791. Property rights are also secured

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in Section 1 of the 14th Amendment, which was framed in 1866, and ratified in 1868. Little doubt should exist as to the constitutional importance of property rights. Yet, we specifically address the federal government's apparent disregard for private property rights of the members of the Davis Mountains Trans-Pecos Heritage Association. The RBTI invades the airspace of hundreds of landowners, bring undue interference with their right to the use, management, and peaceful environment of their land, which is being used without their permission. The Davis Mountains Trans-Pecos Heritage Association appreciates the opportunity to comment on the RBTI EIS. Please register our strong opposition to this initiative. And this is submitted by Norma Kiser, Executive Vice-president. Thank you.

BR-5

COLONEL BURD: Is there anyone else who has not made any comments that would like to make comments? Please? And if you could, state your name, please. 008118

TY

MS. FRANCES: My name is Cheryl Frances, Cheryl with a "C", Frances with an "E". I thank you for the opportunity to speak. I would just like to make a couple of points. I am here just as a citizen, landowner, taxpayer, voter, and

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conscientious objector. Due to the history of this initiative that was referred to by Mr. Kelley, I feel that the details of this environmental impact analysis are acting as a distraction from the underlying issue. Also, due to current and inevitable future environmental impacts that will be and are being caused by this low altitude flight training over our private land, as well as state and national park land, I must object to all of the proposed alternatives, preferring what I would call Choice E, none of the above.

Lastly, I love my country. I love it very much, and this is why I cannot support the initiative.

COLONEL BURD: Is there anyone else who hasn't made comments who would like to make comments? Please? 008119

TY

MS. EATON: My name is Leigh, L-e-i-g-h, E-a-t-o-n. The only thing that I have to say about this is if we need protection from our Air Force, where are we going to get it if they don't have any place to train? And what I am disappointed in today is the people here that did not show up for this; if they have a support, if they don't understand the issues, if they don't care what the

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issues are here. But the only people who show today are the NIMBYs. If you don't know what that means, "Not in my back yard." But if your back yard is attacked, you are going to want some protection from our servicemen.

So I urge you to give this a little bit more positive view. Because I just learned a few days ago that these bombers have been flying over some of these areas for weeks, months, Monday through Friday. I'm go in the back country as much as I can. I stay outside. I have never heard one little noise from any aircraft. And I know for a fact that if they fly over a cow -- you can shoot a gun about that far from a cow's head, and if she is busy eating, she is not going to look up. I know this for an absolute fact.

So just give it a lot more consideration. We need these guys. We need protection. I am willing to give them some of my space so that they can protect us. Thank you.

COLONEL BURD: Is there anyone else who has not spoken that would like to speak?

Is there anyone who has already spoken that would like to make additional comments? Please? 008120

TY

MR. DECKER: Again, my name is Dan Decker. One of the reasons they want to fly here, we

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have one of the lowest population densities of any area in the United States. Any large area that makes a 40 to 80 in area, 40 to 80 or 90 nautical miles, you don't have any areas that large with nobody in it.

The question is disturb hundreds of people or disturb millions of people. That's the options. As far as disturbing the environment, the animals and the environment, I've raised Arabian horses. I no longer do so. Arabian horses are perhaps the highest strung horses of any kind of horses in the world. I lived right next door to an Air Force base. The other side of the fence was Ellis Air Force Base, the 28th bomber unit, B-52 Hs & Gs. These horses never looked up. They don't have any natural enemies above their heads. They don't care what's going on above their heads. They hear the planes coming from a long way off, so it's a gradual, to them, increase in any noise that they might hear. It's not startling.

These planes are not going to be breaking the sound barrier. It's my understanding it's against the law to break the sound barrier over the continental United States. They have to go out over the ocean to do that. So that sudden noise is not going to be there for the animals. They don't care.

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I would also like to address rudeness. I thought people in Texas were polite. If you are being rude, you are being rude. I don't care what your profession is or who you are, be polite. Everybody has an opportunity to talk. Don't go and hog the mic.

Addressing the issue of flying with other people from other countries. Right now, our men are flying with Germans, Frenchmen, Italians, and they have to practice together, both. All these countries have different ways of doing things. They must practice together; required.

A compensation; if you want compensation for it, you are talking to the wrong people. These gentlemen don't make law. If you want compensation, you need to talk to your congressman. That's where the laws come from. Thank you.

008121

COLONEL BURD: Yes, sir?

TY MR. BROWN: I am Jack Brown. Again, I want to make a few comments about patriotism, and the national defense, and things like that. I think you all know that our defense budget has been cut quite a bit in recent years. I am against that. I think the United States of America is in peril, particularly from China. I don't think we have anywhere near

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adequate protection from incoming missiles and so forth.

I have read that the Air Force is short of pilots. I would like to see them be at full strength, all the military forces of this country. I can prove that I have written the congressmen and different people, encouraging them to keep a strong national defense and not cut the budget for those things. I just want you to understand that, that we are patriotic. We support the Air Force. But we want them to make some changes in this low-level flying. Thank you.

COLONEL BURD: Is there anyone else who would like to make additional comments? Anyone else at all that would like to make any comments?

Well, ladies and gentlemen, this concludes our public hearing. Thank you for your participation and input. Please remember the public comment period will extend through June 16, 1999. This public hearing is adjourned. Thank you again.

(Time is 11:55 a.m.)

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any names, places, references to scientific terms, or other information can be reported accurately.

Finally, I would like to remind you to limit your comments to the Draft EIS. That is the purpose of this public comment period. Also, I ask you that you avoid repeating what other speakers have said. There is nothing inappropriate about agreeing with other speakers, but to repeat the same thing just delays others in making their comments. In you agree with a previous speaker on a particular issue, you can state your agreement. Of course, you may make any comments you wish about the Draft EIS.

If you would like to turn in your written comments and you haven't already done that, please place them in the box provided in the comment area there in the back of the room.

And I do not have any cards indicating any official representatives indicating a desire to make comments, so I will move to the list of individuals. And, again, I would like to remind you of the three-minute time period.

008122

I would like to first call on K. J. Remme.

MR. REMME: I am Karl Remme, and I am one of the owners of the McCoy Land Cattle Company. And I hope that all of you will really consider how

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short three minutes is to address this, and remember your opportunity to submit comments in writing.

A couple of significant factors that I would like to address following the cultural and heritage. One of the things we worry about considerably in the Agricultural Extension Services Center on grazing land and ranch management and other production stewardship programs, are some of the very important aspects of the agricultural production industry, and some of the terrible burdens that the landowners face, and some of the motivations for being in agricultural production. The ability for a nation to produce its own food is surely as important as its national defense. They are both extremely important.

In America, it's possible to own your own lands. And a lot of people who -- or most of the people who participate in agriculture have a very small return on assets. Those sorts of investments would make no sense except for the fact that the way of life, the cultural and inheritance benefits of raising families this way, and the extreme challenges of stewardship in this very complex production and natural environment are extremely challenging and are an award to themselves.

We don't want to end up like the Russians

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where nobody owns the potato patch and you get to end up with the Army digging the potatoes up. There is plenty of federal land in the western United States. I think that that should have been the No-Action alternative. **PD-4**

I really do feel that these cultural and heritage impacts are of very great national significance. I think that inefficiently considered also has been the tremendous economic impact. **BR-4** Another fault of the EIS is that we get no credit for the consideration we have given the military in the past, where they have directly accumulated increasing noises. They have determined now that this cumulative noise is the reason to not consider the noise analysis for what they consider to be a small incremental increase in noise from this route. 30 PDL, proposed daily noise accumulations--or the DNL, it is called--is about what the normal desert southwest is. Particularly jacked up to already 60 of a factor of six. That's worth nothing to you now because it's considered to be so noisy from their own intrusions that it's not worth doing a noise analysis to consider the small incremental change. And mark my words, there will be another increment after that. **AO-87**

Even the No-Action alternative puts in

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routes which are very new to us. The original IR-178 left the area in the Big Bend park and headed off to the northwest. It's only recently that we have seen aircraft flying in Brewster. Now effected as an No-Action alternative and it's not charged as an (inaudible) -- **AO-88**

COLONEL BURD: I would like to now call on Emmett McCoy. 008123

MR. McCOY: I am Emmett McCoy, McCoy Land and Cattle Company. They say that a picture is worth a thousand words. This map appeared in the Fort Davis paper some time back. You don't have to get very close to see what it is. It shows everything in black that's federal land, land owned by the federal government. I don't think any of us would object to the Air Force flying over our land, but I mean the land that's black. That's our land, too; and yours, and mine. And there is certainly so much of it that I don't think hardly anybody realizes how much of the land is federally owned in the west. **TY**

The Alamogordo deal is in the middle of this black mark right here, that land all around it and all through here. And they have chosen to come down into Texas here and fly over our lands, private land.

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I have a lot of problem with that. Thank you.

COLONEL BURD: I would like to now call on Tom Curry. 008124

MR. CURRY: Tom Curry, private citizen. The Big Bend area has always been a place where people can still live in peace and quiet away from the noise and the chaos of the cities and the industrial areas. The Air Force would like to change all of that. They want to turn our home into a Military Training Area. Make no mistake, these flights, one after another, will be extremely loud and dangerous.

Are these flights really necessary? Already the U.S. has more military weapons than just about every other country combined. This country spends more on the military in five hours than it does on health care in five years. We must be the most war mongering country in the world. And we, the people, the taxpayers, are sick and tired of breaking our backs paying for this.

I believe the purpose of this hearing is to find out how we, the community, feel about this proposed realistic bomber training. So let's take a vote. The Air Force can't vote, please. If you would like to see your home turned into a training **GE-30**

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area for the Air Force, raise your hand. All opposed? Okay; Air Force, there is democracy in action. Maybe you should go back and tell the government you work for to try it sometime. Thank you.

COLONEL BURD: The next person, it looks like that it's just a last name indicated here, Daileen. 008125

MS. DAILEEN: Colonel Burd, I just have one name. My name is Daileen. I am here. I don't have anything prepared to say, but I do have a very strong feeling about having the Air Force, whatever form you come in, whether you are in jets, or bombers, or anything that flies over our head that makes noise.

This is one of the few last places on this planet where you can sit outside and hear the birds or watch the ants and be really quiet. I was in Arizona with a friend, and we went hiking for three hours to get back into the boonies. We were sitting there. We didn't talk on the hike. We were sitting there quiet, and "caboom"; and that was the end of the fun. Because when you live in an environment like this, you appreciate the quiet. You people that are in the Air Force live a high-stress job -- I

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mean, live in a high-stress environment. We used to. The reason we don't anymore is because we chose to move out here where it's quiet. I am sure there is not one person in this room that can't say I came from somewhere to get away from the noise, to get away from the pollution that hits you every day; not just one caboom that you hear out in the quiet.

We don't want any noise out here from the Air Force over our heads. We really don't. We appreciate what you are doing, but there is so much land that you could fly over other than ours.

Tourism is on the increase out here, because people are constantly wanting to come out here to get away from what you people have to work in all the time. And we would appreciate it very much if you would let us have one spot on this planet that's quiet so that the people who live here can appreciate and stay that quiet; the people who visit here can be in quiet. Thank you.

COLONEL BURD: I would like to now call on Edward Holland.

008126

MR. HOLLAND: Thank you. I would just like to explain that there is severe problems with this Draft EIS. The noise levels and the environmental impacts are all based upon 500 feet

BR-7

AO-57

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above ground level. This is not the situation that exists. Despite over a dozen complaints from me to the Air Force about pilots violating the 500-foot AGL restriction over structures, people in vehicles, they continue to do it on a continual basis. Until all the numbers in this report are changed to reflect distances of 200 feet and full-power throttle settings in these aircraft, it is no -- it is not at all accurate; a severe technical flaw in this entire process.

The second thing is that I attended all these scoping meetings around here, or I should say one in each series. The message that we gave to the Air Force, overwhelmingly, was to move these flights over federally-owned property. It is the responsibility of the federal government to provide a place for the Air Force to train. It is not my responsibility to provide them a place to train.

The four alternatives selected in the EIS completely ignore all this input. I don't understand why, but it -- we have seemed to make a joke of the entire process. Thank you.

COLONEL BURD: Now, I would like to call on Karen Reimers.

008127

MS. REIMERS: Thank you. My name is

AO-57

AF-2

AO-47

GE-3

30

Karen Reimers. I am a private resident of south Brewster County. I also didn't really prepare a comment today.

I have several problems with the Draft EIS as it appears. The first being that I only received my copies of it 12 days ago. And as I have a medical disability and have had two minor medical crises during this time, I have not had an opportunity to review all of the voluminous data that was presented. But I plan on making written comments to address each issue, however.

I also have a problem with the format of this meeting, in that I travel 70 miles each way to attend each of these meetings. I have attended in '96 and '98, and today. And there was not a schedule published in the paper. I would have liked to have attended this morning, had I known that that's when the open house would have been. And I could have had a question-and-answer session then. But it just appeared that there would be two sessions. And as I was driving a long distance, I chose to arrive this afternoon. So I have not had an opportunity to meet one-on-one for more than about five minutes. And I do protest that as well.

GE-26

GE-22

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Also, just in the cover of the Draft Environmental Statement, the need for process is described, and it's described as an open forum for discussion. I am dismayed at the fact that there is very little discussion going on here. Again, maybe if I had been notified and would have attended the morning session, we could have had a open discussion about the issue. But discussion involves give and take, both ways. And it appears to me that you are making your presentation and we are making our comments, and there is not really discussion and not much opportunity for feedback.

Now, I am going to ask a question, although I don't expect it to be answered. But it would appear that any written comments that I address to you will be answered in writing, which is what I read again on the inside cover of the Draft EIS. And I would hope that that would, indeed, occur.

My primary concern is airspace management and air safety. These are the issues I have had the most difficulty with, as a resident living very near IR-178. We have conflicts with the INS border patrol low-level flying missions. They have appeared before you and stated that they have had near-miss incidences with your aircraft. We have a certain

BR-2

amount of drug smuggling in the area. And these people do not file air plans. They do not call in the AGL in the air. And we have private aviation in the area.

Also, I have been attempting since 1976, to have my residence published on your maps as a low sensitive area. To date, it still has not been done, even though Captain Myers came to my residence and used his global positioning satellite and equipment to locate my coordinants. And I was assured at that time that that would be published.

AF-10

So there are many flaws in the study, and there are many problems with the residents here regarding this EIS. And I would hope that we can address them in the very near future. Thank you very much.

COLONEL BURD: That exhausts the cards. Well, no, I have a couple of more cards; excuse me. I would now like to call on Bryan Kelley.

008128 MR. KELLEY: I am Harold Kelley, Harold Bryan Kelley. I go by Bryan as an alias. I think everybody needs one occasionally. I am a spokesman for the Trans-Pecos Protection Group. I've met most of you, I think.

What I would like to bring up now is we

object and complain about the U.S. Air Force flying those low-level realistic combat training flights over populated public property. We are told in our investigations and analyses, there are some six million acres of federally-owned public land that can be flown over. There is no reason that we can find not to move these flights to federal property.

We also have discovered in our analysis, and discoveries, and so forth, that over a period of two and a half years, that these flights are at 100 feet or 500 feet. Where they happen to be flying happens to be an invasion of our property. They are trespassing, by law. What I do mostly is legal work. My background is what I do. I do contract management as a profession, as a legal profession.

BR-5

We have also found, to our amazement, that no one listens. The only buffer we have discovered now days is the National Environmental Policy Act. That requires that all of us participate. If you do not participate, then you are not playing the game or you are not in the game. What you need to do, by all means, is write to the Air Force and give them your opinion, whatever it is; write to your federal and state senators, your representatives; write to the FAA, the Federal Aviation Administration; write to

the Environmental Protection Agency, the EPA; whatever you do to participate.

What we are trying to do is get the Air Force in the position as are our tank regiments who do not train on the ranches around here or in Coconut Park. We do not want the artillery battalions training in Coconut Park, your backyard, or your ranches. We see no reason in the world, logically speaking, why the Air Force would train on our property; on our property; not over it, on it.

You get down to 100 feet, I can guarantee you, you are going to have gale force winds and it's going to be extremely hazardous, physically hazardous.

AO-2

If you would like more information, remember we have our organization to contact and Mr. Sforza. He is an aeronautical engineer and a test engineer; aeronautical and test engineer. He can give you all the physics of low-level combat training flights. If you need it, he will give you some information. Call us; write us. We would like to talk with you. Thank you. Thank you, Colonel.

COLONEL BURD: I would like to now call on Kay Kelley.

008129 MS. KELLEY: Thank you. My name is Kay

Kelley, K-e-l-l-e-y. I am with the Trans-Pecos Protection Group, which is a nonprofit organization which supplies information to anyone who can use it.

We oppose the expansion of military airspace over the human environment. We have attended some of the other public hearings for this Draft Environmental Impact Statement in Snyder, Big Lake, and Pecos. Over and over, the people spoke to the tremendous damage they have already experienced from these low-level realistic combat training flights.

One man in Snyder brought up that a friend of his who sold real estate in the Big Bend area informed him that when one of these flights goes overhead while he is showing property, the potential buyers just get back in their cars. The impact will lower our real estate values, will lower our school taxes.

BR-4

People spoke again and again of how these low-level realistic combat training flights have done physical, economic, and psychological harm that is not compensable.

While this Draft EIS is beautifully presented with its charts, pictures, and maps, the information about the environmental impacts in it is flawed. These are realistic real life people out

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here. But this draft deals with is statistics and percentages. The repeated use of words like "might," and "may," and "negligible," and "inconsequential" when describing the impacts felt from the low-level realistic combat training flights are insults to our intelligence. Anyone who has ever been under, or had a near-miss with, or had property damaged by, these war machines can attest to a very definite negative impact.

AF-44 This draft does not address the new wing of the 37 B-1 bombers that is coming to Dyess Air Force Base and where are these additional bombers are going to be flying.

One question I have never gotten an answer to concerning the FAA, Federal Aviation

AF-6 Administration's, regulation that require pilots to fly 500 feet from people's structures or vehicles, is how is the military going to avoid us when they don't know where we are? These are active businesses trying to operate under these low-level realistic combat training flights. The bombers and jets flying this fast and low are not going to be aware of other aircraft and people working or recreating on the ground until it is too late to avoid them.

The draft has not adequately given the

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alternatives required by the National Environmental Policy Act. The Alternative A, which is supposed to be the No-Action alternative, will have chosen

GE-41 certain justified routes used for bomber training that have not gone through the legal formation process. Instead of being a No-Action alternative, in reality, this draft has three alternatives of low-level realistic combat training flights over West Texas, and one in New Mexico, with continued flights in Texas.

There is no plan to remove these flights from West Texas that are already disrupting the livelihoods and well-being of its residents and visitors. Only a few citizens have received a copy of the Draft Environmental Impact Statement and had the time to read it, or went to the library to share that copy of it, will, in fact, have a chance to see Alternative A that is -- --

COLONEL BURD: Ms. Kelley, you are well beyond --

MS. KELLEY: Do you have anyone after me, Colonel?

COLONEL BURD: I don't know. I need to ask. But you are well beyond your three minutes.

MS. KELLEY: Do you have anyone after

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me, a card?

COLONEL BURD: I do not have any more cards, no. But --

MS. KELLEY: Well, if you are going to ask people, I would like to continue now instead of sitting down.

COLONEL BURD: Well, I would like to have you finish now.

MS. KELLEY: I am just about done.

COLONEL BURD: How much more time do you need?

MS. KELLEY: Well, just two paragraphs.

COLONEL BURD: Well, I would prefer to do is stick with the rules, as I have indicated. And you have been at each one of these hearings, so you are as well aware of these rules as I am.

MS. KELLEY: Uh-huh. I didn't see anybody waiting.

COLONEL BURD: You also know that I am very fair about allowing everybody to come back up to make additional comments as long as we have the time.

MS. KELLEY: If you'd like me to do that, I will.

COLONEL BURD: I would like to stick with my rules.

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MS. KELLEY: Okay.

COLONEL BURD: So I would like you to stop speaking now.

MS. KELLEY: Yes, sir.

COLONEL BURD: And what I would like to know now, since I have exhausted all the cards, if there is anyone who has not made comments who would like to come forward and make comments now? Apparently not. Yes? 008130

TY MR. DECKER: My name is Dan Decker. I was here this morning. I didn't sign up a card this afternoon, because I didn't see any reason to repeat information that you had already heard, which apparently is being repeated again, and again, and again at various locations, so you have several copies of it.

One thing I haven't heard anybody talk about is why we practice low-level. We are not the only nation in the world with high technology now. Most people have radar. We must practice flying, low-level. Flying under the radar gets them there without them knowing we are coming; make our bombing, our strafing, or whatever they drop down behind -- below the radar, so they can't find us out. Don't want these missions, these combat missions. One

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way -- we want them to be able to fire again, so we practice low-level. And you can't just say, okay, guys, you're off to bomb a site, go out and go down to the altitude -- at very low altitude and make your bombing run or whatever happens, not without having those people having practiced this particular mission. It's a very difficult thing to do; very difficult. You must practice. Where are you going to practice? They choose a low population density area for this. I saw the map one gentleman was displaying for the federally-owned land in west United States, western United States. It looked to me like Denver belongs to the federal government, and I know that that land is not owned by the federal government. Private people own it as well. And you can't have two owners of the same piece of property.

One question somebody else hadn't brought up is the pollution from the aircraft. They are skirting around the edges, but they haven't brought it out yet. What comes out of a jet exhaust? Anybody know? Mostly water. You burn a gallon of fuel, you create more than a gallon of water. From a high school chemistry teacher, she confirmed that. Something else I was going to say is that the amount of water is minuscule. There is even less pollution.

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These aircraft are the cleanest fuel-burning engines we've ever had in the history of the world. There is very little pollution from them; very little. That's all. Thank you.

COLONEL BURD: I have been handed a card. The name isn't indicated here, but representing Fox Canyon Ranch, if that person would like to come forward. If you would, please state your name when you begin your comments. 008131

MR. ROSS: I am Hunter Ross with the Fox Canyon Ranch. We are located in northwest Jeff Davis County, right south of the I-10/I-20 interchange. And we have had that military -- this training route goes exactly right over both of our ranch houses, and it's just -- basically, I am not going to get real technical and detailed about it. But for the last 20 years, ever since I have grown up out there, these aircraft fly right over these particular houses. It's a disruption, you know, to our private rights out on this ranch.

PD-4

And one thing that I don't understand is with all of the public land that is in New Mexico, Oklahoma, and Arizona, Colorado, I don't understand why some of this is not done in that area, you know, with all of the public land. Texas is mainly 90, 95

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percent private land. And anybody that -- I don't know, you know, how many of these pilots or people in the Air Force have ever owned private land of their own, but it's kind of disruptive to -- and I am not necessarily talking about the pollution effect of it, but just -- I also do hunting guiding and outfitting. And when you have people out there hunting and, you know, you've got these low-level aircraft coming over -- and I have had them so low that the pilots have waved at me before, when I have been up on the side of the mountain and they come by. And it's been just a continual thing that's gone on.

And I don't know exactly all the details and everything of what's going on. I wanted to come and speak for, you know, our part of the ranch and for my father, which he is out of town today.

But that's one thing, is with all the other public land access in the United States, I just don't understand why Texas, being all private land, formally owned private land, why it has to be done in Texas, with all the public land in southern New Mexico and eastern New Mexico. I mean, all that area down there is all public land. And, basically, that's just my point. And so that's all I have to say.

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COLONEL BURD: I have a card and I would now like to call on Anthony Sforza. 008132

MR. SFORSA: Hi. I am Tony Sforza. I am opposed to the military flights in this area. I feel the Air Force has not given this thing any true alternatives. The alternatives you propose are unacceptable, especially the ones on not training your pilots. We think you should train your pilots. That would be a ridiculous alternative.

However, it seems like you are giving us a choice between washing the dishes or taking out the garbage. It's really not a choice. You haven't put a viable alternative in this. There is really no alternative to say why some private lands in Texas, and it may interrupt their lifestyles, and it's going to relatively dangerous for the people on the ground, hiking in the hills that we do. And yet, you say that's your only choice. To me, that's not appropriate.

PD-42

Another alternative should be looking at the two-thirds of the western United States that is owned by the federal government. It appears from my reading and my research, that the only reason that the Air Force is taking this tack is that when they fly upon other (inaudible) lands, forestry lands,

they get into a lot of trouble with these big agencies that have millions of dollars. And you can look at the reports of the congress that have been funded by these agencies, probably at the cost of millions of dollars which we can't afford. So my perception, it may be true or not, is that there is a viable alternative you have not even considered. And that the reason you don't consider it is you would rather take on small communities like this, rather than take on major national agencies.

AO-62 As far as your documentation, your MALS report, it's totally inaccurate. They are showing mission heights of 5,000 feet, instead of 100 feet where they are showing it. When we looked into the documentation, it shows that the MALS report they are using in their air pollution is totally inaccurate and does not apply at 100-foot altitude. They are assuming that information at 5,000 feet. That's the equivalent of me dropping a bucket of paint from 5,000 feet versus 100 feet. I guarantee you are going to get covered with a bucket of paint if I drop it from 100 feet on your head. I doubt you are going to be covered with hardly any paint if I drop it from 5,000 feet. Talking to the various people in the environmental agency, that is not a valid model.

The other models you are using, they are also inaccurate. We've asked that you do appropriate tests that we can monitor. You refuse to do those.

In response to your integrity, we have had problems in Langley with Jayhawk aircraft flying over our site. When we reported it and we videotaped them flying over our site, we were told that they would be responsive. We wrote the FAA and sent the tapes to the FAA, and to the Air Force. The Air Force response was that they looked into it and there was no problem, even in the face of the videotapes showing them clearing our hilltops by 200 feet.

To date, I have not received any official response from the Air Force regarding that. And I think this is the response we can expect to get. Thank you.

COLONEL BURD: Ms. Kelley, would you like to make further comment? 008133

MS. KELLEY: I would like to continue where I was talking about the Alternative A, No-Action alternative.

There is no plan to remove these flights from West Texas that are already disrupting the livelihoods and well-being of its residents and visitors. Only the few citizens that received a copy

the Draft Environmental Impact Statement and had the time to read it, or went to the library to share that copy of it, will have had to see Alternative A as it has been presented in the latest RBTI newsletter brief and in this Draft.

PD-33 Before this, the No-Action alternative A was illustrated by flights going only to the training areas far from West Texas. Most readers of this Draft EIS in the third newsletter will not understand the significance of Alternative A. For all of the people attending the hearings that had not read them, there has been no opportunity for the public to view Alternative A because the Air Force did not make a poster of it for the open house part of these hearings. They might erroneously think that the No-Action Alternative will solve this problem.

BI-2 Another impact that is not properly addressed in this Draft EIS is the effect on waterfowl and migrating birds. Tourism is the second largest industry in Texas, with nature tourism bringing in over 20 billion dollars per year. The Big Bend has always a been one of the top three tourist attractions in Texas, and birders love this area. No one wants to vacation in a war zone, and our economy suffers.

Again, we want the best training available for our military. These low-level realistic combat training flights need to be isolated from the hard working, patriotic Americans our military is supposed to protect. Thank you.

COLONEL BURD: I would like to know if there is anyone else who would like to make comments who has not made any comments?

And is there anyone who has made comments who would like to now make additional comments? Yes?

TY 008134 MR. DECKER: Dan Decker. I would just like to address the tourism thing. Perhaps the number one tourist location in the United States is Las Vegas, Nevada. On the northwest boundary of Las Vegas, Nevada is called Ellis Air Force Base. It is called the home of the fighter pilot. These bombers don't carry a candle as far as the noise and so forth as a fighter does, F-16s, and F-4s, and A-7s, and A-10s, and all those. Nobody that goes to Las Vegas knows that the fighters are there. They don't see it. The noise level is negligible. It just doesn't happen. That's all I have today. Thank you.

COLONEL BURD: Yes, Doctor, you wanted to make additional comments? 008135

TY UNIDENTIFIED SPEAKER: Somebody has to

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rebut some of the ridiculous comments made sometimes. I was brought up in New York City. I guarantee an F-4 could go over the Empire State building and I wouldn't hear it, because I am hearing the ambulances, and sirens, and everything else. Well, in Las Vegas, Nevada, (inaudible). Have you ever been in Las Vegas, Nevada? All you hear is bells going off and the jingling and the jing-a-ling. That's absolutely a ridiculous statement.

There has been documents in these reports that have been funded and paid for by the federal government and the National Park Service that indicate that a wilderness area like this, the noise impact is equivalent to 30 times what it is in a city area.

Out at our place, it's so quiet that we can hear a rooster crow a mile away, easily. I doubt you would be able to hear a rooster crow in Las Vegas, Nevada. If someone fires a gun off, we all go, "Who is firing the gun?" It's a guy two hills across. We are in a canyon area. Out here it is very quiet and noise carries a very long ways. And when it's this quiet, you notice the difference. Just like in this room here, you can hear things pretty well and you are getting an echo in here. If we had a big

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convention going on here -- you people have been at parties. Sometimes you go hoarse talking so loud to talk to your neighbor to two feet away. The comparison is utterly ridiculous. Thank you.

COLONEL BURD: Is there anybody else who would like to make any comments? Yes? 008136

TY MS. Daileen: My name is Daileen, and I would like to add one comment. About four years ago, there were bombers that were coming over the Davis Mountains. And I don't know why they were flying so low, but they were about one times as high as the trees are. And in the daytime, it was an irritant. But at night when they came over, and I didn't even know they were going to come over, I was so frightened, had I not been in good health, it probably would have thrown me into a heart attack. And I don't know -- like the gentleman that spoke, the quiet out here is very quiet. And when you have something like that happen to you and you are not used to it, it's very disrupting to the nervous system. I mean, it took me about three hours to calm down after these five bombers flew over, because I wasn't aware that they were coming and I was sound asleep. Thank you.

COLONEL BURD: Would anyone else like

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to make any comments? Yes?

MR. LITTLEFIELD: I am very familiar with these flights the lady was talking about.

COLONEL BURD: Sir, could you identify yourself? 008137

TY MR. LITTLEFIELD: Gary Littlefield, Fort Davis. I also experience those flights. And I am a licensed pilot. I can judge altitudes quite well. They were under 1,000 feet when they hit my place. I was outside in the open, and it had the effect of almost bowing me off my feet.

The reason the gentleman didn't see airplanes over Las Vegas is because it's a very restricted airspace. By the time they get into that airspace, they are up pretty high. You wouldn't hear them in here either necessarily. So, again, this is not valid. Thank you.

COLONEL BURD: Would anyone else like to make any comments? Yes? 008138

MS. REIMERS: My name is Karen Reimers. I am a resident of South Brewster County. Again, I just want to reiterate that what we are talking about here with the Draft Environmental Impact Statement and with these hearings is the impact that this training will have on the people who live here, on

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the land, on the animals, the waterfowl, on our way of life. Let's not lose that focus.

I don't think anyone here would argue with the military's need to train their pilots. I surely wouldn't. I support them. I support their need for training. I sometimes question their need for low-level in light of our current technology and the ground to air missile capability that most of the world has these days, but I will leave that to experts to debate. PD-1

It's just think that we need to look at the environmental impact that it's going to have on the people who live here and have their livelihood here, and also the safety concerns that have not been addressed.

My biggest problem that I have had has been the military not following their own rules. If I could just see them stay within their own guidelines and follow their own rules, I would be 100 percent behind this. As it stands right now, I can't support it. That's all I have to say. Thank you.

COLONEL BURD: Would anyone else like to make any comments?

Ladies and gentlemen, that concludes this public hearing. Thank you for your participation and

input. Please remember that the public comment period will extend through June 16, 1999. This public hearing is adjourned. Thank you again.

(Time is 2:31 p.m.)

will get back to you after everyone else has had a chance to speak.

You may have noticed that the court reporter will record verbatim everything that is said. The transcript of these proceedings will become a part of the record of the hearing. This will be included in the final EIS.

The reporter will be able to make a complete record only if she can hear and understand what you say, so speak clearly and slowly.

In addition, if you have a written statement, the court reporter would appreciate you handing it in so that any names, places, reference to scientific terms, or other information can be recorded accurately.

Finally, I'd like to remind you to limit your comments to the Draft EIS. That is the purpose of this public comment period.

As indicated, we would start with comments from elected officials and then individuals representing agencies.

In this case we have no specific elected officials here, but we have a couple of representatives. And I'd first like to call on Clint Henson who is from the New Mexico Department of Game and Fish. 008139

MR. HENSON: Good evening. My name is Clint

Henson. I am a habitat specialist in the northeast area operations from the New Mexico Department of Game and Fish. Previous to that I was the Clayton District Officer.

First of all, I would like to discuss some omissions, I feel, from the Draft EIS. Omission of part of the Carson National Forest represented as the Valle Vidal unit. This area does have flights over it at this time, but the last three years that I have worked in the Valle Vidal areas and the Clayton area, I've seen two low level bombers.

ED-2

This area is important for us as an elk habitat, deer habitat area. This area is a once-in-a-lifetime hunt area. If a gentleman is drawn or a lady is drawn for a hunt in this area he can only be drawn once in a lifetime. He does not have the opportunity to go back. This makes it a very prized area to hunt in New Mexico.

BR-4

I feel that this would be significantly impacted.

Another area which was omitted was Clayton Lake, which is a large reservoir for migratory birds, primarily the Canadian geese. Also bald eagles and other falcons. They home probably between 250 and 4,000 birds over the winter.

ED-3

Another area I'm concerned about is flight safety. The Department of Game and Fish flies very often through the year at low levels throughout all of this area, primarily April and October we fly the entire month on antelope surveys in small aircraft from anywhere from 15 AGL to 1,000 AGL all throughout the MOA area.

BR-2

February and March we fly deer and elk surveys in helicopters randomly all throughout this area.

Our hunt areas and hunt times run from September 1 through December for elk and deer. August, we have an antelope hunt where we again fly low level law enforcement activities. And I feel that this would impact all this.

Thank you for your time.

THE HEARING OFFICER: I'd now like to call on Rebecca Montoya, who is representing U.S. Senator Jeff Bingaman. 008140

MS. MONTOYA: Good evening. I'm Rebecca Montoya. I'm the constituent services representative for Senator Jeff Bingaman out of the Las Vegas office, and the areas that I cover are Mora, San Miguel, Harding, Colfax and Union County, which is the area that most of you live in.

TY

The reason I have come is because of the number of calls that our office has received regarding this

issue. And I do thank the Air Force officials for coming to Roy and listening to your concerns. And basically I'm here to hear from you, our constituents, your concerns, so that I can bring that information back to the Senator before we pursue into this issue.

I'd like to hear all your comments from the constituents to, like I said, relate back to the Senator on your concerns.

Thank you.

HEARING OFFICER: Now I'd like to call on the group of individuals -- I'd like to first call on Jeffrey Lane. **008141**

MR. LANE: My name is Jeffrey Lane. I'm president of the Bell Ranch, which is the land underneath the RBTI program that we are talking about here today.

And I have sort of a note I wrote down here.

As I was reading through the Environmental Impact Statement one point made by that in regards to the La Junta County, those "emitter sites," quote/unquote, the land does not have the variable terrain needed for realistic terrain masking and terrain ordinance training.

Well, what that means to me is they are going to use our terrain for bomber training and so forth. That's obvious. It means that I'm going to have jet traffic along and under, within our beautiful canyons and

rim rocks in our country that I, and all of us, appreciate.

This is a significant change to the quality of life to all who use or live or make their livelihood from this area.

I believe that there are many issues involved here, probably the most significant of which is, you know, our private property rights. Ironically, some of the same values which our military whose mission is to uphold and protect. And I, respectfully, you know, appreciate that very much, too, their protection.

These rights are very real and very important to those of us that work very hard to protect, preserve, and make our livelihood from these same lines.

BR-5

It's an important issue or distinction here; that is, these land are privately owned and their value, like our mineral and our forage, our cattle, our wildlife, the beauty, the serenity, the water are all important considerations in determining, you know, this value, this value to us.

But along that note, I also have had experiences with jet aircraft in my lifetime on the Bell, my 25 years that I've been there. And on one such occasion I was out with my kids and -- I know this is not a common practice, but it does happen, and I know --

I am also a pilot. One tends to veer off their, you know, course a little bit, or look, or whatever. And I was out with my young kids on horseback, and I did have an F-111 jet fly over the top of me. And it startled the Bejesus out of me, and my older son got bucked off. I

BR-3

was holding the reins of my other two horses when that did happen. Fortunately, nobody was hurt on that.

I believe -- Okay. Thank you.

HEARING OFFICER: Again, as I said --

MR. LANE: Can I keep going?

HEARING OFFICER: No. As I said, I'd like everybody to keep to the three minutes, and then when everybody has had a chance to speak, if you haven't had sufficient time I'll ask -- what I'm going to do is first ask if anybody who hasn't spoken wants to speak, and once all of those people have finished, then I'll ask that anybody who has already spoken if they want to come back up, and ask just raise your hands if that is the case.

Now I'd like to call on John Gard.

MR. GARD: I'll donate my time to let him finish his.

HEARING OFFICER: Well, that's not consistent with my rules. I'm not going to permit that. If you have some comments you'd like to make, come on up and make your comments.

008142

TY

MR. GARD: Thank you. We have two places that come under these in the northeast corner, and we have jets coming over on both sides of our house already now. And like Jeff says, they don't always stay on the course. Sometimes they are right over the house, and we have had our boy had lost a horse due to running him through the fence. And, I -- for one, I'm an ex-Air Force man, and I don't see why you can't stay out of northeast New Mexico where the biggest part of cattle in New Mexico are, the heaviest population is up in Harding County, Colfax County, and Union, and use the desert land that the government owns down here in the southern part of the state.

I know we got to take real care of that for the environmentalists, but I think the government should be having -- as much land as they have in Texas and New Mexico, they don't have to get up where the most of it is private land.

Thank you.

HEARING OFFICER: I'd like to now call on Thomas Mitchell, then after Mr. Mitchell I'll be calling on Martin Mosimann. **008143**

MR. MITCHELL: I'm Tom Mitchell. We have a ranch. We are basically in the middle of the racetrack that you have laid out. As was mentioned earlier, we

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have cattle that we are quite concerned about. We also have an airport landing strip to the ranch that's right in the middle of the race track, which is not marked. I've gotten some information today to try to get that taken care of. Sounds like with anything it will take time.

I'm a helicopter pilot and I'm a single engine instrument rated pilot. Flying out of that ranch with the helicopter before we have had near misses with the jets that were flying at that time, the F-111s. **BR-2**

It is a very real concern for us. We understand that you have to have military preparedness and training, but it's one of those things -- for us it's a whole lot more personal because we are in the middle of the noise zone.

That's it.

We also have an historic old Catholic church on the ranch which has been overflown also, and I'm not quite sure how the -- I know they alluded to the vibration and the noise earlier but these old structures it doesn't take a lot of vibration, and we're also concerned about that. **CU-1**

Thank you.

Martin Mosimann, and then Beckie -- **008144**

MR. MOSIMANN: Martin Mosimann, General Burd,

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and my concern stems from self preservation. I ride colts for a living. And I know there's rules these airplanes are supposed to fly at a certain elevation. Guarantee you, it's an individual thing, I believe, with these pilots. They do not stick by the rule. They have flown over my round pen. My round pen is just below a bluff, and you don't know the plane is there until he's right on top of you. It terrifies me; it has terrified my horses. I couldn't hardly blame my horses when it terrified me. **BR-3**

I have reported it before. I don't ever really get a feedback to the disciplinary action that was taken.

I definitely have been hurt. I haven't been hospitalized, but I have been hurt because of the -- a particular instance, and I think it was four years ago. I don't have the time documented but I'm sure your records do. And so, yeah, my concern is self preservation. I'm thinking of myself. And I'm kind of consistent with Mr. Gard's beliefs, that if you have the government land why not fly this aircraft over government land? **PD-7**

Thank you.

HEARING OFFICER: Call Beckie Mosimann, and after that I'll be calling on Frank Bond. **008145**

MS. MOSIMANN: Colonel Burd, my name is Beckie,

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B-e-c-k-i-e, M-o-s-i-m-a-n-n.

I live at the east end of Wagon Mound at the south base of the Los Vasas de Canjillon. For the record, I would like to say I am in favor of Alternative A, no action. My comment concerning the Environmental Impact Statement concerns noise levels of the aircraft and how it will affect our environment in making a living.

We make our living in the cattle business and also training horses. We have previously been under the flight path of the fighter jets from Cannon Air Force base and have been -- on several occasions had our livelihood threatened by the low flying aircraft buzzing the barn and the house and having a number of valuable horses hitting the fence and facing potential injury, which would prevent us from making a living if they were injured. **BR-3**

Also, as Martin previously mentioned, he was injured during a buzz, and if that injury had been serious we could not continue making a living in this part of the state.

I would appreciate the Air Force considering one of the other areas that they have as a choice, and preferably Alternative A, to fly where they are now.

Thank you.

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008146

HEARING OFFICER: After Frank Bond, I'll be calling on Francisco Vallejos.

MR. BOND: Thank you, your Honor. First I'd like to comment that the Draft EIS has not been received by all the people on the list; therefore, I think you have a procedural due process error by having these hearings before people have actually received the Draft EIS. **GE-22**

In the scoping hearings you had the scoping hearings in Tucumcari and Clayton, and you admitted them then, and I suggest you go back and have hearings now in Tucumcari and Clayton, and I would also suggest Raton. Without those, which are the biggest part of the population of northern New Mexico, you are deliberately omitting the greatest part of the population and the greatest opportunity for comments. **GE-2**

Recommendations. Alternative A. Alternative A does not mean no training, it means the continued existing training, and by virtue of what we see in Serbia obviously the pilots are being very well trained.

I turn to the issue of notice and turn to the comments made by Dr. Weida in Snyder, and reiterate some of those: that this review of the noise impact here in northern New Mexico is on the basis of the faulty analysis technology developed by Mr. Schultz in the **BR-1**

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1970's. It is not the best means of noise analysis that is now available to the Air Force.

The noise conferences held in Brooks Air Force Base gives the Air Force previous knowledge starting in the beginning of this decade that there's far better technology for the noise analysis because the results that you have now where you have a single event in a relatively quiet area give you ludicrous results when you're talking about DNL averages over a 24-hour period, analyzed and then taken spatially, horizontally and vertically in terms of averaging that space over the MOA. **BR-1**

Also, using -- as something of a baseline that Schultz did, where he took the urban ambient noise of the places like, for example, Copenhagen, Paris, New York, Chicago, it makes it ludicrous to think you can compare that to here in New Mexico, and I think that must be addressed and considered here.

As I said, what we are talking about is a shocking, stunning, single example of a B-1 coming over in a relatively quiet place. Anybody who would do any on-the-ground analysis, which has not been done in the EIS here, would come to a very different result on any given day here in Northern New Mexico.

The Air Force has failed to do any on-the-ground analyses of any kind of studies here,

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failed to do any noise studies on the impact within northeastern New Mexico on humans, livestock and wild life. **BR-1**

And we are not talking about just threatened and endangered species, we are talking about the hunted species.

If you will consult the gentleman from the Department of Game and Fish, you will begin to understand the importance of hunting to the operations and to the economy locally, and you must understand what this landowner permit system is like within northern New Mexico. **BR-4**

I'll continue my comments later. Thank you.

HEARING OFFICER: Thank you, Mr. Bond.

Francisco Vallejos, then have --

Reverend, I apologize. I thought that was a first name and I didn't understand what that meant. **008147**

FR. VALLEJOS: Father Francis V-a-l-l-e-j-o-s.

I'm the pastor of Roy, Mosquero, Wagon Mound. I am the pastor of Harding County, a little portion of San Miguel, and half of Mora. And in this area, just Harding County, I have four churches, very historical churches. One is in Bueyeros, the one I'm most concerned about, 105 years old, a lot of history and a lot of cultural history for New Mexicans. It's a beautiful

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structure, beautiful church constructed with lots of care and lots of devotion, and the history that goes with that as well as the culture of this part of New Mexico.

There have been flights over this area and low-level flying, and there has already been structural damage to the stone churches we have here in Harding County. And I'm afraid a loss of these churches would be a loss of a great part of history in this part of New Mexico. **CU-1**

Daily I receive calls asking for baptismal records, and the people talk to me about how important that church is to them. There's not a big population in Harding County, but in passing history there is a lot of population that came out of this area, and this is a very important to all these people.

So culturally, personally, these structures are very important and vital to this area.

I still serve these churches. Three of them just once a month, but we still have mass there. The Bueyeros church, I have a mass once a week, every Saturday, and Roy and Mosquero I have it every Sunday.

And this is just 50 miles of my parish.

And I'm really concerned.

There has been structural damage already done to the church in Bueyeros. It's a church that is 105

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years old, and any more flying over it I think we would lose that church.

It's important for us. Thank you.

HEARING OFFICER: Thank you, Father.

I now call on Phil Bidegain. After that I will be calling on Tamara Flowers. **008148**

MR. BIDEGAIN: Thank you, your Honor.

Phil Bidegain.

I wish to address the EIS, as it's called in NEPA, how many dimensions it does not address sufficiently.

I think a disproportionate burden will be placed on a minority. Rural people are a minority in this country and fast going away. **SE-5**

As addressing the noise in the Appendix G on page G-13, I quote, "Large livestock have been reported to respond to aircraft noise by sporadic jumping, galloping, vocalization and random movement."

I don't think it's addressed sufficiently what happened if you are on one of those large livestock. I think you've had examples talked to here. **BR-3**

Also, I'd like to -- I would like to address a concern over the helicopters. We have a helicopter on our ranch near Tucumcari, and we have also had near misses. **BR-2**

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In closing, I would like to see the minority of rural people addressed a little more sufficiently.

Thank you.

HEARING OFFICER: Ms. Flowers. And I'll be calling on Chester Gallagher. 008149

MS. FLOWERS: Yes. My name is Tamara Flowers, and I'm here representing my family ranch, F & F Cattle Company. We have four different ranches below the hill, ranging from below David Hill to Gallegos. And our concerns regard spooking of horses and cattle, not only in the pasture but when working cattle, and also when riding young horses. BR-3

Also we are concerned about a historical church, Catholic church, in Gallegos that's located there. CU-1

Thank you.

HEARING OFFICER: Chester Gallagher.

MR. GALLAGHER: Everything has been covered.

HEARING OFFICER: I'll call on Joe Culbertson.

008150 TY

MR. CULBERTSON: My name is Joe Culbertson. We have a family ranch east of here down in the valley in Harding County. Over the years we have had a lot of flights of F-111s and recently F-16s, and back in the '60s and '70s we had a B-52 route over our ranch. In all those years, fortunately -- and I say fortunately after

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hearing some of the stories -- we have had no mishaps. We have had a lot of flights over the -- while we were gathering cattle and over the corrals and had a few horses jump a little. Nobody has gotten bucked off, but I say we are fortunate and I understand other people have had problems.

I support the U.S. Air Force in their efforts and their training. I have to agree that the government has a lot of land that it seems like they could utilize more, maybe.

I like to see the jets, I like to see them flying and doing their maneuvers over the valley, but I know they can cause problems when they are flying low, and after listening to a lot of my friends and neighbors and their concerns here tonight, I stand with them.

HEARING OFFICER: I would now call on Ed Sanchez. 008151

MR. SANCHEZ: Your Honor, I'm Ed Sanchez, retired Game and Fish, presently trying to make a living guiding.

I'll make this story, which is lengthy, as short as possible.

The Air Force actually ruined a high-dollar elk hunt for me, my client. This jet come over and buzzed us tree-top level, scared all the elk away. The weather

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that particular day was perfect, we were stalking what I would classify as a 360 point bull elk. The date was October 19 of last year. Remember, this is a once-in-a-lifetime opportunity. I think the Game and Fish covered that quite well a while ago.

I was -- I called Kirtland Air Force Base, Cannon Air Force Base, and I got the runaround. This was really disheartening to me, knowing I'm a taxpayer trying to make it on what little retirement we do get after we serve.

Also, I did not get a response until I called Jeff Bingaman's office, and Ms. Montoya can verify this. Then we started getting results.

Now, then, my main concern is why cannot the Air Force coordinate season dates with Game and Fish. They were set two years prior. If they are going to buzz, you know, one of the prime game areas, why can't they coordinate and do it some other time than the hunters being out there. AF-45

And also, why do we have to go to our U.S. Senator to get any results?

I think that the prime wildlife areas should be kept only on the fringe areas, not in the heart of the prime game and fishing areas. It's a great disruption for wildlife in the calfing areas, in the wintering

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areas, and in the hunt areas. And I rely on hunting and fish guiding as part-time for my livelihood.

I think my client is going to file with the SB-95.

Thank you.

HEARING OFFICER: Well that is all the cards that have been handed in, so what I'd like to ask now is --

And we have a volunteer.

AUDIENCE MEMBER: I had a card that was in there.

AUDIENCE MEMBER: I had a card.

MS. HEFNER: But I'll volunteer, anyway. And probably because I wasn't on the list, that means I get six minutes.

HEARING OFFICER: Please, I'd just like one person at a time, please.

MS. HEFNER: We are just getting loaded.

HEARING OFFICER: Let me explain something about the cards, because we have had a couple of other hearings where there have been a little bit of misunderstanding about the cards.

One of the things you have to do is check off that you wanted to speak, not just simply fill out a card, to be able to speak. So my guess is the reason I

don't have your card is that you didn't check that off. But if you did, then I don't have an explanation as to why I don't have the card. 008152

MS. HEFNER: Probably someone was smart. But...

My name is Tracy Hefner. I'm a rancher just south of Wagon Mound, just south of the Mosimann ranch.

I have dealt with the flights of various aircraft in the 25 years that I have been on the ranch. The first time that I actually called the Air Force about a flight -- we live in a canyon; it's a small, narrow canyon -- what I assume was an F-111 dipped so low into the canyon over my house that -- this is a 200-year-old house, the walls are three feet thick -- dishes fell off the shelves in that house, and the small children that I had at a birthday party dove under the table.

I called Cannon Air Force Base, and at the time the man that you got ahold of to talk about these problems name was Major Menace.

Now Major Menace explained to me my patriotic duty, and I listened very carefully, but he also explained there was supposed to be some rules for those pilots. And I can give you a list of numerous occasions where we have been actually harassed by pilots. I mean, these are young guys, these are the best pilots in the

country, these are the hottest aircraft in the country. I have a 24-year-old son and you don't have to say anything else. I know how they drive. I have had them not only buzz me on a horse, I have had them make a circle before me and do the little wing wave. You know.

And the gesture that I gave back to them, I'm sure they couldn't see.

But I would like to see the Air Force -- I suppose Alternative A, but I would certainly encourage the Air Force to make it far easier for us to let you know when your pilots are going beyond your rules. And also, I would like some feedback. I have probably called in six or eight times to the Air Force. I have warned -- I now wear a watch so that I can find out the exact second that that plane has gone over. I have copies of all my telephone maps, so many I can send in a copy with the map and pinpoint my exact location.

AF-37

I have been run over by horses, I have been bucked off of horses, and I have filed numerous reports, and I have never had any feedback.

What I would like you to do is just give me one of those pilots and let me put him on a two-year-old colt and somebody that doesn't like him flying up there in the air, and see how he likes it. It's no fun.

It's our livelihood. I have X-rays, I have

documentation. I would encourage you to be more responsible for the pilots.

Thank you.

HEARING OFFICER: Yes. 008153

MS. HAYOZ: My name is Loretta Hayoz. I'm a lady of Harding County. I love my people here. I love my county. I'm also speaking for San Miguel and all the other counties involved.

What type of responsibilities can the Air Force cover if there's damage done to any type of historical site or any type of building that is damaged, because of houses that are very elder here. There's elder windows that need to be considered.

AF-15

What type of surety will the Air Force have to be willing to accept that type of a responsibility?

And what type a surety will the Air Force have to the designation of the flights from 300 to 400 to 1,000 feet as stated on the book.

Also, what type of a surety is considered for the cattle ranchers here in this area? There are gopher holes out there. Cattle and horses do not see these gopher holes. We have had a member that is totally incompetent because of an issue that has happened. Not the Air Force, of course. But this gentleman, who is my cousin, totally incompetent. He is not able to do for

himself anymore.

And this can happen.

HEARING OFFICER: Is there anyone else who has not spoken that would like to come forth and make comments?

(Note: No response.)

HEARING OFFICER: Now, Mr. Lane, you appeared to not have finished your comments. Would you like to have another three minutes?

MR. LANE: Okay. 008154

Thank you, Colonel Burd.

I guess this is more, probably, reiterating of some of the experiences that probably people have had with the aircraft out there. And I guess my point is that as with anything there are certain guidelines and rules that we all abide by daily, and as a young pilot, as a trainee, we tend to exceed those parameters sometimes, from occasion to occasion, and I guess it's just our concern that you all are aware of just exactly what happens to those of us that happen to be on that fringe, or underneath, or whatever.

I was talking about being out with my kids gathering cattle, and I guess I'd like to go on and talk about our livelihood.

I have a trail ride that I have each year, and

it happens to be under what is referred to as the racetrack. And people come to the trail ride because of the -- because of the wilderness-type effect, the quietness of the area. And there's no question that that -- there would be an effect on those customers and my business if I had significant bomber training runs over the top of that. That would definitely, you know, diminish the pleasure of being out here, because one of the reasons why they come from the cities to our rural areas is for its quiet and its peaceful ways, I guess.

BR-7

I guess I'm not real excited about having these bomber runs fly over my house, which my house is also underneath this racetrack circle, at -- during the nighttime hours, which it looks like the equivalent of 2,000 feet from a B-2 bomber might be lthe equivalent of a chain saw.

Anyway, I mean those are little inconveniences, and I believe that I, as we all do, put up with a lot of that. I mean, that's part of the strength of the Air Force and so forth. I just think that we are already have numerous Air Force activities in this area, and, you know, we are now considering possibly doubling that. This is a significant renewed burden on us.

Anyway, I yield, and thank you all for that.

HEARING OFFICER: Mr. Bond, did you want to

finish your comments?

MR. BOND: Thank you, your Honor.

Just for the record, I am a rancher with a piece of property next to Mr. and Mrs. Mosimann.

Colonel Mason indicated that the Mt. Dora Military Operations Area floor is 3,000 feet, but the failure of that is that the new MTR that has been created, IC-153, has a floor of down to 300 feet. And as you heard in the hearings in Snyder, Texas, John Oudt indicated and covered all those things to indicate that with that understanding where a military training route transects an MOA, in fact people have to understand that these jets, whether they be fighter jets or military bombers, have the opportunity, under all, some circumstances to go all the way down to 300 feet, that the impact is startling, it's shocking, and the results are what you have seen described.

Also at hearings in Snyder, Texas, Mr. Rich Anderson let you know that the low level flights through his air spaces above his private property is trespass. The Air Force has not offered any compensation for trespass of private property through the overlying airspace.

BR-5

You have heard many comments this afternoon and previously on the noise pollution and the nuisance it

creates and the damages people have already suffered. What the Air Force is seeking to do, it seems to me, is for the sake of the shortness of transit, for the sake of convenience of the Air Force crews, and even for the ostensible benefit of taxpayer dollars, you ask the rural communities of Texas and New Mexico to shoulder unilaterally that responsibility. And you smile when Buzz Welsh told you if every colonel and general of the Air Force would forego their retirement and thereby save the government a lot of taxpayer dollars you might find a whole lot more willing participants in this crowd and the other crowds. But the fact is that is not the case, so you ask the rural community and Mr. Lane and Mr. Bidegain to shoulder this responsibility.

As you know, also, because I have been retained as counsel for the Heap (phonetic) group in Texas, there is similar counsel in New Mexico, this is a woefully inadequate EIS for failure to do the kind of studies that are necessary with the modern technology. You either do your work now, you do your work later, but I assure you, you will do your work.

And so I give you that particular guidance. Thank you.

HEARING OFFICER: Is there anyone else who has already made comments who would like to make additional

comments?

Yes.

MR. HENSON: Clint Henson again, Game and Fish department.

I would like to also add to Mr. Sanchez' comment as far as guides and outfitters. Not only are the hunters affected by this but also the guides who are employed by them.

BR-4

One of the things that I forgot to mention about the Valle Vidal area that is so important to us is that it is closed to all public between January and July, and it seems strange to me that we would allow disturbances of this nature through there during the calfing periods for elk when we do not allow any public people to step out of the vehicle and walk.

BI-1

I also find it strange that you did place this meeting in this community. I know that it is more metropolitan areas in Clayton and Raton.

GE-2

Hopefully that the comments that are given here tonight aren't just on how many people showed up. A lot of these people had to travel many miles to get here to speak tonight.

I would also like to ask for more scientific information as far as not only noise but also for emissions.

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I believe that from eight to ten flights of B-52s, the amount of emissions testing that was given in the EIS was very insufficient. I didn't really see -- I didn't see hardly any testing at all of that multitude of flights over a given area.

008157

Thank you.

HEARING OFFICER: Is there anyone else?

Yes, please come forward.

MS. HEFNER: Again, my name is Tracy Hefner, and I would like to see the Air Force define the limits on what airspace they are allowed to use over private land.

BR-5

When you're talking about airplanes that are going 300 feet above the ground, and I have had people at Cannon Air Force Base assure me that these planes often fly over, and that you can take them off automatic pilot and go as low as you dare to go, we have had occasion and our neighbors to have occasion to have the heads of windmills suddenly and unexplainably fly off the top of towers. It is our feeling that it's possible this is from jet wash from these jets since we see them cut very close to windmills sometimes when we are out in the pasture.

AO-2

I have called in complaints to the Air Force and they have asked me -- and when I described the plane,

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they have asked, "Did you get the numbers on the bottom of the plane?"

Well, I was face down in the dirt, so it was a tough go.

But they have asked me, "How do you know it was one of ours?"

We would like a little more respect. I would like to -- you know, if you know when you're going to be flying routes that are over our ranches, it would certainly be helpful to us to know when that was going to happen, because we could plan our work so that we weren't moving a lot of cattle and we weren't in a dangerous situation.

If we get hurt and we can't be out there with our cattle, that is the end of our livelihood. And we don't have any kind of, you know, insurance that's going to pay our bills while we are laid up.

So I would like to be able to identify the aircraft, I would like to know when they were flying, I would like to know what you do when they fly below the recommended levels, and I would like to know how much of that airspace over my private land I can count as ours.

AF-8

BR-5

I can't even build a second story on a house in Santa Fe because I'm in the way of someone else's airspace, but I would like to know how much of that peace

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and quiet am I entitled to for owning that land and paying my taxes?

Thank you.

HEARING OFFICER: Would anyone else...

Yes.

008158

MR. LANE: Could I just say one follow-up?

Again, my name is Jeffrey Lane. And I have an air strip, actually two air strips on our ranch. I am a Cessna 185 pilot, been a pilot for 20 years, and my air strip happened to be underneath that racetrack cycle, also. And obviously my concerns are with my safety up there with the increased air traffic.

BR-2

Thank you. That's my last comment. Thank you.

HEARING OFFICER: Would anyone else like to make comments?

MS. HAYOZ: Just one more.

008159

HEARING OFFICER: Yes.

MS. HAYOZ: This is just for the record, that there are three historical churches that you must consider.

CU-1

HEARING OFFICER: And what was your name again?

MS. HAYOZ: Loretta Hayoz.

008160

HEARING OFFICER: Yes.

MS. GONZALES: My name is Rita Gonzales, and we have a ranch in Bueyeros, and I also wanted to comment

50

that we have called numerous times about the planes flying so low, scaring, you know, my nephews, the cattle. And we have never ever gotten any comments back. No one has returned our call. We have just been ignored.

AF-37

I just wanted to get that for the record.

HEARING OFFICER: Would anyone else like to make any comments?

(Note: No response.)

HEARING OFFICER: Ladies and gentlemen, that concludes this public hearing. Thank you for your participation and your input. Please remember the public comment period will extend through June 16, 1999.

This public hearing is adjourned.

Thank you, again.

(Note: Hearing adjourned at 6:55 p.m.)

public comment period.

And if you have written comments and you want to turn those in at the conclusion of the hearing, you can put those in the box provided in the back of the room.

I'd like to get started now and call on Eugene Erb, who is Mayor Pro Tem.

Since you're mayor, if you would like to turn around so that you can address -- 008161

MR. ERB: You can leave it that way.

They see me enough.

Colonel Burd, thank you for the opportunity, and I would like to represent the mayor and the Village of Angel Fire and welcome you to God's country. We hope you take full advantage of the environment that your RBTI will impact as long as you are here.

I would encourage all of the population here to be as specific and as cogent and as telling in their remarks as they were last time, because I thought the population did themselves proud here, and also to represent themselves as professionally as they did last time.

From the standpoint of me as an individual, rather than mayor pro tem, I'll speak against the RBTI, even though I spent a lot of my life analyzing the

sufficiency and the need for military tests and training ranges and also training aircrew members in the Air Force.

I applaud the Air Force for seeking low-cost training, given the cost of the Department of Defense today. I also applaud their efforts to assess the environmental and operational impact. I think when I look at the assessment, perhaps not enough is given to what I would call the esthetic character of the impact on areas, and I think the kind of comments you get from an area like this reflects an intensity of feeling for this area that needs to be recognized and perhaps isn't well enough.

BR-7

For example, I think the impact on native people's sacred land is something that isn't recognized as well as it needs to be; the intensity of the feelings, I think, of people that have elected to live in this area because of its unique character, perhaps differentiates this area; and then third -- and I know you're going to hear more on this from some people to my right -- having taken people's youngsters that approach Philmont in the numbers of several thousand per year, I think that is a unique experience for young Americans that deserves to be eliminated from impact by this kind of activity.

CU-4

BR-6

Most importantly, when I look at the results

of your analysis, I find that the operational and economic benefits generally are better for the Air Force if they go elsewhere. The environmental impacts are less if you go elsewhere than if you go to Alternative D, so I look forward with great anticipation to whether you are going to pick the status quo alternative or go to West Texas.

Thank you.

HEARING OFFICER: I'd like to now call on the individuals who have indicated a desire to speak. And what I'll do is indicate the first person, then to give you an idea who's on deck I'll indicate who I will be calling on after that.

I'd like to first call on James Henschkei, and then after that I'll be calling on Hoot Gibson. 008162

MR. HENSCHKEI: Colonel Mason, Colonel Burd, I appreciate you letting us come and speak here.

I'm a retired biologist. Give me where I'm coming from.

I question some of the accuracy on the part of the study concerning the effect on the wildlife. My concern is primarily pollution: noise pollution.

BI-3

Many of us escape the urban lifestyle for the peace and tranquility of some of these less traveled byways.

I served in the Navy during the Vietnam era. I fully appreciate the need for training and the need for practice. It is important that our young men and women are well prepared when they are called on to protect our national interest such as is happening in Yugoslavia at this time.

How can we balance the needs of citizens to taste a wilderness experience and the military's need for preparedness? I propose the use of existing military reservations. Why not use the White Sands Missile Range?

What about Fort Hale that's abandoned near Leadville, Colorado? I understand that it's totally abandoned, although there's some public access to it at the present time.

PD-4

What about the Air Force Academy, Ft. Carson?

I understand none of the military bases are being used for this type of training. Surely there are sufficient military reservations scattered throughout the U.S. to provide ample topography variations to properly train our servicemen, including our airmen.

I have only two animals, a llama and a donkey. Heck, they spook even they when they see another donkey and a llama. What will a B-52 or B-1 do when they fly over?

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BI-1

They addressed that the antelope won't be -- pardon me, the prong horn. I watched a heard of prong horn be spooked by a few turkey. What are they going to do when a B-52 or a B-1 flies at 300 feet overhead? I've seen them go through fences when a car passes.

Let's make a deal. You don't fly low -- and I want to emphasize the "low" -- over public accessible land, private land, and we won't invade the military reservations.

I appreciate your time. And I'm sure you get all kind of static, but I really do appreciate the chance to speak.

HEARING OFFICER: I'll call on Hoot Gibson, and then after that Kelly Davidson.

008163

MR. GIBSON: Colonel, my name is Hoot Gibson, and I'm the president of the Angel Fire Property Owners Association and represent the 5700 property owners in the Angel Fire area.

We voiced our concerns over the environmental -- this coming over the RBTI proposal -- to the Secretary of the Air Force last year, and we have been very closely monitoring the EIS, and have only two real concerns with the EIS as we understand it has been presented.

The first one is that I don't believe that

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we've covered the socioeconomic aspects of the impact on the Moreno Valley as deeply as we should have. As I understand, most of the impact, the socioeconomic impact, was in terms of the land to be purchased and used at the sites that where the threat emitters were going to be installed. Here in the Angel Fire area we have just come out of a disastrous bankruptcy situation in the last several years, and I have considerable concern that the number of low-level flights that would be presented to us in this area hear would have a serious impact on the evaluation of the land in terms of its saleability; also, would have an impact on the number of visitors that would be coming into the area, which would have a serious impact upon the socioeconomic impact on the valley.

BR-4

And I think we ought to go into that a little more deeply.

I also have some concerns in the assessment relative to the safety consideration.

One of the pieces of correspondence that we provided to the Secretary of the Air Force, and also to our political representative, is a listing of the number of bird strikes that have occurred over the last year to Air Force aircraft. As an example, from 1985 until February of 1988, 34,856 bird strikes occurred to Air Force airplanes in the United States, resulting in death

AO-19

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to a considerable number of people and over $38 million worth of repairs that had to be conducted by the Air Force.

If you were to analyze that, we would then anticipate that 52.6 percent of these strikes occurred at below 500 feet. And I'm uses Air Force terms here, Air Force -- an Air Force document here. 52.6 percent of these would be analyzed where we could expect somewhere in the neighborhood of about 1367 bird strikes to occur at low-level flights in the coming year.

AO-19

Here in the -- we just came out of a disastrous -- I'm sorry, am I over time?

Sir, I would like to present this, then, to your secretary for your records.

HEARING OFFICER: Or if you want to hold on, after we finish everyone else we'd be happy to call you back up.

Let's now call on Kelly Davidson, and then after that on Les Davis.

008164

MR. DAVIDSON: Thank you. I'm Kelly Davidson with the resort, and I'd like to welcome you to the resort and also thank you for this opportunity that you have provided for the community.

First of all, the owner of the resort is Tim Allen, who it is unfortunate could not be here this

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evening, and he sends his regrets, but he does want to represent that the resort is supportive of the needed military training. I think you will learn from everybody in the community it's just Alternative D we feel is not realistic for this community.

Hoot Gibson made a reference to the socioeconomic impact in the community. We are fortunate that the industry here is based on tourism. That's a clean, non-polluting industry.

We are concerned about the impact of Alternative D, of what it will have on businesses, on jobs, on people being able to support their families, being able to continue to have their homes here. We feel there will be a loss, and there will be a negative impact because the resort is the main attraction, winter and summer, and provides businesses and earning power for people here in the community. We are afraid that will be lost.

BR-4

The Second item we are concerned about is safety. We have an airport here, 8900-foot runway. Currently we have private pilots flying in here, and we are in the process right now of marketing that and increasing the usage of the airport through the Chamber of Commerce, the fixed-base operator and the resort so we will fly more flights, private pilots coming in here.

AO-30

The resort is also in the process right now, in negotiation to bring charter flights -- and this will be coming for next winter -- and eventually commercial flights.

So we are concerned about safety.

And lastly, we are also concerned about the sound and the noise. Currently, we enjoy the sounds of nature here, but we are concerned what 2600 flights a year may represent.

And if I may have a moment to play this.

(Note: Tape played.)

2600 flights a year.

I'm sure you're used to it. I'm afraid people wanting to come here and live here and invest probably would not be.

Thank you for your time.

HEARING OFFICER: I'd like to call on Les Davis, and then I'll be calling on James Smith after that.

008165

MR. DAVIS: Colonel, I am very pleased to welcome you to Colfax County and the Moreno Valley, one of the prettiest places in New Mexico.

I'm Les Davis, president and general manager of the C.S. Cattle Company. Like all the rest of my neighbors here, the C.S. Cattle Company, now entering

it's 126th year of operation, is concerned about the effect of this bombing program on people, livestock, and wildlife.

We have a unique position here. The C.S. Cattle Company, my grandfather Frank Springer and his brother Charles Springer, built the largest manmade structure in the Moreno Valley. You might have heard of the Eagle Nest Dam that forms the lake a few miles down here. It's a gigantic concrete structure. It holds 80,000 acre feet of water. And at the time in 1980 when the dam broke in Idaho and killed many people, every dam in the United States had to have an engineering study, complete engineering study. We hired Gordon Herkenoff's (phonetic) firm in Albuquerque, a top-notch firm. They examined, took core drillings, they gave a rating of AAA to Eagle Nest Dam, the structure and its condition.

We have never had any test of what the ground vibrations of heavy aircraft flying over is. I was there a year ago and two jet fighters buzzed it, and I guarantee that the ground shook.

AO-12 Now, I have no -- We have no idea what the effect of these planes would be on the dam. That is one of our primary concerns and why we are appearing here, in addition to our concerns about humans, other structures, wildlife.

Now, some people we heard at the other meeting were anti-military. I am not anti-military. I'm a World War II vet, went from France to Czechoslovakia with the 14th Armored Division, had wonderful training at Ft. Sill (phonetic) as an artillery man, and I appreciate good military training.

We want to figure out these routes where they don't hurt people or things. And we are all for you, but let's use lots of common sense in picking out those routes.

Thank you, Colonel.

HEARING OFFICER: James Smith. And then I'll be calling on Leigh Sprowls.

008166

MR. SMITH: Colonel Burd, Colonel Mason, thank you. I'm here for the community of Ute Park, which is about 13 miles below Eagle Nest, equidistant from Cimarron and Eagle Nest, and also directly under the flight path in Section G/H in your proposal.

We are concerned in Ute Park. As we have had in the past four months, the prevailing winds during the fall and the winter and into the spring are from the west, average gusts of wind, 25 to 40 miles an hour, with occasional gusts to 50 or better. We are very concerned

AO-6 as to what will happen to aircraft flying at 400 feet over our valley when hit by a 50-mile-an-hour gust of

AO-6 wind from the side. Very hard to recover from that instantly.

Due to the mountainous terrain that surrounds our valley of Ute Park on all sides we are always concerned that the aircraft that would come down over the top of Baldy into the valley and experience technical problems with the engines would have to be able to get over the mountains on the other side, climb for 6- or

AO-50 7,000 feet to get out, and we are very concerned we might have a many-thousand-gallon fuel jettison over our community.

We have 200 homes in the community, fifty of those homes occupied year round and another 150 occupied recreationally during the summer and during the ski season.

In addition to that, a route over our valley will go over two wildlife management areas and also impact a state park which is right on the western edge of our community.

Those are my comments, and I would like to also enter this into the record, if I might.

008167

Thank you very much.

MR. SPROWLS: Colonel Burd, I'm Lee Sprowls. I'm here as a private citizen, and I would like to discuss what I think is a threat to our biological and

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environmental resources that was not addressed.

I have recently become aware that in 1991 the composition of jet fuel used by commercial and military jet aircraft in the United States was changed from JP-4 to JP-8. A Department of Defense source says that the move has saved some lives in air crashes because the JP-8 is a little less volatile. **AO-50**

Ethylenedibromide happens to be a key component of JP-8. Ethylenedibromide is an extremely hazardous pesticide that was banned by the U.S. Environmental Protection Agency in 1983, so I'm wondering why it's a component of JP-8.

The 1991 edition of Chemical Hazards of the Workplace warned that repeated exposure to low levels of Ethylenedibromide results in general weakness, vomiting, diarrhea, chest pains, cough, shortness of breath. On and on, the maladies that can occur in humans, and I'm sure also occur in animals and birds. It causes, additionally, deterioration of the heart, liver and kidneys, and hemorrhages in the respiratory tract, and can result in -- all of these things can result from prolonged contact with ethylene dibromide.

That is JP-8.

According to the EPA, EPA's hazardous materials list, ethylene dibromide is a carcinogen and must be

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handled with extreme caution. A seven-page summary of the pesticide's extreme toxicity warrants that ethylene dibromide may also damage the reproductive system. The EPA also cautions that exposure can irritate the lungs, repeated exposure may cause bronchitis development, or cough, shortness of breath, it will damage the liver and kidneys.

It is 5.6 times heavier than air, so my concern is that we all know jet engines do not burn 100 percent of their fuel. I know that the B-52 cannot jettison fuel, but the B-1 can, if necessary, and they supposedly only do that in emergency situations. Flying at 400 feet or in that vicinity will not allow the residue from the jet engine, from this JP-8, to dissipate like it would, say at 40,000 feet. And it's probably not terribly harmful at 40,000 feet, but at 400 I'm sure it will go directly to the ground and contaminate whatever it is contaminating there: animals, birds, or people. **AO-5**

And I don't think this is anything that we really would like to see happen in our valley.

Thank you for my opportunity.

HEARING OFFICER: I would call on David Patton and then on Ken Edens.

008168

MR. PATTON: Sir, my name is David Patton. I'm a resident here. I'm speaking for myself.

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I have, and well over 1,000 of my neighbors in Angel Fire and Taos have, already made clear all the reasons these training flights should not take place anyplace in this area, last year.

Among them were: Disturbance of wild life breeding grounds; flying over designated wilderness areas; flying through a major sandhill crane migration route on a low level, with great likelihood of encountering one of these large birds; crashing; flying a bare mile from our elementary school in Eagle Nest; the danger of major forest fires should the crash take place in the dry conditions we have here; the continual disturbance of wildlife, domestic animals, and people in the area, not to mention the incredible impact on a resort and real estate land based economy in this area where people come to escape the stressful realities of life in the city and in our modern world. **BI-3**

Would you spend $300,000 to buy a house here so you could listen to between 10 to 12 low-level bomber flights daily?

Our senator and our congressmen and every village and county government in the area, including Taos and Picuris Pueblo, have all issued statements against it, but this doesn't seem to be enough for the Air Force. They make us wait in limbo for nearly two years for a **GE-8**

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decision. They try to placate us by moving the route a mile to the east. **GE-8**

The EIS states there is no appreciable economic and social impact to be felt from these flights. How can any true assessment of the impact come to these conclusions? The socioeconomic impact will be devastating. Devastating. And the environmental impact be will be significant. **BR-4**

My wife and I have lived here for 20 years. We have seen B-1 flights go through this valley in the 1980s when there was no input or warning, and they were most disturbing.

My point is: How many good reasons do you need to scrap this ill-conceived idea?

If you want community input, you got it last year. Your minor changes and bogus impact statement are not going on make us change our minds. If you truly want our input, then heed it. Don't make a mockery of it. If the military can force this on us no matter what the consequence for this area and no matter what the people here say, then you really won't be protecting our democracy, you will be protecting a military state. **GE-3**

This really boils down to who has the power here, the military or the people. I was under the impression that it was supposed to be the people.

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I recommend for Alternative A, no action.

HEARING OFFICER: I'd like to call on Ken Edens, and then after that Bill Spice. 008169

TY MR. EDENS: My name is Ken Eden. I live in Ute Park. Mr. Smith has given you some of the stuff about Ute Park, and I would just add that this is a unique, beautiful place to live, abundant wildlife. I've lived there for several years, and I would hate to see this change.

But that said, let me tell you I support the proposal that the Air Force is doing here. If this is the best thing for the aircrews to train, if this is the best place, then I support this. I don't always agree with the politics, but I support our troops in combat. Probably as we are speaking tonight we have pilots and crews flying low-level combat flights in the mountains of Yugoslavia. This country, on television, looks kind of like our country. I think we owe it to these people to give them the best possible equipment, the best possible areas to train. I think anybody that has been in combat will tell you that the more realistic your training can be, the safer you are. You know, the more lives will be saved.

I expect that most Americans would agree with that, but what I'm hearing here tonight is do this

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someplace else, it messes up the esthetics of this beautiful place. And I agree with that. But how can we be so selfish as to say, "Send this someplace else. It's not me, not mine. It impacts the value of my property, scares my dog."

Given our declining military budget, I would like to see this money spent as effectively as it can, and I trust the Air Force to develop a plan to do this.

Over the past several years we have had some low-level jet fighters over Ute Park. I have never heard anybody say it negatively impacted anything.

I suspect that there's few folks here that agree tonight with my opinions, and I doubt I will change anybody's mind, but if this is way to give the best training for these aircrews that will save their lives, let them do their jobs, then as far as I'm concerned, bring them on.

Thank you.

HEARING OFFICER: Bill Spice. And then I'll be calling ON Bob Ricklefs after that. 008170

MR. SPICE: Colonel, thank you very much.

My name is Bill Spice. I'm the national director of high adventure programs for the Boy Scouts of America, and also the general manager at Philmont Scout Ranch.

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The position of the Boy Scouts of America and Philmont has not changed. We believe the Air Force should be the best trained, best equipped, best prepared fighting force in the world. However, we find it hard to believe that the best place to train your fighter crews are over Philmont Scout Ranch.

GE-19 When we last met as a group in this building we were led to believe our comments were being recorded and considered, only to find we were attending a fact-gathering meeting and not a scoping meeting.

ED-4 On pages 10 to 13 of the EIS there's no reference to the meeting held at Philmont with Air Force representatives.

As we read and reread the Draft EIS, there are conclusions drawn that are not correct.

Page 4-76 you imply that there are very few population centers affected. On any given day during May through August, directly under the flight path shown there, there are over 5150 young people living at Philmont.

BR-6 On page 4-81 you state that the initiative would not threaten public safety. At any one time we would have 120 youngsters hanging on rock faces doing their rappeling, several climbing spar poles, and, more importantly, over 160 on horseback.

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AO-89 On page 4-79 when we read table 4.2-12 you are proposing to overfly 114,000 of our 137,000 acres of program. That is totally unacceptable, because this means, according to your own calculations on page 4-81, the estimated time of each flight over the Philmont would be 3.3 minutes, and if there are a minimum of 16 flights a day, that equals 52.8 minutes, and in our young people staying with us only 12 days, they will be exposed to six and a half hours of noise and disruption.

So much for the mountain wilderness experience.

ED-5 Page 4-77 is incorrect. Philmont is not range land. Over 60 percent of our property is wooded terrain.

On page ES-5, Cultural Resources, there seems

CU-8 to be no mention or our two national historic sites, the Kit Carson/Maxwell Abreu house at Rayado, and the Villa Philmonte.

Also, we can find nowhere what the effect of

ED-6 low-level noise violations will have on the hundreds of abandoned mines and semi-active mine shafts in these mountains, including the two active gold mines at Philmont that our youth tour each summer.

The last sentence that causes us great concern: "Effects from aircraft emissions and potential of

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aircraft mishaps would be inconsequential for all alternatives."

AO-5 An aircraft coming down on our tent city, or dumping fuel to gain altitude on cook fires and camp fires is certainly not inconsequential.

HEARING OFFICER: I'd like to call on Bob Ricklefs, and then I'll being calling on Doug Tappen (sic). 008171

MR. RICKLEFS: Thank you, Colonel Burd.

My name is Bob Ricklefs. I'm the ranch superintendent at Philmont Scout Ranch.

Like most ranches in the area, Philmont has abundant wild life, game animals. We have livestock. We have a beef cow herd, we have 75 burros, we have a buffalo herd which provides buffalo for our participants. We also have 250 horses. These horses are used in the summertime to provide rides for inexperienced people. And when I say "inexperienced," this is probably the only time this person will be on horseback. They know nothing about it. But we have a very good safety record with these people. In the summertime we might take out 9,000 people on horseback, most of those for their first time.

Alternative D concerns me greatly. On page 4-81 it states in part that flight operations would not threaten public health and safety. And I feel that that

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is incorrect. I've ridden these mountains, and I'm an experienced horseman, and I have been on horseback with an inexperienced horse when low-level flights -- the smaller bombers that fly over occasionally, and I know that horse grabs his tail. And I'm experienced enough to know what's coming. These inexperienced people would not know what to do. They would be as fearful as the horse. And I'm greatly fearful that many, many people in one horse ride could be dumped, dragged, bucked off, et cetera.

At any one time during the day we might have 165 people horseback in various parts of Philmont. They can be on horse rides in eight different areas of Philmont. I believe that the startle effect of a high-decibel low-level flight is going to be catastrophic to our youth, and eventually may cause death or injury to somebody who does not know what a horse is about. BR-3

I would also say it says that applicable regulations would not be harmed. We looked up an FAA regulation which says that you cannot fly over an open-area assembly of persons. I would feel that 35 people on horseback would qualify as an open air assembly of persons, and we feel that that does go against FAA regulations. AF-6

Also, personally I would say that more than a

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year ago I wrote for the Draft EIS, and according to NEPA regulations anybody showing interest in this is supposed to receive that, and I did not receive my own copy. GE-26

Thank you.

HEARING OFFICER: I would like to all on Doug Patman, and then it will be Ron Bromley. 008172

MR. PALMER: Colonel Burd, I'm Doug Palmer. No one else can read my handwriting either, so that's fine.

I want to continue with Philmont's statement. The Draft says that noise levels will average between 62 and 68 decibels. The noise level of the B-52 at 300 feet is 117 decibels. This increased noise level will greatly interfere with our staff as they instruct our participants, and their safety can sometimes be dependent on this instruction. Imagine trying to teach young people to climb safely on a sheer rock face and having to compete with these flyovers. If a participant can't hear the information being passed along, he or she could possibly be injured, or worse. AO-8

AG-13 you state that local residents will get used to the flyovers and will be able to sleep through them at night, much like living near a railroad track. What you don't take into account is our participants will BR-6

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be here for about two weeks, not enough time to get used to it. BR-6

We have tents instead of housing. That record says 20 percent of the flights will occur between 10:00 p.m. and 2:00 p.m. There's no doubt this will have a serious effect on their health.

We have many questions and concerns still unanswered. For instance, what is the negative effect on wild life and domestic livestock? What would happen to our radio system? Would there been an interruption of our radio systems or yours? What happens, God forbid, if there is a mishap? How can we shut down part of our situation to investigate who is liable morally or financially?

If you read the Federal Aviation Administration Title 14 Code of Federal Regulations, Section 91.119, minimum safety altitudes, if the FAA regulations apply to the U.S. Air Force, we certainly have a conflict. Item B, over congested areas, would also raise serious doubts that the FAA would allow such flights. BR-6

Let me conclude. We are in total support of our military. We want our men and women to be the best-trained fighting force; however, we have tried to share with you some of our beliefs how the RBTI Alternative D is unwise and unsafe. Parents send us

20,000 young people each year. We are responsible for their health and safety. Please don't create a situation where we have to call a parent and tell them their child is severely injured or dead because of a fall, or being drug by a runaway horse, or what might be caused by low-flying Air Force bombers.

I may be the only person who has lived in both Alternative D in the Davis Mountains. I directed Buffalo Trail Scout Ranch for nine years, which is 12 miles west of Bal Morey (phonetic). I know a little bit about the environment out there, and I certainly know that is a much less populated area than ours.

And we would certainly recommend you to enjoy Texas.

Thank you very much.

HEARING OFFICER: Let's now call on Ron Bromley, and then I will be calling on Mark Anderson after that. 008173

TY MR. BROMLEY: Colonel Mason, Colonel Burd.

Just one night out of 15 weeks 200 young people and adults sitting around a campfire in a pristine mountain wooded scene, an area shattered by the noise of a military aircraft flying at a very low level shattering their environment.

That is not safe. It will never be safe.

We have 30,000 people at Philmont each year. They would all be part of one of those campfires.

I defer the rest of my time to Bill Spice for closing comment.

HEARING OFFICER: Well, sir, I'd just like to remind you that everybody is going to be given an opportunity to speak again, so you don't need to defer your time. He will be given additional time. So if you have some more remarks to make, please make them.

(Note: No response.)

HEARING OFFICER: Very well.

I'll be calling on Mark Anderson, and after that Richard Mahalik. 008174

MR. ANDERSON: My name is Mark Anderson, and I serve as director of program at Philmont Scout Ranch.

We brought two maps of our Scout ranch, and have them displayed here. Just for the record, one of the maps depicts -- or each map depicts the area in which the three sections of the MTR will fly through: E/F, F/G and G/H. And the maps that are displayed, one of the maps depicts the various places that we have staffed camps in the back country.

Our general manager a few moments ago indicated that 5100 people at any one time are camped in that corridor, roughly 111,000 of our acres are included

within the MTR area.

The second map that I show in front of us indicates the routes that the treks that our young people are hiking on, and as a person can look at that, they look at the various color combinations indicating those map trek routes, can see that probably 80 percent of those particular routes are within the E/F, F/G and G/H portion of the MTR corridor.

The fact that very little was given to the population in the area -- and I understand that just

BR-6 because we are seasonal from May to the end of August, we do have a significant population in this Section D or Alternative D at any one given time.

There are other small communities and large communities that weren't taken into account with the Environmental Impact Statement. We feel like we are a significant community, and as Bob Ricklefs referred to a

AF-55 few moments ago in referring to the Federal Aviation regulation, we have a large group of people gathered in various spots along the ranch.

Just to start at the top of the map in the E/F and F/G portion, we run from Baldy camp to Tom -- at 10,000 feet of the 12,441 foot Baldy mountain where kids are gathered together for programs at that point, down through many staffed camps that Bob referred to with

horses, our Ponil, our Clark's Fork and Baulien area, as well as kids that are on what we call a cavalcade ride, which means for 12 days they are riding their horses.

So throughout their 12-day experience they are encountering roughly an average of ten flights per day at that particular time.

We feel we are a significant community, as well as our neighbors around us are significant

BR-6 communities, and for that reason need to have more emphasis on that portion of the Environmental Impact Statement.

Thank you.

HEARING OFFICER: I'd like to call on Richard Mahalik, and then Ken Taylor. 008175

TY MR. MAHALIK: Colonel Burd, my name is Richard Mahalik, and I'm the associate director of program at Philmont Scout Ranch. Part of my responsibilities include personnel and hiring of our seasonal staff.

We have over 850 staff members that work at Philmont during the summer period, virtually from every state in the union. In fact, every state in the union except Hawaii.

Part of that staff, incidentally, are representatives from each of the military academies. I think we have about 25 members from the Air Force Academy

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that will be acting as rangers and be here for this coming summer. In, fact two weekends from now about 65 cadets from the Air Force Academy will be out there for some training, weekend training leading up to their job this summer.

When our staff come to Philmont they have some pretty high expectations. Those expectations are also true for the 30,000 participant that we have. Those expectations include a safe and healthy environment. I am personally concerned that they may not be able to get that if this program takes part over Philmont.

I would simply urge that you consider looking in different direction so that we can continue the program that we have for the young people of our country.

Thank you very much.

HEARING OFFICER: Ken Taylor.

Mr. Taylor?

AUDIENCE MEMBER: Ken Taylor had to depart. He wished to echo everyone else's concern on Alternative D.

HEARING OFFICER: Then I'd like to call to Cliff Bain, then after that Linda Vaughn. 008176

MS. BAIN: My name is Cliff Bain. I live north of Taos but I've spent much time in the last year

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and a half helping to organize and inform my fellow residents of this area of just what this proposal would mean for our lives.

I'm not comfortable with your study or your conclusions. You are bound by the National Environmental Policy Act to study the cumulative impacts of this action, combined with existing use of the airspace, and any future use, and I don't think you've done that in an honest way.

The existing route where I live north of Taos is primarily intermittent fighter planes; occasionally a pair of them will come over the ridge. And it may happen on two successive days, it may not happen for another six months. Sometimes some larger aircraft come, but I have never experienced -- although I've seen a B-52 fly over my house, I've never experienced them at anywhere close to the speeds that will be used in this realistic training.

PD-35

So there's a real qualitative difference between what we experience now.

Your study shows that the increase for Alternate D is perhaps 15- to 1800 percent increase in flights, but what is particularly impactful is that you are creating a corridor, what, six to twelve miles wide something like that. These flights will be so

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concentrated, in effect we will have a highway of B-52 and B-1 bomber flights, 10 or more a day, day and night. Very, very concentrated.

I don't know how you can consider -- well, perhaps communities elsewhere, we don't rise to the level of a community when we have a hamlet of several hundred people, but I don't know how you come up with five communities as your slide show has shown. There are scores of communities where people live, where livestock reside and wildlife breed, and you're completely changing the quality of life, the tranquility of the area within these zones.

LU-2

BR-7

I certainly hope that your Final EIS will look at this.

You have not come here or sent people here to study what it's like, what impacts can be predicted in this area, and you just can't do this with statistics. You can't do this with studies from elsewhere. You have had plenty of opportunity to come and spend some time at Philmont and elsewhere, and it hasn't been done yet.

HEARING OFFICER: I'd like to call on Linda Vaughn, and then after that Mark Griffin. 008177

MS. VAUGHN: Colonel Burd, Lieutenant Colonel Mason, my name is Linda Vaughn, and I am the assistant to the chief executive officer of Angel Fire Resort.

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However, I come here tonight as a 21-year resident of the Moreno Valley.

I had a short -- a limited time to review the draft of the Environmental Impact Study, and I searched for information about Angel Fire, the fact that it is a resort. I searched for areas that would speak about Colfax County, and I couldn't find anything that specifically spoke to this area.

PD-36

I did find on page 6-3 of the public involvement process a paragraph that reads: Post scoping public meetings. In this paragraph it states that it was -- that we actually followed the formal scoping period. And I do recall that you were invited after that scoping, that initial scoping period was held.

It also mentions that over 370 people attended in Taos and about 180 in Angel Fire, and approximately 50 commentors spoke at each location. However, I didn't find any information about the impact that these commentors had made.

GE-3

And I just wanted to be absolutely sure that with this particular hearing that we will be noted, and that you will have that opportunity to recognize that we are a resort area and we do have thousands of people who come here on a regular basis to enjoy the environment and to seek a little peace and quiet. Sometimes they come to

GE-36

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play, sometimes they come to just be quiet.

But it's a beautiful place to live, to raise your children, and the impact that I think that this particular situation is going to have on the environment is what I'm most concerned about.

I appreciate your time, gentlemen.

And I, too -- my son is a -- spent ten years in the Air Force, and I love you guys. You do a great service for your country, and I appreciate that very much. I will express the sentiments of one of the other gentleman that said, "Please enjoy Texas."

Thank you.

HEARING OFFICER: I will call on Mark Griffin, then Jennifer Cavan.

008178

MR. GRIFFIN: Thank you, Colonel. My name is Mark Griffin, and I'm speaking as president on behalf of the members of the Cimarron, New Mexico, Kiwanis Club.

We strongly oppose Alternative D of the Realistic Bomber Training Initiative. While we fully appreciate the mission, we firmly believe Alternate D is ill advised. Nearly all the economies of the communities surrounding Cimarron -- Philmont, Ute Park, Rayado, Miami -- depend on the recreational and lifestyle opportunities of our area. Skiing, hunting, fishing, camping, ranching, tourism, viewing wildlife, and

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retirement bring people to our area, keep us in business, and our communities alive.

BR-4 We believe the constant low-level bomber flights called for by the RBTI will adversely impact, if not curtail, these activities, and then the very survival of our small communities.

BR-6 We believe the direct flights over the Philmont Scout Ranch, the largest single economic force impacting our communities, will cause the facility to be less desirable due to the noise, safety concerns, and elimination of the wilderness experience amongst Scouts and Scout leaders who attend the programs at the ranch each year.

During each day from the beginning of June to the end of August there are about 5,000 additional people in Cimarron from all over the country arriving, departing, or participating in programs at Philmont, and thousands more visit in the non summer months, a total of about 30,000 Philmont visitors each year.

CU-2 We believe that direct flights over our museums, petroglyph sites, and two facilities on the National Register of Historic Places, the Villa Philmonte and the Rayado Community, which are among our area's most popular tourism sites, will endanger those sites and lessen visitations.

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Just outside the corridor are two other sites on the Register: The St. James Hotel and Cimarron's Old Mill.

We believe the deer and elk herds that are so important to those who enjoy our mountains for either hunting or viewing will migrate away from the route, causing these activities to end.

BI-5 We believe the noise and low-level flying aircraft will cause our predatory bird population, including endangered species, to be adversely impacted.

We believe the many, many members of our communities involved in local ranching operations will be impacted as cattle, bison, and horse herds are disturbed by the flights.

We believe those who have retired to our communities because of the peaceful lifestyle will choose to relocate, further impacting our economy.

ED-5 Further, we believe the Draft EIS that has been prepared is full of inaccurate statements about the area considered as Alternative D. Our area is not "rangeland." We are a population center for much of the year. We do have cultural resources in the area, and we do have domestic and wild animals that will be impacted.

While there are currently overflights in our area, the proposed altitude deviations make this

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precedent irrelevant.

We urge you to reconsider RBTI, and especially Alternative D.

Thank you.

HEARING OFFICER: I just have a quick announcement to make.

Is Ernest or Cheryl Lopez in the audience? There is an officer in the back of the room that would like to see you.

AUDIENCE MEMBER: Right here.

HEARING OFFICER: I'd like to now call on Jennifer Cavan.

Please forgive me if I am butchering your name. Looks like C-a-v-a-n.

Is there a Jennifer here?

(Note: No response.)

HEARING OFFICER: I'd like to then call on Betty Stisser, and after that Mark Thibeault.

So Betty is gone?

MS. STISSER: I'm here, but I don't choose to speak. Thank you.

HEARING OFFICER: I see. All right.

Mark Thibeault.

MR. THIBEAULT: I'm going to pass. Thank you.

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HEARING OFFICER: Daniel Williams. 008179
Then after that David Vackar.
MR. WILLIAMS: Colonel Burd, Colonel Mason, welcome.
My name is Daniel Williams. I'm a retired major from the National Guard, training officer for two military units and director of operations for one.
I am by no means against the military, Air Force, or against training. I believe that providing our young people with the finest necessary equipment and the finest training is absolutely critical if we are going to send them into battle. However, I am convinced that the RBTI Alternative D would have a devastating impact on Northern New Mexico.
I have a number of concerns about the EIS.
The slide did say there were only four or five communities would be overflown and affected with increased noise levels. There would, in fact, be dozens. I have taken the coordinates provided to me by Major Adams, have plotted those, and in only the first third there are literally dozens of communities there. The Denver Sectional Flight Chart posted in the lobby shows these areas, and I will be submitting a copy of that, and I respectfully ask that that flight chart in its entirety be published in the Final EIS so that

LU-2

GE-35

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people will be able to really see how their homes and area is going to be impacted.
I do believe that the maps and the EIS are grossly insufficient because of the lack of detail. When you have got a map that represents several hundred miles of air space, shown on an 8 1/2 x 11 piece of paper, there's no way you can provide the kind of details that you need.
The route has been referred to by a biologist friend of mine as an aerial tour of the scenic and wilderness areas of Northern New Mexico. I think that is very accurate.
There are some changes in the route. Now, Colonel Wheelis (phonetic) promised the Angel Fire meeting that the route would not come within five miles of Angel Fire, and in fact the changes in the route do show it is now five miles east of Angel Fire ski area. What that doesn't account for is that the town of Angel Fire has annexed property to the east and that that, as it's developed, will be closer to the route.
There is also a tremendous impact for Philmont Scout Ranch. As these gentlemen have said, there are over 20,000 campers that come every year. Many are not used to being in wilderness areas. Many are first-time riders. We are talking about an area -- As a Scout back

GE-35

ED-7

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east, I dreamed of going to Philmont, and never had than opportunity, and I look at the Scouts that are going to come there and have what would be their first wilderness experience for many of them shattered by the sound of the bombers overhead.
If this area is selected, I do predict there would be a huge public outcry from across the United States from former Scouts, from Scout leaders, from Scouts themselves, and I also predict there would be headlines in many areas that read: U.S. Air Force versus the Boy Scouts of America.
Sir, I do have a additional comments I'd like to make later, if I may.
HEARING OFFICER: Yes. 008180
David Vackar.
MR. VACKAR: Gentleman, my name is David Vackar. I'm the general manager of the Vermejo Park Ranch, Northern New Mexico, owned by Ted Turner of Atlanta, Georgia.
We believe you have significantly understated the environmental impacts through your EIS and totally ignored the socioeconomic impacts for our region. However I'll restrict my comments to just those impacts to Vermejo Park.
It is 600,000 acres, of which 200,000 is your

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northern pivotal point for your bombers coming from the west across the Costillo peaks, coming across at 13,000 feet and then turning directly south to come across the Valle Vidal, the units which don't even show on the maps, to come across then towards Philmont and Angel Fire.
There are significant populations of bald eagles, peregrine falcons, several other potentially identified endangered species on Vermejo Park, specifically, that I don't believe you have correctly addressed. We have significant projects to protect the Rio Grande cutthroat trout, which has been requested to be listed under the Endangered Species Act, although at this point has not been officially listed, projects up in the Costillo basin.
We have significant populations of elk, especially cows and calves, that spend the summer from 12- to 13,000 feet on those peaks over which you are anticipating flying bombers at just a few hundred feet.
Wildlife, actually, in many ways can adapt with overflights; however, we believe especially with these cow/calf populations above the treeline, you have not anticipated the nature of the impacts on these areas.
We have started discussion with New Mexico Game and Fish to reintroduce Rocky Mountain Big Horn sheep on the peaks. Flying over that certainly doesn't

ED-2

BI-5

BI-7

BI-1

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bode well for that reintroduction in those areas.

Quickly, before the sergeant brings up his red flag, I will also mention the socioeconomic impacts.

Basically, the EIS doesn't even recognize that we have a lodge at 10,000 feet directly under your flight path at which we have four staffers and 12 guests that are there continuously from late May until the 1st of November each year. In addition, in those areas we have, in most cases right under the flight path, 10 guides and 10 hunters continuously from the middle of September to the middle of December hunting elk in those areas. So when you talk about no socioeconomic impact in our region, well I can tell you specifically there will be the loss of a considerable number of jobs on Vermejo Park if those flights go through, because of the loss of hunting and fishing guests we have coming into those areas involved.

BR-4

I believe that at this point we have no information that would change our minds to significantly oppose the designation of Alternative D as the preferred alternative. Just like everyone else, gentleman, we concur with the need to have the best-trained pilots in the world, but as we assess the alternatives, without a doubt Alternative D -- alternatives in West Texas make much more sense than flying Northern New Mexico, and we

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will aggressively continue to bring that to your attention and also to persuade our Congressional delegation to help in that regard.

Thank you.

HEARING OFFICER: Terry Patton. 008181

MS. PATTON: I have a letter from Charles Striker, who is a recent homeowner in this area. And he couldn't be here because he lives in Kansas, but he wanted a portion of this read, because it hasn't been addressed yet.

He flys here from Kansas, and his concerns deal with the local airport, so I'm going to read a portion of his letter.

"We have purchased property due to the attractiveness of the area and the access to it by flying into the local airport (here in Angel Fire). We are very concerned that the use of the Mt. Dora alternatives will result in restricting the use of the airport due to the anticipated restriction of air space while the low-level military operations are active. Our experience with other airports located in other parts of the country have shown also that access" --

Let me see. Excuse me.

"... have shown that access to local airports while the military operations are active is

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significantly restricted. We have also experienced considerable rerouting when military operations are active.

"The unique location of the Angel Fire airport with the high-altitude narrow mountain range, unusual wind conditions and location in proximity to the Village of Angel Fire make modifications to the access route hazardous. The access to the east of Angel Fire is restricted to a few areas. The flight route proposed by the military will be in direct conflict with access to the local airport. The elevations required to land at Angel Fire is restricted by the FAA by oxygen requirements at 12,000 and more than 14,000 feet MSL, and will be further complicated by military restricted airspace. It is expected that further restriction will result in additional accidents at the main Angel Fire airport."

Then the final paragraph:

"We spent a considerable time investigating airport availability along the Rocky Mountains before we selected Angel Fire as our choice as a resort area. I am pleased to say the Angel Fire airport is uniquely located and one of only two airports available along the eastern Rockies that provides immediate access to local resort areas. The airport is only one mountain ridge over the

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plains, which virtually assures access. The restrictions the military operations will place on the airport will make this airport resource diminished and will force other potential persons such as ourselves to move to other areas where such restrictions are not present."

AO-30

For myself, I would like to say that there are definite problems with the EIS concerning the socioeconomic situation in our area, and as the end of this letter suggests, people will go elsewhere, and this will be a ghost town and you can have it for 10 cents on the dollar and fly all you want.

BR-4

HEARING OFFICER: That exhausts all of the cards that have been turned in.

What I would like to know now is if there's anyone who has not spoken and would like to come forward and speak.

Sir, you are raising your hand. Please come forward. 008182

MR. BURNETT: Lieutenant, my name is Grove Burnett, and I'm director of the Western Environmental Law Center in Taos, New Mexico. We are a regional public interest environmental law firm with an office in Taos and an office in Oregon. We represent environmental organizations, citizen groups, county and municipal governments, and Indian tribes all across the

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western United States.

I'm here tonight representing a coalition of county and municipal and tribal governments here in Northern New Mexico who are opposed to the proposal by the United States Air Force. These counties include Taos, Colfax, Rio Arriba. All these counties, their county commissions have formally adopted resolutions opposing this project and have submitted them to the Air Force. In addition, members of this collision include the towns and Villages of Taos, Angel Fire, Red River and Eagle Nest. It includes the tribes of Taos Pueblo and Picuris Pueblo and the Angel Fire Resort.

As we have stated repeatedly, we support the military in its mission, but our review of this project leads us to believe without question that it's going to have devastating impacts on Northern New Mexico, both its human environment and the environment as a whole.

The first thing I would like to do is to formally request, on behalf of all the members of this coalition, an extension of the comment period for an additional 30 days in which we may comment on the Draft EIS, as well as other members of the public. Typically, the Air Force and federal agencies will take more than a year to develop a Draft EIS, and then provide the public less than 90 days to review it and comment on it. We

AF-50

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formally request that the period be extended until July 15, an additional 30 days, in which we can review this document which is grossly deficient, underestimates the impact of noise, impacts on wildlife and livestock.

The one distinctive thing that can be said about the socioeconomic impact analysis is that it is not one. You simply have not performed a professional analysis of the impacts on the fragile economic base of Northern New Mexico, and we urge you to provide us more time to comment on the EIS.

Thank you for your attention this evening.

HEARING OFFICER: Is there anyone else who has not spoken that would like to speak?

Yes. **008183**

MS. FRITH: I'm Marcia Frith, and I'm here just to say a few words.

No one wants the Air Force training to be better than I do. I have a son in the Air Force, my husband served a career in the Air Force, and I was blessed enough that he came back safely from Vietnam because he was well trained.

Philmont is dear to my heart, not because I have ever had a part in it but because I know that it's one of the few organizations and places left that train our young men to be patriotic. Even in the public

AO-55
BR-3
BR-4
TY

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schools not many of them say the Pledge of Allegiance any more. I would hate to see a place like Philmont become a place where parents wouldn't want to send their young men, who might be the future of the Air Force. We have young men and women in the Air Force who have been taught to be Patriotic, and if they don't have that training then we are hurting ourselves as a nation.

So I would ask that you consider the importance of the future as it's begun at this stage. If this is the best place to train our young men and women, then I would just pray and ask that you consider not affecting a place like Philmont.

Thank you.

HEARING OFFICER: Is there anyone else who has not made comments that would like to make comments?

Yes. **008184**

MR. ROBERTS: Colonel Burd, I'm Jerry Roberts. I live in Wichita, Kansas at this time. I'm a landowner here in New Mexico, hoping to retire here in a few years along with my wife. I live approximately five miles from O'Connell Air Force base, which has a wing of B-1s at this time. I believe that's seven planes. And we continually have take-offs and flyovers that we hear every day. We are quite used to it in a metropolitan area. We have over 300,000 people. We are very proud of

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them, we request them at festivals and things. They do low level flyovers over one of our large river festivals for our river's opening ceremonies. Very, very impressive. It's an awesome sight. We used to have them at 500 feet, which is right over our river. Very impressive. Very loud. For safety reasons the Air Force told us they had to go up to 1500 feet since they were over a populated area, and still at 1500 feet parents are cautioned to put their hands over the ears of the small children because it's a very loud thing when it comes down through there.

And we are virtually flatland, of course, out in Kansas, and I really find it hard to believe that the noise level down here -- where it's a pristine valley and pretty much up-and-down area that we are going to trap the noise, and we're talking about 3- to 400 feet instead of 1500 -- that it's not going to affect very much the wildlife, the economics, and the social lifestyle here.

If I had known of this years ago when we bought the land, it would have been a very large consideration to me whether we would have purchased the land here or not, and now it's a large consideration of whether I want to continue with my plans to build a home and actually retire here.

So hopefully you will take that into

AO-90
BR-7

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consideration. And thank you for the time.

HEARING OFFICER: Is there anyone else who has not spoken that would like to speak?

(Note: No response.)

HEARING OFFICER: I'd like to give -- Yes. Please come forward. 008185

MS. WOOD: Welcome colonels, and welcome Air Force officials. We are glad you're all here tonight in the beautiful Moreno Valley.

I haven't had much time to do my homework today; I've been putting out the local newspaper. And I do, as a newspaper publisher, know from the letters to the editor we have received that there is a great concern in this community about what will happen to our quality of life. And I think that's one area of your EIS that is flawed. I think that the comment that you can't measure quality of life successfully is not really true. BR-7

I wish you could spend more time here in our valley and hear the bugling of the elk, or the bird songs, or the coyotes sing at night. It's something that will be shattered if we have low-level bomber flights through here day and night.

I also have concerns, as all of these other people here have stated, for Philmont Scout Ranch and the Boy Scouts of America who are trying to enjoy a

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wilderness experience.

I also think that New Mexico is a fragile economy. This part of -- particularly Northern New Mexico. BR-4

If you look at the statistics, we have a lot of unemployment. This little area right here probably is healthier than the Taos area or some of the other areas that you will be flying over. But I do hope that you will look again at quality of life and our economy and try not to change the things that people here value so much.

It's interesting to me that there's national interest in what's going to happen in this area. We had a Web site request today from Cornell University, who wants to link to our newspaper and also use articles that our reporter Jo Bynum has written.

And so I'm going to sit down, but please do remember our quality of life.

Thank you very much.

HEARING OFFICER: Is there anyone else who has not made comments that would like to come forward and make comments?

Don't be shy. 008186

Please.

MR. BLEVINS: Colonels, my name is David

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Blevins. I live in Cimarron. I'm just speaking as a private citizen.

And I wasn't going to speak tonight, but there's one thing that hasn't been really addressed, I think, by the Air Force, and even people that have come up here. It's one word: Fire.

I haven't heard much about fire. No. 10 on the list of risks in the fact sheet, public safety, is a risk, and it mentions forest fires.

Our state officials right now are worried to death about the fire season this year. Could be next year, too, who knows. Lightening strikes, we have enough fires. There is going to be events -- with 2600 flights, there is going to be a fire caused by an aircraft. You can take that to the bank and put it in the bank. AO-7

And I thought there might be somebody from the Forest Service come here tonight and talk about that. I am very disappointed, because they are more qualified than I am. But I know what it is to lose a home in a fire, so I can speak from that point of view.

So fire -- and fires in these areas could just about impact all these other things these people have talked about tonight. If you have a big fire you can forget the rest of the stuff.

So I think you ought to take those planes

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somewhere else. I'm not anti Air Force. I put my time. Military retired, 22 years active and reserves.

So I just want to have the chance to mention that word "fire," and I hope our Forest Service -- Maybe they were told to stay home. I don't know. But I think they ought to speak up.

HEARING OFFICER: Sir, the court reporter didn't get your name clearly. Could you just tell us what that is?

MR. BLEVINS: David Blevins.

HEARING OFFICER: Thank you.

Now, is there anyone else who hasn't made comments that would like to come forward and make comments?

Very well.

Mr. Hoot Gibson, would you like another three minutes? That doesn't mean that's all you'll get. That just means we will continue this process until everyone is completed. 008187

MR. GIBSON: The second point that we thought was underplayed or understated in the EIS was the issue of safety.

What I had mentioned before is I took the Air Force study that has recently been published on bird strikes, and I analyzed that out, and in analyzing it, it

would appear to me like the Air Force this year is going to suffer some 13,678 bird strikes, which could result and probably will result in some aircraft losses.

BI-2 As I look at the bird migratory patterns, I see that the -- one of the major migratory patterns is right

AO-61 in the path of Proposal D, my point being that I think the Environmental Impact Statement has understated the impact, or the potential for safety in terms of an aircraft accident. And as was so eloquently pointed out just a minute, ago we had some devastating forest fires in the Angel Fire area last year. The year before Red River suffered the same type of thing. It appears like this year and probably the coming year we are going to

AO-7 have a very dry season, and a fire created as a result of an aircraft accident would not only be devastating to the aircrew but to the community, as well.

We think that the Environmental Impact Statement has under estimated the impact that may result as a result of the safety issue, and we certainly suggest that you take this into consideration.

Thank you very much.

HEARING OFFICER: And Mr. Daniel Williams, did you wish to make additional comments? 008188

MR. WILLIAMS: Thank you, sir.

The first concern I've got has to do with the

Chama River Canyon Wilderness Area. Looking at the route, the route starts five miles north of the Chama River Wilderness Area. The closest point is two miles from it.

AF-46 When I, at the January 29, 1999 meeting asked at what altitudes the aircrews would cross this area, I heard different attitudes. And it was interesting. When I asked a Lieutenant, I heard altitudes of 5,000 feet, and the higher the rank of the person I asked, the higher the altitude I was told, up to the highest being 23,000 feet from a Lieutenant Colonel.

My concern here is simply that it's not specified.

There is an existing route under that, and so it's logical that after the aircrews have refueled, generally the Abiquiu area, they will be cleared off by a controller, they will descend, they will want to make the entry point, which is again just miles northeast of that wilderness area. Here is the catch. The area floor is 400 feet. If they do that, there is a danger of them impacting peregrine falcons that are nesting directly under the flight path.

AF-46 So I ask that area, the minimum altitude to pass over the Chama River Canyon Wilderness area be raised to at least 5,000 feet and the point be moved to

AF-46 at least 10 nautical miles northeast of the Chama Canyon Wilderness area.

I did submit that in writing previously, however did not see it reflected in the Draft EIS.

In addition, at the meetings that we had on April 7 and April 9, we -- a number of people had expressed concern about live ordinance being carried on the aircraft.

AF-47 I understand this proposal does not call for delivery of ordinance, but I would ask the question: Is it possible that an aircraft would be on the route carrying ordinance which might, in the case of an aircraft accident, be detonated or accidentally dropped? And I was assured by Colonel Wheelis that, no, that would not happen, that they absolutely would not carry it.

But we would like to see that in writing. That is not in the Draft EIS, best I can tell.

Also, there is a ski resort, the Ski Rio ski resort, which is within a half mile of the corridor. I can show you where it is on the chart I have got plotted outside.

But I'd ask that be considered. I know that bomber aircrews tend to be extremely well disciplined, yet there's always danger when you have airplanes and ski lifts. They don't mix well.

Finally, regarding correspondence, I've seen a letter from the BLM asking that RBTI Alternative D not fly directly over Ute Mountain or within -- I'm sorry, I

ED-8 don't have that letter in front of me. I believe it was one to three miles of Ute Mountain during certain months, the nesting season, I believe. That letter is not included in the correspondence section of the appendix. And I would refer you to Mr. Sam DesGeorges with the BLM in Taos, New Mexico.

And sir, I have some additional comments if I may later.

Thank you.

HEARING OFFICER: All right. I'll call on you later.

Is there anyone who has already made comments that would like to make additional comments?

Please. 008189

MR. PALMER: As I mentioned earlier, I'm Doug Palmer. Also, if I didn't mention it I'm the associate director of programs, and I also direct the back country operations.

One of the things that was not included in the environmental impact study with any seriousness was the culturally rich historic area. In the North Ponil area -- in the North Ponil country we have the only

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Tyrranosaurus Rex footprint ever discovered in the world.

We also have a number of tracks up there, one of which is hanging in a mud stone formation overhang -- an underhanging formation that we are concerned that that could fall at any time, and are really concerned about the impact it might have if a bomber were to fly over. **CU-2**

Also, in the North Ponil country is one of the few places in the Rocky Mountains where one can see the famous clay layer. If you are familiar with the big bang, the impact that probably put an end to the dinosaurs, that is obvious in our North Ponil country.

We are concerned also there may be some problems or could be some damage to the petroglyphs. And it says in the EIS that there are no petroglyphs. In the North Ponil country, there are several hundred documented and mapped petroglyphs up there. Much of this work has been documented by Harrison Goodcall (phonetic) former -- retired paleontologist with the USGS.

Thank you, Colonel.

HEARING OFFICER: Sir, do you want to make comments?

MR. PATTON: Yes, sir. I'd just like --

HEARING OFFICER: Your name?

MR. PATTON: David Patton. **008190**

I'd like to address the Environmental Impact

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Statement itself again, and how this came about.

I don't see the gentleman here that I talked to earlier in the evening that was from the company in Oregon that did the impact statement, he doesn't seem to be here listening to our comments, but it's been pointed out significant deficiencies in the Environmental Impact Statement. Everything from the number of communities affected, to the wildlife affected. As the gentleman recently spoke of, the fire danger here, which is very significant. Very significant. **LU-2** **BI-3** **AO-7**

And I'm also concerned that the whole process taking place here is a very bogus one. The Environmental Impact Statement is obviously bogus from a number of standpoints. It's already been pointed out. I won't go over that again.

One thing that I did notice that was said, the Environmental Impact Statement apparently says there were 187 people at the meeting here last year in Angel Fire and about 300 in the meeting in Taos.

That is also false. I was at both meetings. There was clearly close to 1,000 people at the meeting in Taos and close to 300 people here in Angel Fire. **GE-37**

So I don't know where they are getting their facts and figures from, but on every count they seem to be misleading.

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And I'm very disappointed, very disappointed in the Environmental Impact Statement that was done for this alternative. I don't know if it was as bad for the other alternatives as it is for here, but if it was, you know, I don't know what the Air Force is paying good money for to have these Environmental Impact Statements done by such incompetent people. I know that you are required to do an Environmental Impact Statement, but you ought to get somebody that knows what they're doing and will at least come to communities like Angel Fire and Taos and at least some of the major communities around here, and at least talk to some people and get some input from those people. Because the Environmental Impact Statement that has been presented here is of no value whatsoever, as far as I'm concerned.

Thank you.

HEARING OFFICER: Yes, the gentleman with his hand up, please come forward. **008191**

MR. MELZER: Thank you. I have not previously spoken.

Please excuse me if stutter. I just wrote this, and I don't have my reading glasses.

But I want to tell you that you can measure quality of life. There are common mathematical tools to do so. The fact that they were absent from the report I **BR-7**

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think is egregious. It's professionally offensive, also.

The tools that I have used to look at this region show a fragility to the quality of life in Northern New Mexico. It's a fragility of the ecosystem, the local economy, and the at-home community.

That fragility is due already to the short growing season, the scarcity of water, and our remoteness. The RBTI, your Routine (sic) Bomber Training Initiative will target the region's fragility with the real possibility of killing, in the end, the human community.

Thank you.

HEARING OFFICER: Is there anyone else who has made comments that would like to make additional comment? Sir. **008192**

MR. BLEVINS: David Blevins, again. Cimarron.

One thing I forgot to mention when I was talking about the fires. It was more of a question.

These fire fighters, tankers, helicopters, making retardant and water drops on to these fires -- If we get a big forest fire in the training area where they are making their training runs, how is that going to impact? If they continue to make the runs on a schedule, so many a day, how is that going to affect these firefighters coming in and making these drops on these **AO-24**

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fires?

I don't know the two can go together. So they do not fly when you do? I don't know you can get them out at the same time. So what are they going to do? Just sit, let it burn?

I don't know. I think it's a big concern.

Thank you.

HEARING OFFICER: Is there anyone else that has made comments that would like to make additional comments?

Mr. Williams, did you want to come back up?

Sir, I'll call on you next. **008193**

MR. WILLIAMS: Thank you very much.

The gentleman that was just talking was talking about fire. That is an incredible danger for Northern New Mexico. What we have is a high mountain geological environment where you've got a lot of trees, you've got forests at a high area, and the catch is that the most trees here are pinon trees, cedar trees that don't require a lot of water. But there are a lot of trees here. So it's not like the Pacific Northwest, for example, where you fly. If a plane crashes, it's a wet area that is not likely to catch on fire.

There is a huge concern throughout Northern New Mexico, and actually all of New Mexico, for fire, and

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because of the way that it's set in with the environment, the danger is very, very real, and it's very difficult to put out.

For example, I live in Taos Canyon between Taos and Angel Fire. That is the not an area flown over by an RBTI, but it is typical of many of the areas where you have the canyons. One of concerns is that a forest fire in the canyon could sweep through the entire canyon and be impossible to put out, because you have only one route going through.

That's true of many of the areas the bombers would be flying over. So a fire started as a result of a crash could be incredibly devastating, and because we are a rural area it would be difficult to put them out because of limited resources. Very dedicated individuals that would come to do that, but limited resources that would have to be drawn on from many areas. **AO-7**

Another concern that I have not heard mentioned at all are hot air balloons and gliders. These are operated very frequently in Northern New Mexico. There are a number of regional balloon rallies. **AO-91**

I offer that as a concern.

I do know that there are companies that have balloon tours up and down the Rio Grande. So, as you know, the balloons can't maneuver out of the way of the

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bombers, the bombers have to go around. But I do feel there is a danger both for the balloons and gliders.

Another is the floor of the route. There are places where the RBTI Alternative D route and on the other alternatives show the floor being 200 feet. Over and over we have been told that bomber operations for the B-1s and B-52s would be 300 to 500 feet, so I ask why it is that the floor is shown at 200 feet.

When I asked Major Adams, I was told the reason is because there may be other types of aircraft that would be using this route, they would be the ones using the floor at 200 feet.

I ask that be clarified in the Final EIS. If it shows 200 feet, in fact what you are giving us in writing was different from what we are hearing verbally, and the two need to be the same. We need to be consistent. **AO-57**

I believe I'm about out of time, sir, but when I may, I have additional comments.

HEARING OFFICER: Very well.

Sir, you wanted to make comment? **008194**

MR. COOK: I haven't spoken before. My name is Harry Cook. And I don't wish to seem flippant or antagonistic or anything of the kind, but when I read the reports through the paper, we have our editor here, it **TY**

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was as close as I got to reading about the statistics for the thing.

And the Air Force is telling me this, and I believe that. I come to this meeting, and I'm hearing a lot of different things.

You guys didn't do your homework, obviously.

You have displayed very nicely, Colonel, your meritorious service to this country, and very many of us here have also served our country, me included, and one of the things we served for and fought for was mom, home, and apple pie. And there was a lot of other things that go through your mind when you are sitting down in the bottom of a muddy foxhole, and one of them occurred to me while I was here. And I'm only going to change one word of this quote.

This poem is known to all of us. You people are going destroy it.

And it is: Home on the range, where the deer and the antelope play. Where never is heard a discouraging word, and the skies are not noisy all day.

HEARING OFFICER: Sir.

MR. THOMASON: I have not spoken. **008195**

My name is Jeff THOMASON. And welcome.

What I would like to address are the concerns that have obviously been developed in the remarks of

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people who are making the policy for the people, and how those concerns have been incorporated in this draft impact statement.

I am aware that the Department of Defense has entered into agreements with the various environmental groups creating policy with respect to process and decision making. In particular, the Department of Defense and the Nature Conservancy in 1996 issued a handbook for preserving biodiversity on military land, which lays out a detailed criteria and agenda for the decision-making process.

Of course, those criteria are relevant to bases, in particular.

AF-14 I would be interested in just making a note for the record to see how those same kinds of standards in terms of soliciting stakeholder involvement in communities, landowners, people that enjoy the resources that are impacted by military land have been addressed, and so there would be consistency in the impact statement that we see and other decisions that are made relative to military land.

It's a very detailed study, and I think those standards are pretty well set out there.

BI-9 Additionally, a program known as The Partners in Flight Program, which is designed to address the

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BI-9 impact of military flights on subtropical birds, I understand has a representative in the Department of Defense that coordinates that information and data. I'm not aware that any reference has been made to that coordinator in the Environmental Impact Statement, and, just for the record, I would think that would be significant in determining the impact, specifically in this region.

Thank you for the opportunity to comment.

HEARING OFFICER: Is there anyone else that would like to speak before I call on Mr. Williams again?

(Note: No response.)

Mr. Williams. 008196

MR. WILLIAMS: Sir, these will be the final comments I've got tonight, but thank you very much.

AO-92 Regarding noise levels, one of my concerns -- I know there's -- the way the noise is calculated is averaged, and so you take a 24-hour period, look at what the noise is currently over that 24-hour period, and then have the overflights, and then look at it still over a 24-hour period. And what I am concerned is that that is the real emphasis of the EIS is the DNL.

I'm not real familiar with the noise studies but when you stretch it out and you're looking at something that's going to last a matter of seconds, as

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far as the overflights, but when you stretch it out over a 24-hour period of time, it's going to appear to be relatively low; however, I don't believe that will accurately reflects the impact it's going to have.

I was pleased to see a chart that shows the single event noise level, and would like to point out it shows noise from either B-1s and B-52s at 500 feet as being somewhere in the range higher than a chain saw, higher than a lot of the loud things we tend to hear: trains you are very close to, or a rock band.

The representation here told us what they sound like. What they didn't give us is an idea how loud it was on the ground. I was on the ground as an enlisted man working drop zones prior to getting a commission. When even one C-130 came across, even though we knew they were coming, it was still scary. It was a very scary thing.

I would ask more emphasis on the single event noise levels and impact.

Secondly, I would like to say thank you to Lieutenant Colonel Wheelis -- excuse me, Colonel Wheelis, Colonel Adams. These gentlemen, when I have asked for information, have done a great job of coming forward with it and been very professional throughout, and I appreciate that.

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Thank you.

HEARING OFFICER: Is there anyone else who would like to make comments?

Please.

TY MR. SPICE: Bill Spice. 008197

I don't believe you don't believe in deja vu all over again. I thought you might like to know in the last 40 years there have been two Air Force planes crash on Philmont Scout Ranch in the flight path on training missions.

Now, they both happen to be World War II bombers, but maybe there is some magical force in those mountains that are -- you know, we talk about blue lights on the mesa and aliens, so that you never know.

But let's just hope it's not deja vu all over again.

HEARING OFFICER: Would anyone else like to make any comments?

Last chance.

(Note: No response.)

Very well, ladies and gentlemen. That concludes this public hearing. Thank you for your participation and input. Please remember the public comment period will extend through June 16, 1999.

This public hearing is adjourned. Thank you

have a written statement, the court reporter would appreciate you handing it in so that any names, places, references, or scientific terms or other information can be recorded accurately.

Finally, I'd like to remind you to limit your comments to the Draft EIS. That is the purpose of this public comment period.

If you have written comments that you would like to turn in at the end of this hearing, then there's a box in the back that you can place those in.

As I indicated, we will start with comments from elected officials. Following that period we will then take oral comments from those of you who have asked to speak.

Again I wish to you remind you of the three-minute time limit.

I would first like to call on Gustavo Cordova who is Town manager of Taos.

008198

MR. CORDOVA: Thank you. My name is Gustavo Cordova. I am the town manager of The Town of Taos, and I've been asked by the mayor and council to present their views on the proposal by the United States Air Force and how it will affect our community.

As governmental officials and leaders of our community it is our responsibility to ensure that the

quality of life for our citizens is not adversely affected by the actions of our federal, state and local governments. We have a duty to evaluate proposals from our state and federal partners and to determine whether or not they serve the interests of the taxpayers of our state.

This community has long been a strong supporter of our military and the needs for a well-trained national defense force. A great majority of our citizens have served in the armed forces of the United States, and many serve today. We recognize that military training is critical towards preserving a force that is capable of winning in the battle field.

As a field grade officer, myself, with the military reserves, I too, recognize the importance of training of our uniformed forces. I had the misfortune of serving in combat during the Vietnam war and witnessed firsthand the value of military overflights over the forward edge of the battlefield.

The United States Air Force proposes to select our community, along with others in Northern New Mexico, as a training ground to be used for preparation for combat in the battlefield. They also propose to expand the current overflights over our community, and do this at all hours of the day. Worst of all, the Air Force

proposes to conduct this training at altitudes just a few hundred feet above the ground. This would be a scary thought even for a small aircraft, but the proposals goes much further than that. It proposes that B-52 and B-1 bombers, amongst other aircraft, fly at such a low altitude over our community.

Perhaps the United States Air Force is not aware that Taos, New Mexico, is one of the foremost tourist destination communities in the United States. Taos is well known across the country as the soul of the southwest. Taos is a place where tourism is the No. 1 industry and the No. 1 employer. It is where art and the creation of art is a haven for some of the country's foremost artists. It is a place where people come from all over the country to ski, to whitewater raft, to vacation, and to enjoy the natural quiet of our beautiful environment.

Perhaps the United States Air Force is not aware that over 80 percent of our gross receipts come from tourism and tourism-related sources. Our fragile tourism base can easily become fragmented through the introduction of high-speed bombers flying over the environment that we have tried so hard to protect.

I do not see anywhere in the Draft Environmental Impact Statement where the Air Force

BR-4

proposes to make up the loss of tourism revenue or the significant economic loss that this bomber route will bring to our community.

The proposal by the Air Force will not create new jobs, not result in any economic benefits for our community, will not protect or enhance the fragile environment we have known all our lives; however, it will take away the natural quiet of our wilderness areas, it will be destructive to our tourism base, and it will change the quality of life in our community.

This morning the Taos County Intergovernmental Council met in open session at the Kachina Lodge in Taos."

HEARING OFFICER: Sir, can you --

(Note: Outburst from several audience members.)

MR. CORDOVA: I just have one -- I'm here representing several elected officials. I'd like to finish my statement.

HEARING OFFICER: Well, since you are the only official appearing, I will -- notwithstanding the outbursts from the public, I will permit you to continue.

MR. CORDOVA: Thank you, judge.

(Reading) This morning The Taos County Intergovernmental Council met in open session at the

Kachina Lodge in Taos. The Council consists of elected and appointed officials of Taos, Taos County, Taos Ski Valley, Red River, Angel Fire, Eagle Nest, Questa, the school districts, and the tribal governments of Taos Pueblo and Picuris Pueblo.

By unanimous vote of all of these communities, a formal resolution was passed condemning the proposal before you from the United States Air Force. The resolution will be mailed to all the members of our United States congressional delegation.

Our elected officials all agree that this proposal is very bad for Northern New Mexico, it is very bad for our tourism economy, it is very bad for the quality of life of our citizens.

Make no mistake about it, our elected officials are prepared to fight this proposal. We sincerely hope that our proud members of the United States Air Force will see fit to abandon any of the proposed overflight routes forever over Northern New Mexico."

Thank you.

(Note: Applause.)

HEARING OFFICER: Ladies and gentlemen, one of the dynamics I've noticed in the eight prior hearings that we have held is that people -- some people wait to make their comments, and once they make their comments

they leave. And that's one of the reasons I have implemented the three-minute rule. Nobody is going to be prevented from saying everything they want to say, but to give everybody a timely opportunity to make their comments -- And not everybody wants to make lengthy comments; some people make comments in the neighborhood of one, two minutes. And I've determined that three minutes is a reasonable period of time to accommodate everybody. But if you have comments that are longer than that, you will be allowed to make all the comments you want to make, but what I've asked you to do is please be considerate to others who may want to make comments and leave. And by extending your comments beyond three minutes, if I allowed everyone to do that, you're requiring those people who would want to make short comments and leave to sit here and wait for a much longer period of time than they would have to, otherwise.

I would now like to begin calling upon the individuals who have indicated a desire to make comments. And one of the reasons that we placed the microphone out here where we have is, if you recall earlier I said, "Please address your comments to me." The court reporter needs to be able to see you. In my experience as a judge, the court reporters have a much easier time taking down what's said if they can actually see the person

speaking, so if you turn around and are addressing the audience, it makes it harder for her to hear you, and she won't be able to see your face and see your mouth as it's moving.

I'd first like to call on Michele Hermann.

Just to give you an idea how we will be proceeding, after Michele I will indicate who's on deck. And the next person after Michele will be John Lathen.

008199 MS. HERMANN: Good afternoon. My name is Michele Hermann, with one "l" in Michele and two "n"s in Hermann. I'm a resident of Abiquiu, New Mexico.

I did receive and read in tis entirety the Environmental Impact Statement. The concern that I have about the Environmental Impact Statement is that it equates issues like efficiency and less time in the air for bombers to travel with issues like the survival of endangered species and the quality of life for both humans and wildlife, in general, in Northern New Mexico.

Of all of the alternative sites that are discussed in the Environmental Impact Statement, only in Northern New Mexico do you have the number of endangered Species who are threatened, the number of different special use areas whose use will be compromised by the flyovers, the industry based so much on tourism and enjoyment of the outdoors. And to sacrifice these

BI-5
BR-4

qualities for the efficiency of saving time and money in the air and not having the trained pilots be away from their bases for a long time seems like a really disproportionate set of values.

I myself moved to Northern New Mexico because I wanted a quiet and a peaceful environment, and yet when I read the Environmental Impact Statement it seemed to discount the noise and the visual impact and, indeed, talked about the people in the wilderness might get joy and pleasure and excitement from being flown over at 200 feet by bombers two thirds the size of a football field.

That made me really question the neutrality of this document, as I was led to question by the fact that the U.S. Fish and Wildlife Service has suggested there would be significant environmental impact here in Northern New Mexico, and yet the EIS seems to discount that.

So I very much hope that in considering alternatives that the alternative of no action on it will be selected and that the quality of life for humans and animals in Northern New Mexico will be given greater weight than the efficiency of shorter airtime for bomber training.

Thank you.

(Note: Applause.)

GE-38

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HEARING OFFICER: John Lathen. And then I will be calling on Ann Lemogge.

John Lathen, are you here?

(Note: No response.)

Well then, Ann Lemogge.

Then after that I'll be calling on J. R. or Joyce Franklin.

008200

TY MS. LEMOGGE: Good morning. My name is an Ann Lemogge. I live in Abiquiu, and I have recently begun weaving at home. And I have noticed that just since I've been home this last year that we're having flyovers over Abiquiu, and they are absolutely horrible. You lose total concentration. All my animals, outside and inside, get terribly upset.

And I just wish you would listen to the Fish and Wildlife. They also run up and down our rivers counting eagles, and of course it's very disruptive to the eagles when they are counting them. So I feel like we are already being invaded just where I live.

And I'm not going to be living near Taos, and I feel very sorry for these people, and I'm here to support them.

HEARING OFFICER: J.C. or Joyce Franklin, and then after that I'll be calling on Scott Thomas.

(Note: No response.)

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HEARING OFFICER: Is J.C. or Joyce Franklin here?

(Note: No response.)

HEARING OFFICER: Very well. Then Scott Thomas.

008201

MR. THOMAS. Hello. My name is Scott Thomas. I want to thank you for being here today to hear our comments about the proposed RBTI.

I have been a resident of Taos County for over four years, and most of this time I have lived on Lama Mountain, located 25 miles north of here and lies south and west of the proposed flight path.

I am a member of the board of directors for the La Lama Neighborhood Association, as well as a member of the Lama Foundation, an intentional spiritual community and retreat center.

All residents of Lama are opposed to this flight path because it threatens the sanctity and peaceful nature of Lama, especially the Lama Foundation, whose livelihood as a retreat facility is dependent on this sanctity and quiet.

As a sovereign and concerned citizen, I am opposed to any proposal which further increases the scope of military action here or abroad. The Air Force use of weapons of mass destruction has caused extreme

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suffering worldwide, particularly in Iraq and Serbia where people are dying by the thousands directly due to air strikes, for no other reason than the need to economically control regions for American corporate interests.

We are told again and again by the military as propaganda machine that these RBTIs are necessary to train military personnel to protect our freedom, yet in reality, the use of the military force only continues to oppress and destroy freedom at home and abroad, and those who refuse to the play the corporate game are eliminated.

No one is being fooled.

This is my third time standing before you, having attended last year's public comment meetings in which public comment was obviously and emphatically opposed to this RBTI, making this and future comment periods farcical and patronizing, the same thing done by the Department of Energy about WIPP for over 20 years with overwhelming public opposition.

GE-3

You should have heard us the first time. No military, period.

The people of Taos are strong, we are peace loving, nature loving, and we love each other, and those who share these values are welcome, but not weapons and other expensive military toys. In my opinion, even the

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National Guard Armory is an unwelcome enigma in this town.

The U.S. Air force already claims 50% of all U.S. airspace exclusively, and now wants more for its war on the people. It wants to own everything, the land, the sea, now the air, in the interest of national security, which really translates as destruction of the planet for profit, a game which we know has no winners, not even corporations.

We know who you really work for, and we say: No. We do not support the global enslavement and the use of our tax dollars to do so.

Therefore, I humbly ask you to adopt Alternative A, no action, in the interest of peace, harmony, and the well-being of all living creatures present and future.

Please remember what Chief Seattle told us in his letter before selling land to the U.S. Government.

"We are children of the earth and what befalls the earth befalls the children of the earth."

Her children include me, you, all of us.

Thank you.

HEARING OFFICER: Michael Andrews.

After Mr. Andrews I will call on John Painter.

MR. ANDREWS: Colonel, my name is Mike

008202

Andrews, and I life in Arroyo Seco. I personally have experienced a low-level B-1 bomber fly over in Vail Creek, Mt. Belle Rouge (phonetic) River area.

In my opinion the EIS has several flaws. One is related to the sound levels, to an averaging. The nearest thing I can represent the flyover, to me -- I didn't expect this at the time -- was a sonic boom, and to say that you're analyzing the sounds and averaging and modeling, is like saying a rifle shot can be analyzed by a time averaging --

BR-1

The EIS shows that the B-1 -- you experience 120 db at peak, yet modeling this is 40 to 50 db average. It's just like saying the average from a rifle would be no value.

This translates in comments on the EIS to the fact that there was no impact on the socioeconomic analysis. Our tourist-based economies in this area, Northern New Mexico, will certainly be impacted.

BR-4

At the time when I experienced the flyover it was awesome. I mean, that is not a nice term to me, only because this was: What the heck's happening? My God, what was that?

That is how I see it more than an average, than it was experienced by an individual.

In addition, I've been -- I have experience

preparing EISs for a large oil company in the past, and I would say there is another flaw in that usually it amazes me on existing -- the no-action alternative is not considered putting electronic sites in the existing fly pass in Montana and around to the north, northern states, which usually is required, in order for you to say no impact by adding only the electric points.

PD-1

So that there is another value in there that is not addressed, is what would happen if the Air Force would use that.

An operational consideration is being given equivalent value to economic or to environmental impacts: The fact that there is dead time in the flights going up there. Well, that is an operational consideration that is driving the EIS. It's not really being reflected in terms of how it reflects the environment.

PD-37

Thank you.

008203

HEARING OFFICER: John Painter. Then after Mr. Painter I will be calling on Dr. Thomas Meehan.

MR. PAINTER: I thank you. I've lived here -- My name is John Painter, and I've lived here in Taos for 32 years. I presently manage a ranch out on the west side of the gorge river where we raise buffalo.

That area all the way from the Colorado border down to where the ranch is and a little further south has

a lot of wildlife in it. We have a lot of elk, deer, and antelope that winter range on that particular ranch. And I can tell you from personal experience that overflights of aircraft do have an effect. They also have an effect on the buffalo, in the fact that I think sometimes the national guards will fly their helicopters up in this area three or four at a time, and when they go over that ranch fairly low, all the animals really scatter around, because it does short of shock them, initially.

BI-1

And I would see your B-1 bombers at times are -- I have observed them refueling overhead, and they're at pretty high altitude at that point. And you cans always tell it's a B-1 bomber, because there's a lot of noise, even at that altitude, and when you would have those much lower, I think you would have a much higher impact on the wildlife, as well as these -- as well as the buffalo.

And i had one experience one day. They have very keen sight, as well as hearing. I was out feeding a group of cows one morning, and all of a sudden they looked up to the southeast, and then took of over the hill very quickly.

And I was looking out across the land to see what the problem was. Sometimes we have a hard time.

The person who works for us comes -- walks to work over the hills, and that will spook them, too. But I noticed that particular morning 10 miles away by the gorge bridge there was a hot air balloon going up, and one of those animals had seen that, and off it went, and it just sent the whole situation over the hill.

So I would like you to know from my own personal experience that this will have an impact on the wildlife and it will have an adverse one.

The other thing is I also feel it will have economically an adverse impact, because the person who owns the ranch spends quite a bit of money in this community, and he came here for the peace and quiet and not a lot of noise. And he was very upset when he heard about this proposed route of the Air Force training things. He says, "Oh, that's terrible to have that in this area."

BR-4

And I think that speaks for most everybody here, is this, again, the way of life, and the relative peace and quiet that we have here.

We are getting pushed on all sides by a lot of other factors, too, which have an impact on the wildlife and open spaces in this area.

Thank you.

(Note: Applause.)

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HEARING OFFICER: Dr. Meehan. And after Dr. Meehan, I will be calling on Arthur Schiller, I believe.

DR. MEEHAN: Good afternoon, Colonel. **008204**

My name is Dr. Thomas Meehan, and I'm the head of the department of veterinary services at the Brookfield Zoo in Chicago. I have worked in the area of veterinary area limited to zoo and wild animals for the past 25 years, and I'm here to testify regarding the proposed bomber training exercises to be held over the area of the Bell Ranch in New Mexico.

The Bell Ranch houses a herd of 15 addax antelope owned by the Brookfield Zoo. This species is native to North Africa and is listed as critically endangered by the International Union of Conservation of Nature. Estimates also place the wild population at no more than a few hundred animals. This herd has been at the ranch since 1986 when Brookfield Zoo entered into a cooperative agreement to maintain and breed endangered hoofed animal species.

The ranch provides an opportunity to house and raise animals in conditions similar to natural habitat and more suitable for animals that may be available for future reintroduction programs in the wild.

The herd is managed as a part of the Species Survival Plan that maintains this species in captivity in

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cooperation among an international group of zoos.

Addax and other wild hoofed animal species respond to sudden noise as a potential threat, and respond by fleeing. Nondomestic hoofed animals are considerably more sensitive to these stimulae than domestic horses or cattle. Addax that are startled in an open pasture setting could be expected to run, and risk injury from running into fences or exerting themselves sufficiently to cause indirect muscle or cardiac injury and death. Young animals also may panic and leave the areas where they have been hidden by their mothers, and may becoming separated, risking starvation.

BI-1

It is common practice in zoo settings to desensitize species as the addax to sudden noise, by providing background noise from a radio. When loud noise is anticipated the animals would be held inside in a familiar environment where the animals also feel sheltered.

During my tenure at other zoos, I have had experience with hoofed animals exposed to loud noises, including planned firework displays or military flyovers associated with airshows, including B-1 bombers. The animals were held inside holding areas with masking background noise, and did show evidence of being startled by the associated noise.

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We would not be able to place the addax at Bell Ranch in holding areas or desensitize them with background noise. Such tactics would be contrary to the reason that they are located at Bell Ranch; that is, maintaining the herd in the semi-wild environment.

It's my opinion that the sudden noise I have experienced associated with these aircraft flyovers would be sufficient to cause these animals to flee, and I would anticipate a significant risk of injury or death to these animals if these flights took place over Bell Ranch.

BI-1

HEARING OFFICER: Arthur Schiller.

After that I will be calling on Richard Fabbrini. **008205**

MR. SCHILLER: Arthur Schiller, S-c-h-i-l-l-e-r.

And I am here this afternoon on behalf of the Lane family, who are the owners of the Bell Ranch, which you just heard a few comments about.

The Bell Ranch is one of New Mexico's largest beef cattle operations and comprises 286,000 acres in Northern New Mexico. Approximately 10,000 head of cattle are currently resident now on the ranch.

Much has been made in the EIS, and even this afternoon, that the use of existing military training routes minimizes the impact of these overflights.

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With respect to the Bell Ranch, we would like to point out the following: To date we have been subject to very occasional F-16 overflights. This is on IR-07, and it's approximately 100 or a little less than 100 flights per year. Under the proposal, as written, the Bell Ranch would be subject to as many as 4,000 flights per year, which results from both area TATB, which would bring 1100 low-level bomber sorties over the ranch, more than 200 what we term ultra-low-level bomber sorties under routes AC/AD and AD/AE, and the relocation of the Mt. Dora MOS will introduce, which currently does not extend over the Bell Ranch but which is reconfigured to encompass the northern portion of the Bell Ranch, would introduce up to 2,250 bomber sorties, as well as 400 new F-16 sorties than currently operate.

These would, in reconfiguration of the MOS, be brought down under the Bell.

This, in our opinion, will result in a change from less than 100 to more than 4,000 flights per year over this ranch.

As we will demonstrate in written testimony, which we will provide later, this abuse of the airspace above the Bell Ranch will severely and materially adversely affect the health, quality of life, and economic viability of the family's domestic cattle,

BR-7
BR-4

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managed and endangered species, and indigenous species which call the Bell Ranch, which has been a piece of the Heritage of the Southwest and is one of the original Spanish Land Grants, home.

On the behalf of the Lane family, our employees, vendors and neighbors, we vehemently and strenuously oppose Alternative D or the RBTI.

Thank you.

HEARING OFFICER: Richard Fabbrini.

Then after that I will be calling on Michael Abbey.

008206

MR. FABBRINI: Thank you. My name is Fabbrini, F-a-b-b-r-i-n-i. I also represent the Bell Ranch located near Tucumcari.

And I just have a few brief comments.

First of all, I understand that this Draft EIS was issued around the 19th of March. It took awhile for it to reach me, and I've been studying it ever since. I found it incredibly difficult to get through this amount of material, to analyze it, study, and prepare for today's hearing, and I think we should have been given additional time, frankly, in order to get through this and to be able to talk to others as to the meaning of some of the points contained here.

GE-22

Secondly, I observed today individuals asking

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questions of the United States Air Force. We certainly appreciate that opportunity, but we cannot share with one another what we have learned. And I think it would be incredibly useful if the process were allowed so that we could write our questions to the Air Force, you would respond in writing, and then we could each see everybody's questions and responses.

GE-11

And I think that would be an incredibly useful process.

Third, I found the maps in here to be woefully inadequate. I mean, it is incredibly difficult for us to pinpoint, and we tried our best -- and the debates between each other as to where precisely these boundaries fell on the Bell Ranch. And I think it would be really important for us to get better maps. I see you have some here, but I wish -- obviously, we have a limited opportunity to review them today.

GE-35

Finally, looking at the noise levels, we are using all of the grassland on our ranch for our current herd operations, and if we have any problems with noise at all we, cannot confine our animals to a smaller area. It's not going to work. Just looking at your Figure G-1, a B-1 at 2,000 feet approaches the noise level of a chain saw in your hands.

I mean, that is incredibly noisy. And that is

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at 2,000 feet. I can just imagine all kinds of problems it's going to have on our cattle operation.

My suggestion would be that the U.S. Air Force provide a demonstration of these airplanes. Why not fly B-52s, fly B-1s over the designated areas, publish it in advance. Fly the minimum, at the lowest level, so we can see how low it will be to the ground, and give us an opportunity to be out there and observe it, and then give us an opportunity to give comments.

Thank you very much.

HEARING OFFICER: Michael Abbey?

(Note: No response.)

HEARING OFFICER: Is Michael Abbey here?

(Note: No response.)

HEARING OFFICER: Ray Lutz.

(Note: No response.)

HEARING OFFICER: Is Ray Lutz here?

(Note: No response.)

HEARING OFFICER: Richard Wallick.

MR. WALLICK: I decline to comment, and will submit in writing. Thank you.

HEARING OFFICER: Larry Bell.

MR. BELL: I'll be happy to forfeit my time at this point.

HEARING OFFICER: Warren Spehar.

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008207

MR. SPEHAR: I thank you. My name is Warren Spehar, S-p-e-h-a-r. I'm a resident of Taos, have been for about the past year or so.

Gentlemen, I come here to speak to you as a fellow flyer, the first one, I think, this afternoon who has addressed you. And I speak entirely for myself and for no particular community except perhaps fellow pilots who may have the same concern I do, which is essentially one of safety.

Now, under the FAA rules, as I understand it, as I understand this particular one, restricted air -- we are not flying in restricted airspace when we are flying in the Taos vicinity, and the proposed corridors that the Air Force would be using here for overflights are in open airspace; that is to say, allowable airspace for both civilian and military flights.

BR-2

Now, the rule governing safety regarding dual use airspace is the principle of the "see and avoid" technique, as I understand it, for flying in VFR conditions, which, for our audience, is under Visual Flight Regulations.

Now, I fly a glider. Okay? I am a general aviation participant. I have a right to be in that air space until I'm prohibited by the FAA, or some emergency power by Congress or the president says not to be in that

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airspace.

Now, it seems to me to be unreasonable -- and my appeal is not to the emotions here but to some sense of rationale here. It's unreasonable to expect a general aviation pilot in command of his aircraft at anywhere from 500 feet AGL to 3,000 or 5,000 feet AGL to see and avoid a military aircraft flying at 350 to 400 knots. Okay?

BR-2

We are confronting here a major issue of safety given the number of overflights that the Air Force has, is proposing here in this Alternative D.

And my concern is not only for my own safety but for the safety of other general aviation pilots, as well as for the safety of U.S. Air Force bomber crews. But if there is a mid-air collision between a general aviation aircraft and one of these military types, it's almost a foregone conclusion that both aircraft and the personnel on board will be lost.

Thank you for the opportunity, sir.

HEARING OFFICER: Burt Bota.

And after Mr. Bota I will be calling on Harvey Blaustein.

008208

MR. BOTA: Thank you, Colonel and all the other officers at this endeavor. You can add me to your list of aviators. I was in the military, an IISV, and I

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also flew as instructor for AOS pilots for 26 years before I took early retirement in 1992, and I've been a resident of Taos for the last three and a half years.

And my appeal to you is tacked onto all the issues that have been raised here prior, in that it is my experience as an instructor in relationship to the corridors that exist, under the best circumstances during military training, concentration lapses, the possibility exists for an overfly of the military corridors. I've seen time and time again in commercial aviation where the intention of all three pilots in the cockpit plus the jumpseat pilot, there have been transgressions of the corridors that we attempted to fly in. Inadvertent, obviously, but nonetheless actual.

AF-6

So I am appealing to you if this were to be approved, the military route, the MOA-D proposal, that could exist. The possibility of overflying the existing corridors could exist.

A kind of an example of this was for me really indicated in that prior -- in fact, one or two days prior, if I am not mistaken, to the last RBTI hearing, there was a B-52 -- and I was flying for the Civil Air Patrol at the time at Taos field. I think it was two days prior to. We all stopped and looked as this B-52 came flying up the gorge at approximately 2- or 300 feet

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altitude -- and his timing couldn't have been worse -- and then flew out, I guess it was about on a north, northeasterly direction right over the Pueblo.

AF-6

And so everybody was very aware at that point of the transgression, of some particular violation of airspace right there.

So I just want to speak out again against the proposal for the MOA-D.

There was a kind of a pop saying in aviation when I was flying, "You have to kill somebody before you get their attention," and unfortunately in many instances that was the case, to get the powers-that-be's attention to take a closer look at safety violations or potential aviation problems.

Thank you very much for the opportunity to speak. I do not want that to happen here.

(Note: Applause.)

HEARING OFFICER: Harvey Blaustein. Then I will be calling on Fr. Chavez.

Harvey, are you here?

(Note: No response.)

008209

HEARING OFFICER: Father?

FR. CHAVEZ: My name is Reverend Vincent Chavez. I'm the pastor of Holy Trinity parish here in Arroyo Seco, also chair of the Archbishop's Commission

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for Historic Churches.

My experience with low-level flights came when I was the pastor for Harding County. You had a hearing in Roy on Monday evening; I was the pastor of that county. And several of our historic stone churches in that county used to be used as simulated bombing targets for pilots, top gun pilots from Cannon Air Force Base. And they would dip close to the churches, practically graze the roof of the churches, and then ascend higher into the air space.

CU-1

Several of our stone churches there with real foundations had major cracking due to the vibrations of these low-level flights.

Also, I had to come in contact with several parishioners out there, ranchers in Harding County,

BR-3

patriotic American citizens who fought and served their country, who would have their herd disrupted with low-level flights.

And my concern is I've seen what low-level flights do to stone structures, and Taos County doesn't have too many stone structures, they are mostly out of adobe with little or practically no foundations.

Most people that oppose these are, like I said, loyal citizens of this country who appreciate their armed forces; however, there is the concern for their

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properties and their values, also as private citizens of this country.

HEARING OFFICER: Eugene Dobos.

Eugene Dobos.

(Note: No response.)

Vicky Pfeiffer. 008210

MS. PFEIFFER: Hi. My name is Vicky Pfeiffer. And I didn't really come prepared to speak today. I didn't think I was going to speak. But since I'm here, I just wanted to say I moved here five years ago. I lived in an area in Michigan where we experienced low-level military aircraft flying over our homes. And this was our reaction to it (indicating).

It was terrifying. It was really terrifying. We were -- like, you would just be outside and be totally afraid -- you didn't know what was going on. You felt attacked.

AO-45 So my main concern is the effect it's going to have on the human beings. That's what I'm really worried about.

CU-2 Another main concern I have is for the Taos Pueblo. I read recently it's a classified World Heritage Site. It's the only one in the United States. The only one.

And it just seems to me that we might be able

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to find another flight path. Thank you.

HEARING OFFICER: Ed Slook. 008211

MR. SLOOK: Good afternoon, ladies and gentlemen, people of Taos.

It's too bad our cameras aren't here. I'd like to see our cameras going, too. All this should be public record. All this should be in the Library of Congress.

We are setting a precedent here, and I think most of you know what the outcome is going to be.

Four weeks ago, on a Sunday afternoon, I had a C-4 transport buzz my place out on the mesa. And they didn't fly 200 feet over my place, they didn't fly 100 feet over my place. They flew less than 50 feet over my house.

Well, I'm an old warrior, and I can take it. And I'm a veteran of peace. I've been shot at by the police, and the bombers don't worry me, and the other harassment doesn't worry me. What worries me is escalation of the military, escalation of what are around the world -- Am I going out now? (Referring to microphone.) That's convenient.

GE-30 What worries me -- What worries me is the way that things are manipulated, and the way this meeting is being manipulated by breaking it down into four groups of

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GE-30 people -- today, tonight, Saturday morning, Saturday, night -- instead of all at once, where we should all be hearing one another's comments and we should all be able to have it filmed.

Since we brought our own cameras here, this is being filmed.

Let me focus for a minute.

Is this working now? I'd just as soon not use it.

There's a lot of things I'd just as soon not have, a lot of things I'd just as soon not see. And I don't mind, personally, being harassed by the Air Force, Army, Marines, what have you. They have all had their shots at me. Let's not take it personal. Let's look at the global effect. Let's look at who the 40 percent of the airways are now owned by. Your comments in the EIS study. And you're clamoring for more? Why say less?

I say a lot less. I say de-escalation. I say put your planes in the hangars and do something peaceful.

(Note: Applause.)

I'm not done.

I didn't bring a prepared speech, and I'm not angry, but I'm here. I'm still alive. And I'm going to put my words against your words and your planes any day

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of the week.

The people in Taos, the people in this country are looking for peaceful solutions, and that does not mean escalation with war planes, playing games in our skies, playing games with our lives and our tax dollars. There's plenty of other work to be done on this planet, and it doesn't have to be done with killing machines.

You have to make these decisions now and hold firm. It doesn't give. Your private concerns with these planes, like I do, is one thing. If you are looking at the global effect of the escalation of the war machine in our skies and everywhere else, then the message has to be: We don't want it.

(Note: Applause.) 008212

HEARING OFFICER: Dr. Yamamoto.

Mr. Yamamota. After him, Alex Carpenter.

TY MR. YAMAMOTO: Thank you very much today be here.

The '95 in --

(Note: Reporter unable to understand accent.)

....of your human life.

The American president supported us. He say American citizens once again to lead beginning of the new United Nations Charter.

I memory for the war B-52. Is important for I

52

am a child, Korean War. All American military come to our land to practice, to war practice. My grandma, grandpa growing water melon. I am on the other side on the (inaudible) bam into fence. All military come to our land, eat our water melon. It's good for to eat, but everybody after military test going to war never come back.

What's going on right now in this world?

Say 50 years ago United Nation come to this world. More and more and more are (inaudible) separate.

Something wrong.

Today, right now, people have to change consciousness to win all life.

Behind your eyes, everybody have a fear as a human being. I hope grow for peace right now. This is a world emergency. Always temporary (inaudible), didn't represent of human life. Today good sleep, to take tomorrow be wonderful new human being.

That's what I want. That why I want human being, respected.

Before you come to United Nations all living being in the world united. Why separate? Why killing the people?

I pray for global peace now. Global peace now.

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Mayor Taos, '95 declare global peace zone. Global peace zone is military language. You should know what means, this symbol as a human being.

HEARING OFFICER: Alex Carpenter, then after Alex I'll be calling on Aromi Hiro(phonetic). 008213

TY MR. CARPENTER: Thank you for hearing my words. Family, thank you for being here.

Much is necessary. All over here, the pain, the sorrow, killing each other. Why?

Not only talk to you. Even find my ownself. Your own people fight with me. I am not here fight with you. Please understand what being said. Very important. People dying other side of the world right now because of war. They fly here, they fly there.

You have family. You love them. People dying. You have family. You love your family like I love my family. Why? Why we want kill each other? I want to know. I want to know.

My grandmother's back pushed to the ground by the oppressor man, push her down, down. Oppressorman, see what you doing. Oppressor man is creating a ruin. Oppressor man, here what I say. I saying, "Oppressor man, change your ways now. Her body is not a commodity. Her body is not a commodity. Not a product to be bought and sold. Not to be mined for oil and gold. She gives

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what she's got to give so we can live. Why bomb? Why do that bomb to Mother Earth? Mother Earth keep us alive. Why? Why drop bomb on Mother Earth. Without Mother Earth we all die. Why commit suicide?"

Please. Please wake up to the truth of what happening here. No fight, please.

Here what I say.

Does that mean my time over? One minute left?

Someone else have one minute, then.

HEARING OFFICER: Aromi Hiro. Did you wish to speak? 008214

TY MS. HIRO: I came from Japan, and I love Taos. I love New Mexico, and I love Taos' nature. And we have the same sky as us, so in that maybe we don't need some culture so much.

I'd like to find some skill and knowledge from ancient, so -- and I came here.

So we have same earth. Thank you.

THE COURT: Tuyo Setara.

(Note: No response.)

I hope I'm pronouncing this right.

Tuyo Setara?

(Note: No response.)

Charlie Myers.

MR. MEYERS: Good afternoon. I am a resident

008215

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of Tres Piedras, New Mexico, vice president of the Tres Piedras Neighborhood Association, and a member of the Taos County Planning Commission.

I come here with a number of concerns. I'm going to try to be brief and get right to the point with them.

In your analysis of your proposed flyway over Rio Arriba, Taos, and Colfax County, I notice that ED-2 you've missed quite a few different wildlife sites and flyways that exist within this area. Most importantly include San Antonio Mountain, the sandhill cranes that regularly migrate to the south during the spring -- I mean in the fall, and in the spring head back north, and the Valle Vidal.

Not once are any of these things really mentioned ore gone into in detail, so let me give you a little bit of an idea what areas we are talking about here.

San Antonio Mountain is a very significant winter wildlife area with up to 5,000 elk that winter there every year. It's part of what's identified by the New Mexico State Game and Fish Department as Unit 52, which is just about the most popular elk hunting area in the entire state, and it's well known throughout the country as one of the best elk hunting areas that is in

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the United States. The proposed flight route goes directly over and includes San Antonio Mountain.

The sandhill cranes that migrate back and forth do so over the course of the months of October, November, into December, during the fall, and in the spring during the months of February/March, primarily.

That is a significant amount of times.

These -- How many minutes do you get?

AIRFORCE SERGEANT: Total of three.

MR. MEYERS: These birds fly almost exactly in the type of elevations that you are proposing to fly in.

ED-9 Thirdly, the Valle Vidal, which is a special management unit within the Carson National Forest, is one of the most significant wildlife areas in this entire state. It's -- it has a significant amount of elk, wild turkey, bear and bison. And nowhere do you mention this in your document, and yet this is an extremely significant area which your proposed flight path would go directly over.

As a member of the Tres Piedras community, I'm pretty surprised that nobody from the Air Force has ever contacted our community, which is actually one of the communities that would be flown over. Our community is rather small, but a lot of people live in the area that you have identified as what you're going to fly right

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over. Many of them are ranchers, many people have

BR-3 horses. I own horses. I have livestock, also. And I have seen how when airplanes fly low horses are particularly susceptible to be spooked.

And a lot of people from that area are not going to come here, because they are 40, 50 miles away and they don't feel like they have been included in this process.

GE-22 I don't think you have done enough outreach to the communities of Tres Piedras, Costilla and Amalia, which are on your flight path, and I would suggest that you contact these communities directly, as we're the ones who you're going to -- actually proposing to fly over, and you'd get a lot more significant commentary from people who aren't as willing to drive all the way over here to Taos to make comments to you.

I think that, in general, our neighborhood association is against this idea, that we feel it's going to have a terrible impact on some of the basic aspects of our lifestyle, which is peace and quiet near the national forest of the United States.

And I think you have to look a little more closely as to what areas you are flying over, as some of them are very significant recreational areas that people from all over the country come to enjoy.

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Thank you.

HEARING OFFICER: I'm having trouble reading the last name on this particular card.

D-e-l-e-c-a-s-t-r-o?

TY MS. BELCASTRO: Belcastro. **008216**

Thank you for giving me the -- Opportunity to speak. I come from Spokane, Washington, Fairchild Air Force Base. I know what it's like for people to have to live in -- I can't even describe it. Just a weird energy, like -- there's -- I don't know.

And I just wanted to say I want peace. And that's all I have to say.

HEARING OFFICER: I'd like to finish with the cards, then the court reporter indicated a desire for a break.

Bjorn Halberson.

(Note: No response.)

HEARING OFFICER: Is Bjorn Halberson here?

(Note: No response.

HEARING OFFICER: Jean Harrison. **008217**

MS. HARRISON: I'm Jean Harrison, and I've been in Taos 38 years, and I'm a native of New Mexico, grew up near Cannon Air Force Base.

I'm mad. And I have a lot of friends here, and I want them to speak, too, because I know they are very

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upset.

AO-27 Nobody has mentioned the snow and avalanche problems. You're going to be flying right over Ski Rio, which can cause a lot of avalanche. You're going to be flying over Valle Vidal, you're going to be flying over Philmont. You're asking for big trouble, the National Boy Scout place there.

And nobody's talking peace at all. The military isn't. There's not a Defense Department of Peace. We have a Department of War.

I think it's about time that people stand up -- I have grandchildren. I've never done anything like this before, but I can't sit back and not do it.

I know you have your job to do, but so do we.

I think maybe you think this is a nice place to

PD-4 come and fly. Why don't you go to the White Sands Missile Range and maybe a few of those missiles might -- for practice, I mean.

GE-3 It's a very serious thing that's happening here, and the people are against it. I don't think it's going to make any difference. If you want this, you're just going to go ahead and do it.

I did hear, though, that maybe the Air Force might be a little more in tune with what the people want, and I just hope that you will think twice about

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this. There's no need for this.
I know with the B-1's and the B-52 --
What is that card? What does it say?
AIR FORCE SERGEANT: One minute remaining.
MS. HARRISON: Thank you.
-- that you're going to push this through because you think you need the practice.
Well, that's unfortunate, because I feel that we should not be talking war, and that we should be trying to live together in peace.
And the United States is not doing that. This is all for the corporations, for the industrial complex. They are making a billion dollars a day. And you guys are earning your money -- I don't know what you get paid, but you get paid a lot more than people in Taos County.
We came here with three little kids, no jobs, in '61, to do what we wanted to do.
Thank you.
HEARING OFFICER: What I'd like to know before I decide whether to take a break or not is if there's anyone else, just so I can get a show of hands how many people would like to make comments who haven't made comments, or people who would like to make additional comments.
I'd like to go ahead and give the court

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reporter a break, because she is experiencing a need for that. It's a job I wouldn't like to have, myself. It's a very difficult job from what I've seen of it.
Five minutes, then we will pick up from there.
(Note: Short recess taken.)
HEARING OFFICER: Ladies and gentlemen, we would like to continue on now, so if you could please take your seats.
I know some of you have come in late so you don't have the benefit of my initial explanation of how we are conducting the comments portion of this, so I'd just like to go back over that a little bit.
We would like to limit your comments to three minutes. That does not mean that that is the only amount of time that you'll get to speak. I now have five additional cards with names of persons who would like to make comments, so when you come forward to make your comments, if you could just state your name, speak clearly and slowly so we can understand and the court reporter can take down accurately everything that you've said.
And the sergeant to my right will be holding up a card, and when you have spoken for two minutes, he will hold up a yellow card to give you the warning that you have a minute remaining, and then he'll hold up a red

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card when your three minutes has expired.
As you should have noted, I won't stop you if you continue going past that, but I will say you're taking away time from the other individuals who are waiting patiently for their turn to speak.
And please remember that even though you stop at three minutes, I'll call you back up if you want to continue on and give you another three minutes, and then I'll ask if you have more, and if you want to speak for more than that additional three minutes, I'll let you do that as long as there's no one else to speak. Ultimately, we will stay here until everybody has had the opportunity to say everything they want to say. **008218**
So I'd now like to call on Gretchen McGregor.
MS. McGREGOR: My name is Gretchen McGregor. I'm a resident of Taos since 1982. I'm in school now, going to medical school and am an EMT, Emergency Medical Technician.
And my concern with the EIS, I feel it has inadequately addressed the potential health risk if there were an accident.
I would assume that with the proposal, the flight route that's being proposed, it covers nine counties in Northern New Mexico, which is nearly 30 percent of our state. New Mexico is the second most

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fatal state in the United States due to long transport times, and we only have one Level 1 hospital in the entire state. And so I would assume that proposing 2,600 flights per year over, let's just take for example, Philmont Ranch, which has a very high population density in the summers with Boy Scouts, pack animals, and if there were an accident there, the EIS should somehow address the potential effect of trying to get injured people to a hospital on time. And I don't see anywhere in the EIS the health impact of an accident. **AO-16**
We are also the poorest state in the United States, and because we have 80 percent of our income based on tourism, it would seem that this amount of overflight is going to completely wreck the economy even further, an economy that's already extremely poor compared to other places. **BR-4**
I also had spoken with, I believe his name was Duane Williams, the man who is in charge of putting together the corridor, and he told me -- we talked about the natural amphitheatre effect of the Taos mountains. And even though it's not flying right over the Town of Taos, I asked him, "Won't everybody hear the flights?" and he said, "Yeah, everybody will hear the flights." **AO-13**
When a commercial airliner flies over at, whatever, 10,000 feet, we hear them. Every person in the

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valley hears them. And the fact that he already conceded that everybody is going to hear a plane that has a 185-foot wingspan with eight jet engines, flying 200 to 500 feet above ground level, it seems like the sound analysis, no matter how it's been tweaked, basically right up front we are all agreeing that everybody is going to hear that.

And I know that has a very bad impact on children. Countries like Germany have banned such low-level flights, and send their pilots here to train because of the bad effect on children.

Thank you.

(Note: Applause.) **008219**

HEARING OFFICER: Mr. Arthur Palish.

TY MR. PARRISH: Thank you kindly. My name is Scott Parrish. I would just like to say in case it hasn't happened yet, I'd like to thank you, y'all. I was raised on an Air Force base, McGuire Air Force Base and various other places, and I would like to say thank you for the initiative you are taking and the measures you are going through to find a good place to put your bombers.

I was really -- actually, growing up Air Force, I liked the sound of B-52s when I was young, always liked the idea of people who would actually go

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through any amount of trouble to protect my life and welfare and well-being.

In a community like this, there's a lot going to be said about who actually has the right to lean against you, say hello to you, and that sort of thing. It's a different sort of thing for tone, it's more of the ear than the eye, and it's something you have to work around some days. So to actually say there's generalized opinion about you actually have the right or the responsibility to protect my life or my well-being is not something a lot of people have taken into account.

I'd like to actually say thank you to both the Air Force and the community here, because the dissonance in this argument is very well stated, in that a lot of people would actually like to see the people who are running Serbia right now come to its best peril. I think the idea that people who wear stripes in the Air Force, or other insignia that would actually go out and defend us against like people on Slobodan Milosovich, it's not something heard in your opinion. Like, inside the body. My people, my father and other people in my family have protected myself and such as others from such tyranny.

There is a lot of people here that don't really believe in noise. The generalized opinion is that they

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are poor, that they might not want the sound because it's really on their nerves.

So on the one hand to say, yeah, sure you are taking the time to account for our own protection, and on the other end that, you know, because it is such a poor place it might be just another strain on our nerves, that is something that maybe hasn't been taken into account.

I, on my part, would like to say thank you to both the community and the Air Force.

HEARING OFFICER: Grady Taut. **008220**

MS. TAUT: I'm from -- My name is Grady Taut. I'm from Tierra Amarilla, which is considerably west of here.

Where you're flying is just beside where I live. You are not flying directly over me, but I do have airplanes, some C-130s, fly over me at 400 feet, and they rattle my cupboards, and they are annoying and loud. And when I'm walking, they run the elk off and run the deer off. And they just take off, and how they keep from getting injured, I don't know.

AF-6 I also know that sometimes flights always don't stay on path, and as close as we are to your flight pattern, it concerns me that you're flying so close to us.

Based on what the last lady said as far as the

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noise, I'm going to hear you. And I know your airplanes are considerably louder than the C-130.

But I would like to thank you for the opportunity to at least talk and tell you I just don't want you flying over my area. I just don't want it.

Thank you. **008221**

HEARING OFFICER: A.G. Deherrera.

MR. DEHERRERA: My name is Gus Deherrera. I served with the Air Force, and I've always looked upon the Air Force with pride. And I recognize the need for training our airflight crews, I just don't like the idea of using good land for a test range or a training range.

I live in Tres Piedras, and I'm president of the Tres Piedras Neighborhood Association. I live right underneath the westernmost part of the proposed range.

BR-1 And two concerns that I have. One of them over here is I just know that jet engines are much louder than the report indicates that they are.

BI-2 No. 2, there's a migratory bird route that runs parallel to highway 285 and intersects, or would intersect this proposed flight path, and it appears to me it would not be very wise, you know, to put in a training range that would collide with migratory birds.

And so I just wanted to make you aware of that, and would ask you to look into that to see how serious

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that is.

And that's it. Thank you.

HEARING OFFICER: Michael Haye.

MR. HAYE: Hi. 008222

A couple of things. One is that I'm very concerned that I know that people don't -- that we are talking about human beings that fly these machines. And I know some of the people that are flying them now, kids that are raised here that are fighter pilots down in Portales and places. And I watched them grow, and I know they are very well trained, but I also know they commit a lot of errors. And I also know their egos really get involved when they go they get in these wonderful machines so wonderful to fly.

AF-6

I remember living here in Taos when somebody flew through the gorge in a fighter and tore the hell out of the gorge and themselves and hit a wire. And they weren't supposed to be there, but, by God, they were there. And they raised a lot of havoc.

So there is a lot of human error. A fighter flew through here the other day. Some of the people might have heard it here. And that was not a bomber, just a fighter, and it scared the hell out of me. It was, "What the hell is this thing coming real low through the Taos Valley?"

AF-8

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I don't know if that was in the flight path, but it was there, and it came through here last week. And I wondered what that was all about.

So I know you have good intentions, and I know you have to train your people, but I'm really concerned about the human element, because people really make mistakes, and it's costly. And then it's, "Oh, I'm sorry, we didn't really mean to do that."

And, you know, human things happen. They are not going to stay within the flight path, because they are human beings and they get excited.

The other thing is I'm a therapist here in town, and I'm really concerned about the people. The people that live here have a different mission than the people that you represent. I understand you live in an urban area, live in Air Force bases, you life in noise, you've been trained all your lives to -- that the mission is the most important thing, and your mission is very important to you. And at times it's important to us, too, but we are not always in full agreement with that. But our mission is different here. The people --

I can't read. Two minutes? Three minutes? One minute?

The mission is different here.

We have a different use for technology. Some

70

of us have moved here, some of us were born here. My kids were raised here. They have a different reason for being here, and they are more earth based, and they want to be more earth based, and you're going to fly through here and really disturb the families, disturb the kids, and it's going to have a major impact. I don't care what you say, it's going to have major impact. People aren't going to like it. People are going to get really upset.

The only thing I hope will get through to people is to keep on electing people that just vote down appropriations for you people all the time. I am certainly going to do it, mobilize all my efforts to make sure I vote against all appropriations to people as much as possible, because I don't want you in my community.

No offense. I just don't want you here.

HEARING OFFICER: That exhausts all the cards that have been turned in, so what I would like to know now is if there's anyone who has not come forward to make comments who would now like to come forward. Please come forward, the lady in the back. 008223

MS. JACOBS: Thank you, Colonel.

I have trouble reading this. I wrote it this morning, so just bear with me.

I'm a newcomer to Taos, but I lived under

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flight paths of Tinker Air Force Base and Will Rogers Air Force Base in Southeast Oklahoma City from birth to age 32. Because of my early experiences, I want to speak out for the children of Northern New Mexico and how this may directly affect them in permanent, negative psychological ways.

AO-18

I was born during the height of World War II in 1943. My earliest memories include chronic national community fear of being bombed, and when planes flew through over us at normal level, time stood still while we checked to see if our insignia was on the wing.

War and threat of war was the primary topic of conversation, and it's that way today. Our children are watching newscasts, and among the significant persons in their environment these children are impressionable, and they hear talk of war non-stop.

Children do not understand the difference between potential danger and actual danger. Imprinting our future generations with low-level intrusive bombers is sending them one message: That they are in imminent danger.

The proposed flights will directly imprint tiny children, teaching that there is no safe place, no safe time, and no way of staying safe. Cults use the same thought to brainwash their victims. Wartime torture,

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from what I've understood, works using that method, as well.

We already know what happens to children who grow up in families where abusive dynamics explode and where there's no safe place, no safe time, and no way of escape. Some only permanently -- Excuse me. Some not only become permanently hypervigilant, wary, depressive, and unaware of their personal boundaries, but they will also suffer physical exhaustion, especially through their adrenal glands and the fight-or-flight syndrome. Some chronically violated children, such as this would violate our children, may even become psychotic as a result of it.

If our Air Force explodes upon our skies in terrifying, threatening overflights -- and that's the way children will see it, trust me, I've been there, I lived it, will the Air Force be willing to pay the ultimate price for having emotionally raped Northern New Mexico's most vulnerable asset? Children acquiesce to power, but they don't understand it.

HEARING OFFICER: There was a lady that was -- Yes.

MS. WALTERS: Okay. Oh, you were not speaking to me?

HEARING OFFICER: That's all right.

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008224

MS. WALTERS: I'm Anna Walters, speaking for myself only.

I recently moved here. I retired from the government. Twenty seven years of the 33 were with the Air Force, so I do appreciate your mission.

I was in Germany for the last 15 years. I've seen a lot, and a lot of changes when I was over there.

I came here because it is physically a beautiful place, but primarily because it's a place of healing. This is a very unique place in the world. I would hate to see it ruined. I believe that the State of New Mexico has been -- has done their patriotic duty to the country. A lot of nuclear testing has been done here. There's not enough money in the world to clean up the nuclear waste here. I do believe that this place should be spared additional disruption. And of the whole state, Northern New Mexico is the most beautiful.

And I think the reason that the place has been chosen for so much of this kind of work is because it's densely populated -- I mean not densely populated. We have very few people here, and a lot of the people that are here are very poor. Some of them have to work three jobs to stay here, to remain in this area. And this would extremely affect them economically, but more than that, spiritually, and the healing place that so many

BR-4

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people have come to would not be the same.

And I would -- I think equal value should be given to this type of problem. I really believe that this would ruin this area of the country, and I think we have done enough before.

Thank you.

008225

MS. CHRIST: I'm sweating.

Hello. My name is Susan Christ. I live in San Cristobal, New Mexico, and I'm here representing myself. And because I live here, I represent the people that I live around.

The comment that I had today was regarding the EIS, about the RBTI training over Northern New Mexico and its direct socioeconomical impact on the people in Northern New Mexico.

The comment I have is that we are a very interdependent people and group of communities here.

If the Boy Scout Ranch that has 30,000 visitors a year is impacted, so is the Town of Taos. The person who hunts on Vermejo Peak comes and send their children to the Boy Scout Ranch. Following their hunt, their children come and go to the Boy Scout Ranch in the summer; their parents come and golf and have a good time in Angel Fire. Then in the fall or the late summer they come and they visit historic Taos, and they raft in the

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Rio Grande River, which we all admire. Then the people go and they hunt up on San Antonio, and then they ski in the winters in Red River, in Angel Fire, in Taos. And we all like our wonderful restaurants and our local grocery stores and all the people that support these things.

So we are very much an integrated hoop in Northern New Mexico, that if one part of our hoop is disrupted, the domino effect affects us all.

If the people stop coming to Angel Fire, those few people don't come to Taos. If they don't come to Taos, we can't send them to beautiful Santa Fe or to the beautiful pueblos for their art ware.

We are all interconnected in this Northern New Mexico community, and I feel that the low-level flyovers would have an adverse effect on the economical balance of this state. I request that you not have them here, and that you choose to select a different alternative from Northern New Mexico.

BR-4

Thank you.

008226

MR. SCHINLUND: My name is Gus Schinlund, and I've been living here for about three years.

TY

I worked for a long time for mass media. We are in a very serious crisis in terms of the information that we receive about military actions, about our government, about our political systems. We are -- and I

would like to stand with what the previous speaker said about the interconnectedness. We are all interconnected.

We have a highly effective, sophisticated propaganda system which is advocating killing, bombing, warfare over an indefensible situation.

This, to me, is part and parcel of that process. It is injurious to us all. We have replaced, in the words of Susan Griffin, a very fine poet and thinker, "responsibility with respectability."

With all due respect to the armed forces, there's no more responsibility for our actions. We are aggressively promoting warfare. Our leaders are aggressively lying to the public about it. And we are all part of that process. If we do not wake up now, there will not be a future for any of us.

So I plead to you to think and to feel, to connect this (pointing to head) with this (pointing to heart) your heart, and consider your actions as sovereign individuals in a time of crisis.

Thank you.

HEARING OFFICER: I've just been handed a card.

Mary Ann Calvert, would you please come forward? **008227**

MS. CALVERT: My name is Mary Calvert. I've

lived -- I've lived north of Valdez, New Mexico, for 25 years, and I have repeatedly observed overflights on Flight Pattern 1147. And it's a training route which I have reported to various Air Force bases over numerous years, and I have never, except once, received a positive response from any Air Force official. The positive response I received was due to a B-52 overflight two days prior to the last RBTI hearing. On that day we had a B-52 flying a technical -- Let's see. It was an instruments data check, and he was flying approximately 200 feet over the Valdez rim. And I was literally frightened to such a degree that I hit the floor thinking there was an incoming to my dwelling.

During the previous 20 years I had contacted four Air Force bases and had never received a response, either according to the officials about what or who could be flying at such a low altitude, or where the aircraft was stationed, or how I could even pursue this issue even further. The FAA neither, or the local areas that are supposed to be notified when one of your flights drops in below 3,000 feet had never been notified, and neither had any of the Air Force bases that these aircraft had come from.

AO-93 My concern is that when we start having 2600 overflights in Taos County, that numerous of these

AO-93 flights will be dropping into other training routes and flying sorties without any oversight, without any scrutiny, without any enforcement, and without any safety for the public. And I have serious concerns for both the citizens and the wildlife that live in this area, and I would hope that you consider removing the RBTI Alternative D, from your list of proposed training routes.

Thank you very much.

HEARING OFFICER: Is there anyone else who has not made comments that would like to?

Yes, sir. **008228**

MR. HALVORSEN: I haven't prepared anything in an organized way to say, but I've lived here about 21 years. I guess the math is very simple that it works out to seven flights a day. Is that correct? 2600 a year.

AO-15

I had a similar experience to the gentleman who was just speaking, coming out from Arroyo Hondo, that hill heading south, and a plane came over so low that it appeared to me to be below the treetops at the top of the valley, Arroyo Hondo. I mean, of the bottom of the valley. It probably was 200 feet. It didn't look like it was going to hit my car, but it was a huge plane, very low, and very loud, and very scary. And I had my little boy with me then, so that's probably got to be probably

10 or 11 years ago.

A good friend of mine who had lived in Farmington for years told me today, when she was there planes going over vibrated the buildings so badly that they cracked one to two inches wide. This is school buildings in Farmington.

The computer has probably churned out all this information already, but I don't know.

BI-2 The Rio Grande Valley has been one of the two flight paths for the sandhill cranes for, they figure, three or four million years, and they are still flying up to Canada on that pathway, as somebody mentioned. They winter down in Bosque del Apache.

And I don't want to sounded cynical or simplistic, but I, too, am concerned about how carefully the homework has been done by the military -- or the government, in any event.

And I remember that in the early '50s they tested in Nevada, the nuclear tests. When soldiers were sometimes asked to witness them within a mile of ground zero, they were given sunglasses and skin cream. And the fall-out from that went over the southwest corner of Utah, St. George and all.

Anyway, just one more person making my little speech. I don't expect it to have a big impact, but

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maybe cumulatively we will make some impression on the people who make this decision.

Thank you.

HEARING OFFICER: Could you spell us your name?

MR. HALVORSEN: My name is Bjorn Halvorsen, H-a-l-v-o-r-s-e-n.

HEARING OFFICER: We had a card, called you earlier.

Is there anyone else who has not made comments that would like to come forward and make comments?

MS. HARRISON: I've already made one, but I want to ask questions.

HEARING OFFICER: Well, when we first started, one of the things that I said was that this would not be a question-and-answer session. That does not mean that questions posed are inappropriate. If you have questions you want to pose for the record, any of you, certainly you can ask questions as a part of your comments, but we will not answer any of your questions this evening.

008229 MS. HARRISON: Well, what is your schedule for answering, for showing us a flight schedule, the electronic stations you're going to build? I understand there's to be five of those. What time schedule can we --

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HEARING OFFICER: What I would like you to do, ma'am, is if you would like to make additional comments, please come up now and make those comments, and if you have questions to pose as part of your comments, please make those.

If you could restate your name for us.

MS. HARRISON: It's Jean Harrison.

PD-39 And I would like to know your flights -- where we can expect this. I've heard so many different places. And I didn't realized it was this close to Taos. I knew it was going to be over the Chama area. I'm hearing now it's not, it's going to fly -- and I read also that if

PD-10 you choose this, you are going to have five electronic stations where you simulate actual war flights. I'd like to know more about this.

And I imagine there's a lot of things you won't tell us, but maybe you could be as honest with us as you could. We all would appreciate it.

Thank you.

HEARING OFFICER: Is there anyone, whether you have made comments or not, that would like to come forward and make comments?

Yes. 008230

MS. RYAN: My name is Nancy Ryan, and I live out at Tres Orejas, which is not far west of Tres

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Piedras. And I'm trying to build up on the buffalo ranch, which has already been discussed.

BI-1 There aren't many buffalo ranches left, and animals like that are like people, because we are animals, too, and I feel -- I heard on the radio, I think about a month ago, they went and did military exercises in Oakland, California, right in the middle of the city, and now we are going to be a war zone here.

I thank you for the opportunity to say that. At least I could speak about what I feel. I have nothing to say about what's going on now that our government is doing that, I have had nothing to say about this, but I have to listen to how sound affects people in Belgrade. How will that sound affect communities here?

Please, listen to us. Listen to the numbers of us. You're like us. You respond to sound, I'm sure, the way we do, the way the animals do here. When the earth starts vibrating, we start vibrating.

Thank you very much.

HEARING OFFICER: Is there anyone else who would like to come forward and make comments?

I would like to remind you that at 18:30, 6:30 this evening, we will have another open house, and at 19:05 or 7:05 we will begin our second public hearing with an introduction, then the Air Force briefing, and

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then the comments period for that hearing will start at approximately 7:30 a.m.

So I'd like to ask one more time at this hearing if there's anybody that would like to make comment, please indicate now.

Yes, sir. 008231

MR. BELL: My name is Larry Bell, and I'm from Abiquiu, and my comment has more to do with the actual structure of this meeting, the way the dynamic is set up.

GE-30 It seems like giving a larger time frame is a way of dividing and conquering. It seems to me there's more strategy that has to be looked at in the way these meetings are held that I would call into question.

It's always -- seems like there is the polished brass sitting -- you know big guns sitting behind a barricade, and then you have your P.R. point men out here trying to outflank the enemy. And I would just like to invite whoever it is that's writing the manuals to do a little sensitivity training, instead of having it confrontational, or trying to outflank.

GE-6 Allowing three minutes for public discourse is really offensive to me, it really is, and I think it's a way of muzzling the opposition, and I think it's designed more tactically than it is for open dialogue. I think if you would take off your uniforms and come out from behind

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the desk and rub elbows with us common folks, you might hear. It might be more honest interaction.

And I just am offended by the fact it's broken up into such a big time frame that you don't get a collective response to a very overpowering and imbalanced event that's happening in our community.

Thank you.

MR. SLOOK: I do have a question for you.

HEARING OFFICER: Could you tell us your name, sir?

008232

MR. SLOOK: My name is Ed Slook.

And the question is: Basically, I'd like to get some copies of what you have in that camera for this community, and for the archives for the Library of Congress, so that none of these comments are lost strictly to the military. **GE-36**

And since you can't answer me on that, well then, we are going to keep the pressure on 'til we get a copy of it.

Thank you.

HEARING OFFICER: Is there anyone else who would like to come forward and make comments?

008233

MR. CALVERT: My name is Maury Calvert, and I'd like to read you an excerpt from a letter that I wrote as an editorial to the Taos News.

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(Reading) On February 12, 1998, I received a letter from Tinker Air Force base in Oklahoma stating that the B-52 aircraft operating within the lateral and vertical confines of the low-altitude training route did not violate any operating instructions; however, effective immediately the Tenth Flight Test Squadron has agreed to halt all training operations over Taos, Blue Lake Wilderness, and Angel Fire areas. These areas will no longer be flown over by any aircraft owned by the Tenth F -- flights, "flts."

I have photographs to refute their denial that it was operating within the vertical and horizontal confines. My photographs were sent to the flight test squadron.

On January 29th at the Realistic Bombing Training Initiative scoping meeting held in Taos, I questioned the pilots of the airplane who had flown this training route, and they had no information or familiarity with this area. I was not reassured by their knowledge of the area and insensitivity to the citizens concerned.

During the summer of 1992 this route was frequently utilized by B-1, F-4G and F-22 aircraft. Many phone calls and complaints yielded only vague information and denial of any ability to track the movement of

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aircraft in transit. Seemingly they can drop in any training airspace and independently conduct exercises at the pilot's discretion. If this is the case, it would account for the numerous flyovers which have occurred at Taos Ski Valley, the low-level flights over the ridges of Gavalon Canyon which I have observed. **AF-8**

Has anyone in Taos ever received a satisfactory response or acknowledgement of any complaints which have been filed with the appropriate authorities? The question I would like to pose to you is: Who is the enforcement agency that I could contact when there are low-level flyovers on this existing training route and other areas. I've seen the pilots' heads in aircraft above Gavalon Canyon, and they have flown so close to the ridge that, you know, I could identify two different heads within the aircraft. That's far too low for my comfort level, and I would like to know from you who I could contact when I observe these low-level, dangerous situations. **AF-37**

If you could respond to me, I'm at P.O. Box 2364, Taos.

Thank you very much, sir.

HEARING OFFICER: Is there anyone else who would like to come forward and make a comment?

008234

MR. THOMAS: My name is Frank Thomas. I am a

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local area pilot. I've only been here several years, and I'm somewhat discouraged by what I've heard.

I fly regularly from Taos to Durango, which crosses the line of flight of the Brazos Pass. I spoke to someone earlier today and I was assured if I called the FAA I would have plenty of notice about when these flights would occur. From what I'm hearing now, I'm not so sure I could depend on that. **AF-48**

My little airplane would be a bug on their windshield if they hit me.

And I do want to make it clear that if this does occur, the Air Force has to let us know when they are taking that route.

Thank you.

HEARING OFFICER: Is there anyone else who would like to make comments?

(Note: No response.)

Ladies and gentlemen, that concludes this public hearing. Thank you for your participation and input. Please remember the public comment period will extend through June 16, 1999.

This hearing is adjourned.

(Note: Proceedings adjourned at 11:40 a.m.)

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this individual first.

And that is Cathleen Michaels. 008235

MS. MICHAELS: Good evening. Do I face this way?

My name is Corn Bringer, and I'm a representative of Media Council. And it's a coalition of Native American representatives who are professionals in the media industry. And we are from all the nations across the country in North America, and our concern is -- and a representative of also Taos Pueblo -- a violation of the sacred skies, and the infringement that it brings to us during our ceremonies. Every day is a ceremony to us, and it's just not an option to have these bombers training here. CU-4

I am aware that your program in Colorado Springs probably offers you the same terrain, that you really don't need Taos, and it's not advisable.

Karmically, it's just not correct. Thank you.

And that's as constructive as it can get.

HEARING OFFICER: There were a couple of other remarks, I wanted to make. You may have noticed that the court reporter will record verbatim everything that's said tonight. The transcript of these proceedings will become a part of the record of the hearings and will be included in the Final EIS. The court reporter will be

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able to make a complete record only if she can hear and understand what you say, so speak clearly and slowly. In addition, if you have a written statement, the court reporter would appreciate you handing it to her so that any names, places, references to scientific terms, or other data can be recorded accurately.

Finally, I would like to remind you to limit your comments to the Draft EIS. That is the purpose of this public comment period.

If you would like to turn in written comments at any time, either during the hearing or afterwards, there is a box in the back of the room where you can place those comments.

And I'd like to remind you of the time constraints we are operating under, and I'd like to call on the first individual Eric Kuerschner.

And at all of the previous hearings I butchered several individuals' names, so please forgive me if I do not pronounce it correctly. 008236

MR. KUERSCHNER: You did fine. My name can be butchered, but not the EIS.

HEARING OFFICER: I'll be calling Clifton Bain after this.

MR. KUERSCHNER: My name is Eric Kuerschner. I am a resident of Taos and also an economist, and I had

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the privilege of working on what I believe was the team that did the first Environmental Impact Statement in the United States, Skid Morse & Merrill (phonetic). I joined them after they completed the Baltimore study on the (inaudible) freeway.

I have also worked with Simmer, Gonzales & Fresca (phonetic).

I'm sorry. I also worked for Gonzales, Simmer * Fresca, can who got the 1991 AIA award.

I wish to address only the economic components of the Draft EIS, specifically for pages 109 through 113, and then Appendix I.

I realize this is both a draft, and NEPA is a nonbinding statement, but the biggest point I wish to make is I totally believe in the process of economics, the science of choice, and all these subjective statements that you've heard can be quantified and put in the hat of a positive or negative. And it's only through this process that I think we will come to some rational conclusion of, A, whether any of the alternatives really improve the situation; and then, B, which one of those is really the best, by noticing how much it exceeds that situation.

Okay. The other point I wish to make is that all costs are subjective. And this is what's really

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difficult to relate and is the major flaw in this study. For example, you can't look at a Mark McGuire 70th home run ball and notice Rawlings is on it, and call up the company and ask for the price of that.

One minute? Okay. You'll get a written statement from me.

AUDIENCE MEMBER: I will happily concede three minutes of my time to the gentleman speaking. Is that possible?

HEARING EXAMINER: Well, as I said, I'm not going to stop anybody, so this gentleman can talk for the next two hours, if that is what you want.

MR. KUERSCHNER: Thank you, both audience and judge.

I have had the opportunity, if I have a little bit more time, I'm not going to be -- I'll be quick, but not quite as brief. No. 1, I want to thank you, both the colonel and the judge and the consultants, the staff that was brought with -- I mean, this is the right way to do things. I have made some contacts with both the consultants and the person that did the selection process, and I have offered -- you know, we are going to work this thing out to the best interest of both the Air Force and the Town of Taos. I can assure you that Senator Dominici is also aware of this problem.

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Basically, his concerns are exactly as mine. I intend to cooperate fully with him and assist him in what economists exist that are capable of doing non-market evaluations, because all these subjective causes that have been mentioned can be quantified. This is the reason they got me here, because I affected to be talking about methodology and whether we were talking about $15 million costs or $25 million costs.

And I'm -- you know, what can I say when I see those costs are negligible? There's a really serious flaw coming in. And I think economics is the tool to help put this in a rational perspective.

SE-2

The only place that I noticed that there was any real economic analysis was in the case of where you discussed income as being an impact. In my opinion, while that is a real methodology, the actual methodology used is flawed. It actually overstates the impact because you can't -- if a person is employed in Texas putting gas in a plane and he is no longer required, you can't consider that a loss to Texas any more than you can consider the guy putting the gas in New Mexico as a gain. Each of those guys, if they are paid their market value, will go to their next best alternative, and the effect should be trivial. What is not trivial is these non-market evaluations.

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BR-5

As you know, the FAA owns the airspace above 300 feet, so there's no real way, just like the Mark McGuire ball, you can't look and say is it $10 new or $5 used. If it's a used baseball, we are talking about a $5 item. We know it went through the market. While the value is subjective, it's real in every sense of the word. This is a million-dollar item you are talking about.

And I noticed this over and over, when engineers get involved in evaluating studies like a Van Gogh painting, you can say you are looking 75 cents worth of canvas, say the paint is, say, 30 cents worth of paint, and say 90 cent item. You run it through Christie's and find you are talking about a $45 million item.

I am pointing out this is the magnitude of the mistakes being made, and I think if we all work together, we have the same interest at heart, counting all the beans, but we have to know what a bean is and know which hat to put them in.

I will more than help you select competent people that are able to do this.

Two types of studies, since if you go to an engineering approach that I would recommend you look at -- contingent evaluation is one. There I recommend

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Ron Mendelson (phonetic) in Vail. He's worked on the Valdiz studies, using that process of going around and asking people what -- Am I done?

-- by asking people what would they be willing to throw into the hat to not have an oil spill.

And he came up that people putting their money where their mouth is were willing to throw $30 into the hat. Multiplying with a number of people, he came up with the $4 billion settlement in Valdiz.

This is the type of error in analysis that we are talking about.

Another way of doing it is --

AUDIENCE MEMBER: Next speaker, please.

MR. KUERSCHNER: Thank you.

HEARING OFFICER: Clifton Bain then Marcy Pierson.

008237

MR. BAIN: My name is Clifton Bain. I'm a resident of Arroyo Hondo just north of here.

We have all experienced military overflights. They happen where I live irregularly. Quite frequently, if you count through the whole year, but nothing like what you have planned for the route that runs through Rio Arriba, Taos County, Colfax County, Guadalupe County and Harding County.

What you have planned is a highway, a highway

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AO-55

for B-52s and B-1 bombers flying at 2- to 500 feet, with incident sound levels of 117 decibels, while your chart, which is supposed to appease us with an average of 64 decibels, is dishonest.

(Note: Applause.)

Even your analysis tells us we are going to experience some 1800 percent increase in flights for this area. And that impact is going to be quite concentrated if you are within anywhere close to these areas that we treasure as our wilderness.

LU-2
ED-10

You say there are five communities that are overflown by this route, and there are scores of communities. They may not be communities like Abilene, but they are communities that are not resigned or accustomed to ever hearing this kind of destruction of our tranquility, not to say the impact on the wildlife, the impact on our economy.

BR-4

We struggle for a living up here, and it's a pretty fragile economic system. And it's based on visitors, it's based on people who choose to live here at a great sacrifice in terms of economic opportunity. And they do its for one reason: They do it because we want to enjoy our contact with the earth, we want to know ourselves in that way.

And you're going to take that from us. And

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we're going to do everything in our power to stop that from happening.

(Note: Applause.)

HEARING OFFICER: Marcy Pierson, it looks like, then I'll be calling on David Kruskil. 008238

MS. PIERSON: Cliff just spoke for me. I'm going to let that be my record.

HEARING OFFICER: You're Marcy?

David Kruskil, then Ron Gardiner.

Yes. 008239

TY MR. KRUSKIL: My name is Dave Kruskil. I live up about five miles south of that strip that you're suggesting, and I work in that area quite a bit. I know a lot of people in that area, and I deliver gas to them.

I'm aware that in times of war they use these low flights over people with the specific idea of demoralizing and destabilizing those cultures, and I think that would happen here. I know that would happen here.

I'd like to reiterate what Les said. This is not an area where people are going to habituate. These people didn't decide to live around an airport or Air Force base, they moved here because they wanted to live in nature with peace and quiet. They didn't want that.

I wouldn't have lived here if this was going on

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or if I knew this was going to go on. I wouldn't have thought of living here.

BR-1 And I also thought that it was deceptive, your playing with figures, with decibels, and people barely know what decibels are, but then to throw these other terms on is quite confusing.

I felt like kind of like you are saying you can come and hit me with a baseball bat and say, well, since there was five hours you didn't hit me with a baseball bat, then you were the just caressing me.

(Note: Applause.)

And I can tell you that people are struggling here, and that amount of money you're talking about to do whatever you have to do is not that much when you think of the loss to the community which lives on tourists, basically.

I find this a violent assault on the community I think it's very serious.

(Note: Applause.)

And it's a very beautiful place, and a very unique place, and people are very excited and passionate about living here. That's one wonderful thing about it, among others. And I can't imagine anyone living here for a week's time and suggesting doing to this area what you're suggesting doing to it.

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I can't imagine that.

So thank you.

(Note: Applause.)

HEARING OFFICER: Ron Gardiner, and then Gail Viola. 008240

MR. GARDINER: Judge and my neighbors, good evening. My name is Ron Gardiner. I represent the Rio Grande River Restoration Nonprofit Group. I'm a long-time field biologist here in Northern New Mexico. I've had the privilege to conduct many of the field surveys of the birds of prey along the Rio Grande Wild and Scenic River corridor.

As Alternate D exists, it's pretty much a tour of all the sensitive wildlife breeding areas in Northern New Mexico. You probably couldn't hit many more sensitive areas along the Southern Colorado/Northern New Mexico greater bioregion than Alternative D. With no doubt Alternative D will have adverse impacts on birds of **BI-5** prey, birds that you yourself in the branch of service have taken the design from, and taken a lesson from in learning how to fly.

Yes, people live here for the purposes of being connected to Northern New Mexico, and the deep part of that is its wildness.

One of the aspects of wildness here is it is

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just one of the few places that harbors this kind of landscape still yet in the southwest region.

Alternative D starts on the Rio Chama Wild and Scenic Wilderness area over peregrine falcon areas that are protected under the Threatened and Endangered Species Act. It goes on a tour of antelope and elk habitat on the way to San Antonio Mountain, and crosses the Wild and Scenic River corridor around Ute Mountain in Sunshine Valley. That area is probably one of the highest density areas in the southwest left. I emphasize "left."

BI-5 I have conducted surveys in this area for about 13 years and I have recorded behavior and nesting productivity. I can assure you that the jets that used to fly across the corridor had impacts, and they are recorded in the BLM documents here in the Bird of Prey Monitor Survey at the local Taos Resource Area.

Under the multiple use management of BLM and the Forest Service there are special management scenarios such as wilderness and threatened/endangered species breeding areas.

Alternative D stands at counter purposes of managing federal lands and also stands at counter purposes of protecting public resources.

And yes, people do live here, make sacrifices so they can have this in their life. Without this in

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their life, it would be quite a void.

So thank you very much. Please take --

(Note: Applause.)

MS. VIOLA: I have nothing to say --

HEARING OFFICER: Gail Viola.

MS. VIOLA: Yes. -- beyond what he has. No one could improve on that.

HEARING OFFICER: Robert Hughes and then Carilene Newby.

Robert Hughes.

MR. HUGHES: I'll give my time to the next person.

HEARING OFFICER: And Carilene Newby. After Carilene Newby I'll be calling on Dean Fulver. **008241**

TY MS. NEWBY: My name as Carilene Newby. I moved to Taos four months ago because it is peaceful, undeveloped, has less versus more, technologically speaking, and has miles of peaceful undeveloped surrounding wilderness, and because my maternal grandparents are from here.

For many years now my major source of pleasure, inspiration, and joy has been to spend time in the wilderness because of the loving acceptance and wisdom it offers me. Trees, animals, rocks, open space, rivers, mountains, air and sun have all contributed to years of

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healing for me.

I speak out against low-flying, ear-splitting airplane noise which shatters the rare peace Taos and its surrounding wilderness have to offer.

There are many like myself who wish to be far away from much of modern technology with its noise pollution. That is why we choose to live here. I have visualized this area free of intolerable airplane noise, and my daily prayers are for love, peace, and harmony to be present here and globally.

Thank you.

HEARING OFFICER: Dean Pulver.

MR. PULVER: I'll pass my time on to the next person.

HEARING OFFICER: Antonio Trujillo, and then after that Manuela Maeder. **008242**

MR. TRUJILLO: My name is Antonio Trujillo. I'm from Questa, New Mexico.

It's not the first time a superior force has come into New Mexico with promises of not affecting a pepper or an onion or anything like that. Interestingly enough, they were always based in Texas and La Junta, Colorado.

The things that I remember are that a lot of people died. Things were changed to this day. A lot of

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PD-4 the national forests or the land around our communities were nationalized. Large areas were turned into military bases in later years. They are still there. They were blasted 'til their aquifers are no good anymore.

I don't see why those areas, they have the same altitudes, and the mountains are just as high, and they are already affected and off limits to most of the population.

This is just a ploy to get towards more areas and affect more of the population and cause more distress so that people in power can have more to be able to have their thumb over.

HEARING OFFICER: Manuela Maeder, then after that Christina Sporrong. **008243**

MS. MAEDER: Hi. My name is Manuela Maeder. I work in Taos County as a massage therapist, and I want to speak about different factors. For one, I work I in

BR-4 tourism, like so many other people here do. Anything that's going to have an impact on tourism here is going on put a lot of people out of work. It's already hard enough to make a living here, and tourism is definitely one thing that helps us out in this area.

New Mexico is already one of the poorer states in the country. There's a lot of people here who are unemployed and a lot of people on welfare, and I don't

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think it would be wise to do anything that would increase the struggle in this state.

New Mexico already has been the target for many military actions. We had the first atomic bomb dropped here, we have Los Alamos. We have a lot of different military things here. The last thing we need is to be the target of another military project.

(Note: Applause.)

The other thing I want to address, speaking as a massage therapist, I'm working in the healing profession, and New Mexico is probably one of the most important places as far as alternative medicine is concerned. There's a lot of massage schools here, acupuncture schools, traditional Native American healers, and this area has attracted a lot of healing people because there is a special spiritual energy about this place that I do not like to see -- that I don't like to see destroyed.

So I would like to invite everybody from the Air Force to come to New Mexico and to experience the relaxing and the healing parts of New Mexico, and to leave your airplanes at home.

Thank you.

AUDIENCE MEMBER: Christina Sporrong made a written statement, will pass her time to the next person.

HEARING OFFICER: Dwarka Bonner. Then I'll be calling next Tanya Valentine. **008244**

MR. BONNER: Good evening. That is D-w-a-r-k-a Bonner.

And it's something I am not well prepared to do, to get up and speak now. I think many people in this room must be experiencing that, and I'd like to thank everybody who has gotten up to speak. I think it's really important, even though it's intimidating, and especially so because I feel that I fear that it's really not significant to these proceedings what I may have to say. I say that because what little opportunity I've had to look over the materials already, I've seen that it doesn't seem -- there's some standards can be set for how much disruption in one's life is acceptable, and then we can be told: Well, here's the Environmental Impact Statement, and this impact to your lives, this impact to the lives of animals, people, and plants is acceptable, And whatever we may feel about it really doesn't seem to matter at that point, which is so unfortunate, because the quality of life here is everything to all of the beings living here in this region.

BR-7

And -- I don't know what to say. I hope that somebody will look at this statement, and the Environmental Impact Statement and consider -- you know,

we all live in this country, by and large overall with an elevated level of stress. The stress of noise, background noise, violence, military violence around the world, so much stress that is somehow accepted as an acceptable standard that moreover can be -- How do I go on? This standard -- I don't believe the standards of this impact statement are appropriate. They are not a high enough standard.

(Note: Applause.)

HEARING OFFICER: Tanya Valentine. Then I'll be calling on Dallas McClemons. **008245**

TY

MS. VALENTINE: I'm Tanya Valentine. I live in Taos. I hadn't planned to talk.

So first I wanted to say, statistically speaking if you know what someone wants to hear, inevitably somewhere there is a statistic that will back that up. And I think that's what your impact statement has done. In that twisted little pamphlet is a statement that says that one of the species affected is the peregrine falcon. That is on the federal endangered list. It's also on the state endangered list. And one day I think I would like to have a child, and the thing I would dread to have happen is to have that little girl come up to me and say, "Mommy, what did a peregrine falcon used to look like?"

I don't want to have to open a book and say, "I'm sorry, I can't show you, but here's a picture," because the Air Force of the United States of America made a bad decision.

HEARING OFFICER: After Dallas McClemons, I'll be calling on W. L. Welsh. **008246**

MR. McCLEMONS: Good evening. My name is Dallas McClemons. I live in Upper North Colonias, just north of Taos. I run a little horse operation. Prior to the horses I was 37 years with the Federal Aviation Administration in airspace and procedures.

I, too, find that this report is somewhat flawed. Mr. Bain, who was up here earlier, spoke about the single event noise level versus the DNL, and I find it very difficult to ascertain how you can put a DNL, which is a daylight/nighttime noise average, on a route that basically has single-event noise levels throughout the daytime.

BR-1

DNL originally was set up to use at airports, major airports where there was an established noise pattern. And they would make a footprint of this noise pattern and subsequently put monitors all over the place, and where there was great impacts of noise the airport authority bought up the houses and the land.

I see no proposal for this along this route

using DNL.

Another deception in the report that was very obvious to me, it's on page 4-18, and it's stated that, reference wake turbulence -- and I think the general population probably doesn't understand wake turbulence, but as a pilot and somebody that would like to fly across these areas, wake turbulence is a very big factor.

The report says that at cruising altitudes wake turbulence can cause handling difficulties for following aircraft. Especially when a small aircraft trails a larger, the FAA states or dictate the safe following distances and procedures for landing and take-off behind these airplanes.

AF-49

Ladies and gentlemen, small aircraft behind a "Buf," which is a B-52, in wake turbulence is five miles at 2,000 feet.

Thank you for the time.

So I think that is a misconception.

And after reviewing the summaries of the comparisons of Alternative D, which is the Mt. Dora, I find it has the most environmental impacts of any one of the proposals.

It would appear this proposal should be eliminated without further consideration.

GE-3

(Note: Applause.)

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We call these proposals, when I was with the FAA, throwaways. I would urge you to throw it out as soon as possible, save our taxpayers the time and money of these dog-and-pony shows.

(Note: Applause.)

HEARING OFFICER: W.L. Welsh. Then I'll be calling on Trudy Healy. 008247

MR. WELSH: My name is Lowbetz Welsh, and I just moved here from Gallup, New Mexico, where a stealth bomber crashed into the Zuni Mountains three years ago. So I think the environmental impact here is fairly serious.

The other thing is that the noise level of the bombing flights, it's going to cause a lot of stress with everybody, because noise is stress, and this kind of stress is going to be pretty severe. **AO-18**

But I think the plan is a very poorly worked-out plan on the part of the Air Force, in the sense that the environment and the terrain is really very unpredictable. The winds here can be quite terrible and quite unpredictable, and it's going to create some loss of life for those doing these bomber training flights. **PD-45** **AO-6**

I don't have a lot more to say, but I think it's a desecration of the sacred mountains, and I think that in itself is probably enough to make everyone

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realize it's not the right thing.

But keep in mind that three years ago a stealth bomber, which is supposed to be a highly -- a real high-tech bomber, did crash in the Zuni Mountains. And it was all covered up. A short little notice in the Gallup Independent about it, but nothing was ever heard about that afterwards.

So I hope that this bombing plan will not proceed any further, that you will find some other area that's more suitable to make the noise.

Thank you.

HEARING OFFICER: Ms. Healy, then after that Roberta Flowers. 008248

MS. HEALY: Yes. My name is Trudy Valerio Healy, and I live right here in Ranchos de Taos.

My voice is as simple as the sound of the trickle of the acequia. I'm a daughter of a mayordomo of two acequias in Ranchos De Taos. When I was small and fishing, my dad was leaning on his shovel early in the morning, silhouetted against a clear, quiet New Mexico sky. He said, "Jita, when you grow up you won't impress me if you drive up in a Cadillac with a mink coat, because your only wealth is this." He points to the water, he points to the sky, as we quietly listen to the trickling sounds of the water. **TY**

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You must know we will not give up this wealth.

(Note: Applause.)

HEARING OFFICER: Roberta Flowers. After Roberta Flowers, Edmund Healy.

MR. HEALY: I'll concede my time. 008249

MS. FLOWERS: Judge, please be advised this is not barren desert land but a thriving community. Most of our income is from tourists who come from all over the United States and the world to enjoy our peaceful valley, fresh clean air, year-round sunshine, and to visit, among other attractions, over 100 art galleries and quality museums. Taos has been an artists' community since 1898, with more artists in residence than are in Paris, France.

Two, Taos Pueblo. The Tewa tribe of Native Americans have been in residence here for centuries. Their living structures, as are many here in Taos, including my own, are or of adobe construction. Subjected to the stress of vibrations of large low-flying bombers, these adobe structures will crumble. **CU-1**

There is also an AAA class ski resort, Taos Ski Valley. I'm sure you are aware of the recent tragedy that occurred in Italy concerning a low-flying plane. True, it was another type plane, but once the corridor is open it will be available to other types of planes, I have no doubt. **AO-13**

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There's an old Mid-Eastern expression which is applicable today: Do not allow the nose of a camel into your tent, because the body will soon follow.

Since the United States is not in a declared state of war with a foreign power, or in immediate danger of invasion by any such foreign power, your proposed operation does not supersede our rights as U.S. citizens.

(Note: Applause.)

I am aware that your allegiance is to other superior officers in the U.S. Air Force, but other higher powers are in place. For one, the U.S. Senate. For another, the U.S. judicial system.

Under the U.S. Constitution every U.S. citizen is guaranteed the right to life, liberty, and the pursuit of happiness. Your proposed operation will infringe upon all of these rights. Our source of income will be destroyed because tourists will not visit here in a war zone of your making, our homes will be destroyed, and our peaceful way of living will not be possible. **BR-4**

It was my understanding the purpose of the U.S. Air Force is to protect us from foreign invasion. I assure you no foreign invader could do more damage.

(Note: Applause.)

HEARING OFFICER: Mr. Healy?

MR. HEALY: I'm conceding my time and position

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to the Taos County Planner who, according your rules, should have already been called.

HEARING OFFICER: David DiCicco. 008250

MR. DICICCO: My name is David DiCicco. I am the planning director for Taos County -- Still.

Taos County for the last four plus years has been working on a comprehensive plan involving neighborhood associations throughout the county. We currently have 33 active neighborhood associations, three associations on deck to become recognized and present their plans. Twenty three neighborhood associations have adopted their plans to the Taos County Comprehensive Plan. All expressed a desire to maintain the rural/agricultural quality of life here in Taos County.

BR-7

Four of the neighborhood associations currently in the comprehensive plan will be directly flown over, and six others are within a few miles of the path.

I also want to talk about the inappropriateness of using the average DNL numbers for sound levels in the Environmental Impact Statement.

BR-1

I was the -- I taught acoustic at Arizona State, at the university there for five years, and I do have some figures on accoustic noise that may be interesting to you.

There are -- I first want to let you know that

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accoustic noise sound levels, decibel levels, are a logarithmic progression. In other words, a 120-decibel noise is not twice as loud as a 60-decibel. A 70-decibel is twice as loud as 60-decibel noise.

The long term exposure to noises of 80 decibels or more causes permanent hearing loss. Short-term exposure to 100 decibels cause permanent hearing loss. The pain threshold is 110 decibels. At 120 decibels instantaneous hearing loss, permanent hearing loss occurs.

When you state in the Environmental Impact Statement that no vibration from low flyovers will effect historic sites, I want you to remember that all sound is vibration. All structures, animals, and biological entities are subject to the effects of vibration.

CU-1

If efficiency is your true goal, you have the technology to use any terrain to simulate any other terrain, or even just use simulators.

Thank you.

(Note: Applause.)

THE COURT: Grove Burnett. After that Seth Rolland. 008251

MR. BURNETT: Good evening again. I'm Grove Burnett. I'm an attorney and director of The Western Environmental Law Center, a non-profit public action

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environmental law firm with offices in New Mexico and Oregon.

We have an office here in Taos, our southwest office, with six lawyers. We all live here in Taos. We represent citizen groups, environmental organizations, municipal and county governments and Indian tribes on a wide range of environmental issues across the western United States.

Our office represents a coalition of municipal and county governments that are opposing this project.

This coalition includes the county commissions of Taos, Rio Arriba, Colfax, the Town of Taos, the Town of Angel Fire, Red River, Eagle Nest, and the Angel Fire resort.

All of these governmental agencies, including, I might add, also the Pueblos of Taos and Picuris Pueblo, have banded together to oppose this dreadful project.

It is clearly ill conceived and flawed.

And let's be clear about what this project is. Is it not a new proposal you're advancing here. You are already conducting this flight training in Utah and Wyoming. It's important to understand that these flights originate from Texas and Louisiana and that you're currently having to fly to Utah and Wyoming to do this training. This proposal really is about one of

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convenience for the Air Force of relocating what you're already doing to Northern New Mexico in order to save one hour of flying time. That's what this is really all about, and nothing more. There are no issues of national security involved here, because no one is proposing to cancel this project in any way.

We are saying this is not the appropriate place to do it. There is clearly nothing that can be more antithetical or repugnant to the way of life here in this valley and these mountains than your proposal to have B-52s thunder through our skies.

BR-7

We intend to continue our opposition, to coalition against this project, including taking the Air Force to court, if necessary, to challenge it.

(Note: Applause.)

It's clear that we are united in our opposition. Every single town, every village, every town, every citizen has said no to the bombers in Northern New Mexico.

We request, finally, an extension of the comment period until July 15 in which to submit comments for the public record. You spent a whole year preparing a Draft EIS and then put it out to the public -- in some cases late, I might add; some people haven't even received the Draft EIS yet -- and then give us less than

AF-50

90 days to comment on it. It is only fair that we be given an additional 30 days to July 15 to comment.

Thank you very much.

(Note: Applause.)

HEARING OFFICER: Seth Rolland.

AUDIENCE MEMBER: He's not here anymore.

HEARING OFFICER: Lyra Geroy.

Next I'll be calling on Arthur Schiller. 008252

TY MS. GEROY: My name is Lyra Geroy, and I've lived in Taos County for 13 years.

And I feel like it's our right as a citizen of this country, and our duty to stand up and speak out against atrocities that are about to happen when we see this happening, and I feel like this initiative would indeed come into that category.

I feel like your impact statement doesn't have any real depth to it, doesn't really address the issues here.

We have a precious environment here in Northern New Mexico, one of the few precious environments left on the planet and in this hemisphere.

People come from all over the world. And why do they come here? They come to experience something unique, beautiful, a healing place where they can have a peaceful reunion with the natural world that they can't

find in very many places left anywhere.

What you're proposing would irrevocably damage those opportunities for all of those people to experience something very precious in their lives, and very important.

As such it's so important for us to stop it and choose another alternative.

The only acceptable alternative is Alternative A. Do nothing. Continue to do your training where you're doing it now.

I recently went on a special journey to a desert environment which was south of Phoenix. It was called Table Top Wilderness. And I went there to go on retreat and to be alone with the desert.

And it was a very pristine desert, and it was beautiful in many ways, but it was marred for me, very much marred by what I experienced in the sky every day. There was low-level military flyovers, and it was unbelievable the way that it marred my experience of peacefulness that I had come to the desert to experience.

And this is what I really pray: That you will hear our voices. We are all united in saying, "Please, no."

Thank you.

HEARING OFFICER: Arthur Schiller, and then

Richard Fabbrini. 008253

MR. SCHILLER: I am Arthur Schiller. I did testify earlier this afternoon, but there are things that bring us back. And one, they are -- I'm here on behalf, as I said this afternoon, of the Lane family of the Bell Ranch. And what they are, get at the heart of this book, which is nothing more than a patchwork of assumptions made by individuals sitting in an office somewhere who clearly have not visited our communities, have not talked to the landowners, have not really done much other than resource materials without any correlation to the reality here in New Mexico.

This afternoon we commented on an assumption made that existing military -- the fact that an existing military training route was in place somehow could be correlated to the impact of the proposal. I think when we talked about changing overflights from 100 to over 4,000 we showed the fallacy of that assumption.

Next we talked about the issues in here dealing with the effect on wildlife and other -- and the native habitat. Haven't addressed clearly the realities here. I believe that Dr. Thomas Meehan, who addressed you earlier, taught us differently, that there are realities here that you do not know and have not taken into account. Assumptions were made that were false.

There have been assumptions made about sound. I won't go into what everyone else said here, but there

BR-1 are assumptions made here based on 20-year-old laboratory models. Those assumptions, I think by what you have heard here from professionals in the field, tell you that those assumptions are false.

We also made a proposal earlier that someone roll out several of those bombers and fly these routes and let people hear what they sound like.

Finally there are assumptions made, and these are addressed briefly earlier but they are probably on the level of the most blatant incorrect assumptions made,

BR-4 and that is the socioeconomic part of this discussion, where, one, any economic effect on anything other than a scoring site was not considered, that there could be no economic effect from overflights over rural lands. Someone sat in an office and made that determination. I see no reference to either discussion with real estate professionals, local residents, or anything else.

It may have taken a year, but what it took a year for was to come up with clever language that sounded good. It didn't take a year to do the research, to understand what this proposal meant and what its effect was.

The only appropriate thing at this time would

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be to withdraw the draft and start over.

Thank you.

HEARING EXAMINER: After Mr. Fabbrini, I will call Betsy Morrison. **008254**

MR. FABBRINI: My name is Richard Fabbrini, and I'm also here representing the Bell Ranch, which is near Tucumcari.

I know this process only allows for us to make comment and it doesn't provide for you to give us responses, but I'd like to include in the record just a few examples of things I just don't understand after having read as much of this as I possibly could in the time that I have.

For example, if the environment is truly a controlling factor, I don't know how you could possibly choose Alternative D when the Draft EIS clearly states on page ES-3 that it is the least desirable in the areas of airspace and aircraft operations, land management use and biological resources. And that's especially true in light of the fact that Alternative A has a negligible effect in all of these areas. **PD-18**

And it seems to me that if you do consider Alternative D, it must be because from a military point of view, not an environmental point of view, there is an advantage. And we haven't heard what that is, and I

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don't understand why that is. It seems to me after looking at 72 options and narrowing it down to three, you must have an idea of, from a military point of view, which option is most favorable, and I don't understand why you can't share that with us. **PD-2**

Secondly, I don't know why you haven't considered just leaving the current training routes alone and just moving the bases out of which these planes fly in. I don't understand that. And if the answer to the question is because in the last few years we closed some bases that we otherwise could have used, I don't understand why the environmental impact of closing those bases and factors that are considered in here weren't brought up at that particular point in time. **PD-2** **PD-18**

Thirdly, I don't understand how we can impact the Bell Ranch in such a significant way and have no mention of that in here. And I say that because we are impacted in multiple ways. First of all, your TATB approach to the MOA comes right across the Bell Ranch. What you refer to as "the racetrack" covers yet other parts of the Bell Ranch. You have expanded the MOS in one corner, and that impacts yet other parts of the Bell Ranch. And all of that is on top of data your existing AR-107 already covers, and crosses the Bell Ranch, and you have the F-16s currently flying across the Bell **ED-11**

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Ranch.

I think that's significant.

Finally, I don't understand why as part of this process, rather than me just putting all these in the record there isn't some way where we can submit written questions for you, and allow you to respond to them in writing in a way that everyone in the communities and elsewhere can share and read those responses. **GE-11**

HEARING OFFICER: After Ms. Morrison, I'll call Ron Gersten. **008255**

MS. MORRISON: I'm Betsy Morrison. I live in El Rito, New Mexico.

And in October of 1985 I took a wilderness trek with my horse from Salida, Colorado, to the eastern edge of the Sangre De Cristos, and then I crossed over Music Pass to the Sand Dunes. It's approximately 100 miles, and I walked and my horse carried the pack.

I had no idea I was on the Air Force bomber flight path for training, and the first time I heard the noise, I hit the ground. I thought it was the end of the world. I had no idea.

And then I realized I was still alive. I got up, and the next day the noise happened again, and I was able to see they were the Air Force bomber things flying down the valley.

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And this happened quite a few more times. And one time there was a little bridge across a creek, and that's -- the noise didn't come up on you -- it doesn't come up on you, it explodes, and you have no preparation for it. And the next time we were on a little bridge across a river, and my horse flipped out and knocks me off the bridge, and I hurt my shoulder. I was fine, but I felt sorry for the people of that valley, because it's a beautiful valley, and it totally impacted the valley, I thought. **BR-1**

I did have a lot of questions.

There is a lot of back country skiers that ski all over these mountains, and they were told from Silverton to Ouray, Colorado, there is a bad avalanche path, and you're told not to get out of the car and slam the door or it can create an avalanche. And I thought, "What will these bomber things do for the avalanches?" **AO-27**

Thank you.

(Note: Applause.)

THE COURT: After Ron Gersten, I'll be calling on Carmen Acosta. **008256**

MR. GERSTEN: Ron Gersten. I've lived here four or five years, and I moved from New York. And I point that out because I grew up about 10 miles from Kennedy Airport, and it was noisy. And we got used to

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it, but it was a lousy thing to get use to, reduced our quality of life.

One of the reasons I have left to come to a place where the people cared about noise not about night life, not about making money. We, certainly most people came here 500 years ago or five years ago, or were here forever, stayed here. I don't think for economic reasons but because of the quality of life that you're threatening to take away. **BR-7**

I'm amazed that I now am here and worried about B-52 bombers coming through where I lived. When I lived in New York they wanted to fly the Concorde from Kennedy Airport, and they do, but only allowed them on the condition they turn their jets off when they coasted into the airport and when they were flying they went straight out over the ocean so that not one house was impacted by it. That was in a place -- and I point this out because you say -- It's crazy to me, or wrong to me, the idea of communities affected, only five, or whatever you say. **LU-2** Certainly if you flew over Nassau County, where I'm from, there would be hundreds of communities affected, but how can you really study that, because these would be people who chose those lives, chose to make money, and did not care as much about the noise. You have five communities, here maybe only five people, but they are people who

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chose happiness in this place, and you're trying to take that away.

At a time when our Air Force, when we are in Kosovo fighting, and I agree with that, to defend the quality of life these people have and have chosen, we are threatening, with our own taxpayer dollars, to come into a place in this state, this country of America where the people who live here overwhelmingly don't want you.

So how about our quality of life?

I want to point out how wrong it is here in Taos, where we make these economic decision factors and weight them to our airport -- we could have an international airport here, but the people don't want it. And we would all be much more wealthy.

What are you going to do for us?

HEARING OFFICER: We have a special request from an individual, who has a young child who would like to make comments, and leave with that young child. So I think that is reasonable to let this person go now.

And I'd like to call on Kali Little. **008257**

TY MS. LITTLE: My name is actually Kali, K-a-l-i, and I just wanted to make a point of saying that I've practically lived here since I was born, and I mean I think that only idiots would be able to know that the world isn't working like that. There shouldn't be war.

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It should only be peace.

That's pretty much it.

(Note: Applause.)

HEARING OFFICER: Carmen Acosta.

MS. LITTLE: You can't have Taos.

HEARING OFFICER: Carmen Acosta, are you here and would you like on to speak.

(Note: No response.)

HEARING OFFICER: Marilyn Hoff, then I'll ask Kim Buehre. **008258**

MS. HOFF: My name is Marilyn Hoff. I am -- I live near Arroyo Hondo, and I'm a mere citizen of Taos County and work at the library.

I've been to a lot of EIS hearings, and I'm always struck by the fact that the terms are defined in advance by the EIS. We are not supposed to comment except on the EIS, which is a document that's created by people under the employ of the people with a vested interest in doing whatever it is they want to do. **GE-30**

So I feel like I'm going to be breaking your rules and saying that one of the important things I think that's happening when these bombers are flying over Taos County is that they are training young men to drop nuclear weapons on other human beings.

I don't support that.

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(Note: Applause.)

I'd like to propose a different alternative to the action alternative and the new action alternative. I would like to propose a retroaction alternative, which is we abolish nuclear weapons from the United States arsenal.

(Note: Applause.)

Then there will be no need for these flights menacing this neighborhood, the neighborhoods in Texas, the neighborhoods in Wyoming, the neighborhoods all over the world over, which the United States keeps trying to be a bully.

(Note: Applause.)

008259

HEARING OFFICER: You're Kim?

MS. BUEHRE: My name is Buehre, B-u-e-h-r-e.

To save time, I'll say I agree totally with everybody who spoke before me. I want to present one small perspective from my own point of view.

I'm a certified flight instructor for sailplanes. I have done a lot of sailplane rides and instruction around this area, which is a part of the tourist industry, and of course my concern for myself and other general aviation pilots is we don't get run over by these flights. **BR-2** And although you say there will be a minimum impact on small aircraft, if I or any one of my

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friends get run over, it won't be minimal to me or my family, or hopefully my friends.

But I'll just tell you one story. There were -- there was a routine training flight on sailplanes around the Black Forest, Colorado -- and I read this in Source Magazine several years ago -- where an instructor and a student were in a sailplane, heard a loud boom, and saw a fighter flying away from them. And they landed back at Black Forest Airport, and they noticed that their wingtip wheel was missing, which was a string and a little wingtip wheel. And later, the story is, the Air Force jet pilot found that wheel embedded in the leading edge of their fighter jet, and that the pilot flying the fighter never even saw the glider. It's like the glider is going so slow, and he was going so fast, he didn't even see him, didn't know it happened. He might have felt a slight bit of unusual turbulence.

That is my perspective and point of view. I agree with the gentlemen who mentioned that the wake turbulence is a serious factor for general aviation.

Thank you.

HEARING OFFICER: Julie Sabia, and then I'll call on Neal Thielke. 008260

TY MS. SABIA: My name is Julie Sabia. I live off of Highway 64 in Tres Piedras. I moved here from

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Southern California. When I lived in Southern California, I became used to noise pollution. When I moved to Northern New Mexico, one of the reasons I moved here and my partner and I built our house here was to get away from that kind of a lifestyle.

Several years ago I experienced my first -- I had my first experience with a military overflight out here in my house. The windows rattled, the roof rattled. I actually thought it was an earthquake. I thought, "God, I'm back in Southern California," ran outside, and there was a military plane flying over our house.

I'd like to know how many people here have experienced an overflight. It's not that we don't know what goes on. And I think what most of us are concerned about is that the noise levels will increase, they will be more frequent occurrences, and the flights will be lower.

And I think this should stop right now.

Thank you.

I'd just like to note when that question was asked, it looked like the vast majority of the audience raised their hands. 008261

TY MR. THIELKE: My name is Neal Thielke. I live in Llano San Juan. I've been a resident here for 19 years.

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If you bear with me, I'd rather read off of my statement than loose it and have to leave the auditorium.

We have an endangered species here that needs our concern and our respect. I would be relieved if others would speak up also for Vietnam Vets. More Nam vets have died of suicide since their return than died in combat. I've had personal friends check out early because their ability to heal and endure and feel safe was too fragile to cope with violation.

I honor all of these survivors who are here with us tonight and vow to work with you, and I vow to work with you to do whatever is necessary to defeat this absolutely unacceptable proposal.

Thank you.

(Note: Applause.)

HEARING OFFICER: Mr. Slook. And after Mr. Slook, I'll be calling on Matthew Higginbotham. 008262

MR. SLOOK: Good evening. Good evening my fellow Taosenos. First time I've ever said that.

I spoke a little earlier today here and I told them about the C-4 transport that flew 50 foot or less over my place on the mesa four and a half weeks ago.

And you talk about nervous. Why, I've been real nervous since then, and at least 120 decibels right in my face wasn't nice.

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AO-61 I'd like to know for the record, eventually, just how many accidents, how many situations, how many losses of fuel, parts, people has occurred in all the other places in this country with these military flyover training missions, and I'd like that answer before you start talking about doing them here.

(Note: Applause.)

I'd like to mention also the two stealth bombers, who two weeks before this recent attack on Iraq came flying behind me -- and I live on the Rim Road, as everybody knows, because you're visiting me with your bombers, right across the gorge, a mile down from me where the eagles fly, a family of seven eagles that I go to visit, and these two stealth bombers came up behind me and I heard a lot of the swoosh, there was no noise because, you know, they have the technology now to make them silent. And I heard a swoosh and what, and turned around, and there is a stealth bomber going across the Mesa and another one right behind it. And they both dive right down to the gorge where the eagles, down there five or six seconds, I counted it, and up and away off towards Los Alamos.

So now there is a record of it, isn't there.

They were real fast. And you got to be fast, huh?

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No, you don't have to be fast.

And, you know, I'm not going to be fast with this. I'm going to talk until I find something that I think we are all going to agree on, and that includes the Air Force.

Now, I'm not going to talk long. I love you all and I've been doing peace work for 30 years, and I don't want it to get in the way of this little mosquito that is coming to us, wearing us down, dividing us in these four sessions, and wearing us down in our time, in our everything else that we have left after years and years of military dominance.

(Note: Applause.)

I'd like to make it perfectly clear that not just because I'm a peace activist, and not just because you're not happy with big planes and invading your peaceful life, well, I want you to remember that all over the world people are dying because they let this kind of thing continue.

I don't have to remind you people here. You're way above me. I love you all. I know how this thing is going to work out, and I know that the Air Force will finally see the light, and if it's not our light, it will be light of God or the light of their own spirit leaving this realm of existence.

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Thank you all for coming here. Keep up the good work. Don't let this happen. God bless.

(Note: Applause.)

HEARING OFFICER: Matthew Higginbotham, and then after that I'll call on Stephanie Harrison. **008263**

MR. HIGGINBOTHAM: Hi. My name is Matthew Higginbotham.

I don't think I will be able to beat that.

Well, over the years I've gone through several areas of the country, visited several areas, lived in several areas. And Montana was one of them. Then Spokane, Washington, was another, and now I'm down in Northern New Mexico.

Well, south side of Montana, on the side of Belle Fouche (phonetic) -- I think that's how you pronounce it -- two years ago a B-1 bomber crashed. Spokane, Washington, two and a half years ago a B-52 crashed. And now I'm here in New Mexico, and I thought, "I hope it's not following me."

And then another speaker mentioned that the Zuni Mountains, another B-1 crashed, as well, or stealth bomber.

First of all, I want to mention I respect you coming out like this, setting up the information outside, providing water, sitting here, filming. In some ways it

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seems like a formality, and I hope that it's working, what we're saying is -- what you're writing down is going to be taken to the Secretary of the Air Force, who I guess makes the final decision. I hope it's not just him. I hope there is a hell of a team of people that are making that decision with him. **GE-39**

I would like to mention I talked to an officer out there about the decibel ratings. He told me the pilots in the planes, the B-1 bombers, wear ear protection. Now, that was a revelation to me. And when I realized that these B-1 bombers are going to be over at 800 feet, that's what I was told, outside of Questa, just north of Questa a few miles at 800 feet, less than what a hot air balloon flies, that's amazing.

Okay. One minute.

Decibel 120. That's ear shattering.

So if the pilots wear ear protection, what about us on the ground? **AO-20**

Questa, 800 feet. That is really bizarre.

Okay. One last thing. Your decision, your last decision-making process is called ROD. That really struck me. ROD. It's so straight. You know. Let's being more flexible here.

(Note: Applause.)

Okay. Time is up. Thanks.

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HEARING OFFICER: After Stephanie Harrison, I'll call on Rachel Ryer. **008264**

MS. HARRISON: Hi. I feel like many of the people here. I feel very nervous coming up here and trying to explain how this might affect this community and the environment around here.

I grew up here. I was born here. I'm bringing my own kids up here. And it -- I do feel that we are a little bit worn down not only in this community but just trying to make a living. I've been waiting tables, raising two kids, and the whole thing, and now instead of being home with my kids, I'm here talking to you to try to get you to understand, as are many people, that this is not really okay for you to come here and fly bombers.

I mean just -- It blows my mind. You know, we are actually considering flying bombers in this area. These are not airplanes that just, oh, yeah, let's go train, like pilots flying from here to there and carrying people. These are carrying bombs that we are going to go kill other people with. I mean, that is the whole purpose of a bomb.

And I know that is probably illegal to talk about right now since this is an Environmental Impact Statement and we are not supposed to talk about what bombs are actually for, but that is part of the purpose.

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(Note: Applause.)

And, in addition, environmentally it seems that there has been a number of people who have said, you know, environmentally this is going to impact the bald eagles, impact the peregrine falcons, this is going to impact the spotted owl. We have a forest that can't be used for timber because of spotted owl, but, you know, we are going to be able to fly bombers over them?

BI-5

I mean, I realize you all are just are trying to do your best, and whatever that is -- I'm sorry, you know, I question it, but I realize that you're just coming along and trying to -- just a reaction there.

We are all just trying to do our best, you know. And part of the best is really doing no harm before you decide to do harm.

You know, bombers today might have just hit a refugee camp in Kosovo. You know, maybe, maybe not. We are not really getting the full impact, we don't really know for sure. But what if they did. What if it just happened, people are killed.

It matters. It matters. And we need to understand that, you know, this matters. And it's not just about whether, you know, what's convenient for the Air Force. It's about what are you doing, and questioning that before you decide, you know, whether

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you're going to impact economically a small Northern New Mexico community.

How convenient we don't have money. You know, how convenient it's not, you know, Arizona or near Phoenix, or whatever. It doesn't really matter, you know. It's very nicely put together there, but, you know, it does matter. And regardless of whether, you know -- regardless of whether you -- you are doing your job. Please try to reach in your heart. Understand that it matters whether you are flying bombers. That matters. And when you're affecting this community, and we're all struggling and the people who are out here, it took a lot to get us out. And there's a lot of people that are, you know, native New Mexican Spanish, have been here 200 years. There is not a huge representative of those people here, and it's because everybody is working hard to try to just make it, and fighting this is just way more than we need to be doing.

So I just really appeal to your hearts and your sense of, you know, community and humanity, to think about what the whole impact is, not just on each community and not just go to Texas or go to some other place. Think about the whole thing before you make decisions about moving more bombers around.

Thank you.

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(Note: Applause.)

HEARING OFFICER: Our court reporter has indicated a desire for a break in a moment, but I'd like to let you go ahead. I'd also like to let you know we have an hour. I have 30 cards that remain. 30 times three minutes is 90 minutes. That is an hour and a half.

008265 MS. RYER: Good evening. My name is Rachel Ryer. I've lived in Taos for eight and a half years, and I live in San Cristobal just out of town.

AO-1

My main concern is with the population of multiple-chemical-sensitive people in Taos County. This is a haven for people who are extremely sensitive to small, even small quantities of chemicals. It's an increasingly recognized disease which is debilitating and life threatening, similar sometimes to chronic fatigue syndrome, asthma, M.S., creates a complex, overpowering reaction to even minor quantities of chemical after a prolonged or intense exposure to a chemical. Benzenes are especially disruptive to the majority of environmentally ill.

How often would the addition of the pollution from these jets cause someone to be confined to their home or commit suicide due to this systemic immune nervous disorder?

These MCS sufferers are dependent upon

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Organically grown produce to maintain their health. Spraying from chemical pollutants will alter the quality of local produce, yet the EIS does not address this concern.

AO-1

How much pollution will migrate from the water shed into the water table we drink and from there leach into our soils far from the original site in the air. This is also not addressed.

AO-1

Many Taos resident drink surface water, either collected from their roofs or acequias. I wonder about the cumulative effects over time of ingesting the pollution that comes down through this water. I cannot believe that it is insignificant.

Another concern I have is with a specific part of the route. The beginning of the route is only between 6 and 8 miles from the Christ of the Desert Monastery northwest of Abiquiu, New Mexico. This is a secluded community of contemplative Benedictine monks, not to mention the wildlife that lives there. The terrain in that area is cliff and rock, which will reverberate with echoes of the planes.

BR-3

In this wilderness area and Ghost Ranch, as well as other parts in these eastern mountains in Taos County, pack animals are used, and there could be possible accidents as have been described before.

There are a couple of studies that I don't know much about but I think are very important, which one, from a German study that indicated that low-level flights caused post traumatic stress syndrome in inhabitants, and there's a study called the Goose Bay, Labrador did an independent study in Canada, that I'd like to mention and see if you could address it in their findings. **BR-1**

Also, one quick note about the hot air balloons that fly in this area along with the sailplanes that fly in this area. **BR-2**

Thank you very much.

HEARING OFFICER: We will take a break.

(Note: Ten-minute recess taken.)

HEARING OFFICER: Ladies and gentlemen, I'd like to get started again.

I've had a couple of requests from individuals with children to be permitted to go ahead in and make their presentations, so hopefully I won't create a riot by allowing these individuals to speak now.

I'd like to now call on Franco Mares. **008266**

MR. MARES: Good evening, your Honor, Lieutenant and respected members from the military.

My name is Franco Mares. I was born here in Taos, New Mexico. My parents were born here in Northern New Mexico. Their parents were born here in Northern New

Mexico, and I represent hundreds of my personal family who could not be here tonight. And I represent thousands of my friends who could not be here tonight, who live around the world. All of these people love Taos, and part of what they love about Taos is our skies. They are very sacred and important to us, the people who live here.

I represent our old people, our elders, the adults here in Taos who work hard, have three or four children and could not be here tonight because they are home taking care of their children.

I represent our children who appreciate the way of life we have here as being unique, magical, spiritual, mystical.

And again, the people from around the world who love Taos. They number in the millions. They come here, they enjoy what they share here with us. It's something very special, something you don't find everywhere, judge, everywhere. **BR-7**

I would like to do something right now. It's for the record, and I would like the court reporter to show the audience.

Is there anyone in this room that thinks Alternative D is acceptable to the people of Taos County or Northern New Mexico?

There is nobody here.

Do we all stand united in agreeing, say "aye," if you agree that we don't want this military project or any more military projects in Taos, over Taos, or around Northern New Mexico everyone.

(Note: Audience response.)

Loud and clear.

Your Honor, with all due respect I think the "Ayes" have it.

We do not want Alternative D. We do not agree with military solutions. We don't think a war brings peace and that war weapons create peace. We believe that peace and peace of mind bring peace.

Our families have sent our families to serve in the military to preserve our way of life, and our way of life includes clear quiet skies day and night. In Northern New Mexico we have suffered toxic fall-out from Los Alamos and White Sands, and more military projects in our area and more overflights in our area are unacceptable. We want less overflights. We have suffered overflights, like you said, since the 1940s, we would like no more of that. The societal, economic, and cultural impacts are devastating.

We could have -- the good people of Taos rejected a larger airport because of the impact on a

600-year-old adobe masterpiece called The Taos Pueblo, and all of the adobes that all the Spanish families have built for the last 3- or 400 years.

This land is sacred to the Native Americans, and by "land," I mean and the skies, too, are sacred to the Native Americans, the Spanish Americans and millions of Americans who visit here to share the magic and peace of mind and the prayerful spirit that can be found here in Taos, New Mexico.

We don't want Alternative D. We think that no action or a lot less military action would be much more acceptable to the people around here. We all stand united here, as you saw, and we appreciate your consideration and you honestly taking the message of we don't want any military bombers in our area. Please take that to your leaders.

(Note: Applause.)

HEARING OFFICER: Patricia Michaels.

And then after Ms. Michaels we will be back on track. **008267**

MS. MICHAELS: Thank you for giving me this headstart. **TY**

I am representing Taos Pueblo, as well as my children. A lot of people -- well, my only two questions are: What are you guys still doing here, and who invited

you back? We don't want you here ever again, not unless you're here to enjoy a wonderful meal with us, but not with the bombers, not with the uniform. We are all wearing very important uniforms we wear day-to-day, but we just accept one another as humble individuals.

We are all important people in this house tonight, and we don't go around with pompous attitudes that ones of us is better than the other.

We can't have our sacred skies disrupted or destroyed.

I am a taxpayer. I put myself through college so that I could come back to my village and be self-employed and raise my children traditionally, whereas all my native people have fought to keep what we barely have left, and our people will be damned if you take away our sacred rights and parts of our sacred rights to be able to still have our language and to have our ceremonies. And with noise destruction that you will bring into our community, we will not be able to teach our children what is most valuable to us, and that is a sense of peace and love.

And it's already hard enough as it is in the communities, and the influences that are from the outside world. But for our Pueblos, enough is enough. We don't need any more disruptions we, don't need another thing to

face for our children.

(Note: Applause.)

Thank you.

HEARING OFFICER: Beau Haworth.

(Note: No response.)

HEARING OFFICER: Jonathon Kushner. 008268

MR. KUSHNER: Good evening. I just want to quickly say that I moved to Taos because of the -- for the peace and quiet. I've lived all over the country. I've lived on the east coast, I lived in the northern Rockies, and the central Rockies, and I chose Taos because it is a peaceful place. Also because of the access to the wilderness lands that we have, the whole Latir Peak Wilderness and the Wild and Scenic area, the river, the Rio Grande canyon that was designated by Congress to be a special place where you can go and get away from modern civilization.

And I feel if I am backpacking in Wheeler Peak or rafting or kayaking on the Rio Grande, to have these planes fly overhead is a travesty.

I want to quickly go over a little story that happened to me. I was leading college students on a canoe trip on a wild and scenic river in Montana. This is the only section of river that is still like Lewis and Clarke saw it. We were peacefully canoeing down the

river, when I'm not sure if it was a B-1 or a B-52 bomber came up over the canyon walls, dropped down, and flew over us, I'd say about 100 feet overhead, completely disturbing our wilderness experience, flew up the canyon and disappeared.

Well, when I heard about bombers flying overhead, that's the first image that came to my mind. It shook everybody in that party. Here we were in a beautiful place and we thought what would Lewis and Clarke have thought if a B-52 bomber came overhead and flew over them?

I moved here from Boston, and when I was living in Boston, two to three days a week aircraft would fly over my house. They were coming from Logan International Airport. It was very disturbing morning, evening and night to have these planes fly overhead, and I thought by moving to a place like Taos, which is far from the Albuquerque airport, that I would eliminate this type of thing.

BR-6 Also, quickly, Philmont. You're going to fly over Philmont? I was a Boy Scout. I never got to go to Philmont when I was a Boy Scout, but I had this image of this wilderness place, this great place. And to have bombers flying over there would be so disruptive, and if I was a Scout there, would shatter my opinion of this

wilderness area.

PD-17 Then the last thing I want to say is: Why Taos? Why this beautiful place with wild and scenic rivers and wilderness areas? Why do you have to fly over these areas? There's a lot of other areas in the United States that are unpopulated and not designated by Congress to be special places.

Thank you.

(Note: Applause.)

HEARING OFFICER: Ed Strange. Then I'll be calling on Judy Martin.

(Note: No response.)

HEARING OFFICER: Judy Martin.

(Note: No response.)

HEARING OFFICER: Pete Makerewicz.

TY MR. MAKEREWICZ; Just Pete will do. 008269

I'd like to talk about environmental impact, and the most endangered species, human beings.

I'm from Angel Fire, and I live about a quarter of a mile away from The Memorial. I suffer from Post Traumatic Stress. I flew missions in Vietnam, and what you do are doing here is a travesty.

Agent Orange, you also had some studies, and it don't cut it, plain don't cut it. You guys are messing with the Great Spirit, and it's going to blow

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back on you.

Noise levels you guys portrayed here, I mean a guy was saying there was no less than on the screen.

I'm part of the environment. My brothers are part of the environment. We all suffer and we are tired of it.

You guys already eliminated Alternative A on your study here that I saw, and to me Alternative A is the only alternative.

All this is basically unnecessary. You're considering doing this because, you know, build up military force and whatnot, test out more equipment. This's already been tested. And, you know, I saw this article in the paper about you don't want to have this lax deal come over, over Yugoslavia, you got to stay all ready. We don't need Clinton's diversion anymore, man, is what it amounts to. If he can't own up to it, be accountable for his things, don't put it up on us. I'm up here to gain some peace after 30 years, and you guys are blowing it.

(Note: Applause.)

HEARING OFFICER: Mary Simonini. **008270**

Then I'll call on Scott Machardy after that.

TY MS. SIMONINI: I'm Mary Simonini, spelled S-i-m-o-n-i-n-i, and I'm here to talk about -- well,

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first of all I'm a Licensed Clinical Social Worker and a psychotherapist in private practice, as well as at Taos Mental Health, so I am working with people daily that are dealing with stress in their lives and how it affects them mentally, physically, spiritually and emotionally.

And so I'm going to talk about the terminology you use that we humans will "habituate" to the noise level, and your minimalization of the noise level that is here for we as humans.

In your draft of the EIS, it's, you know, basically we humans are going to habituate. However, as I was reading it, it was very interesting because I got to the section about wildlife, and here is what you said.

"Aircraft overflights and the associated noise can effect wildlife directly. Wildlife responses may include increased movement after an overflight, avoiding or leaving areas where overflights occur, changes in foraging patterns, and arousal of species-specific defensive behaviors; for example, the fight or flight response."

You go on to say: "The primary concern with aircraft overflights and the associated noise is the startle effect. For example, this occurs when birds are surprised by sudden unexpected loud noises and leave the nest or perch suddenly. Positive/negative impacts from

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this behavior include the expulsion of eggs or nestlings from the nest as the parent leaves suddenly, increased creation (sic) of eggs or young when parents are off the nest, and eggs or young may become chilled if the parent is off the nest."

You also go on: "Adult peregrines have been known to step on eggs or young and occasionally kick young out of the nest following rapid exit following gunshots and other explosions."

Are we humans not, in fact, a species in the wildlife kingdom?

We do not habituate. Okay? We are a part of this wildlife kingdom.

I'm going to quote a man by the name of Hansel Yee (phonetic), who is a stress researcher, and stress as a person's response to the demands of his environment.

He goes on to state: This syndrome has three stages. One, the alarm stage; two, the stress-resistant stage; and three, the stress-exhaustion stage. The first stage of the alarm reaction is the fight-or-flight response. And many hormones are activated at that point, and affect our physiological balances. When threatened we are ready to fight or flee, then when the danger has passed, our bodies regain their normal physiological balance.

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That is the first step.

The second stage is called the stress-resistant stage.

In this stage more distinct changes begin to occur in our bodies. And this is as there is a buildup of stress. Okay? We don't just have one stressor, we have a buildup, a cumulative effect.

With continued resistance, part of our bodies become exhausted. For example, during this stage there often is considerable increase in colds or 'flu or bacterial infection, because the thymus, spleen, and lymphatic organs shrink or begin to atrophy. Headaches, continued heartburn, stomach cramps, low energy are some of the symptoms.

It is at this stage we begin to see patterns emerge, tendencies towards deadly stress-related disorders.

The third stage is the exhaustion stage. The amount of energy we have for resistance to stress is limited as human beings and wildlife, and when it's used up, the stress exhaustion stage occurs.

So, we do not habituate. To you it may look like we do. Okay? I mean, we numb out as human beings. We do because we can only take so much, but what's going on inside is real. Okay? And people are affected. We

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are affected. I see it daily. I know it in myself.

My husband and I live in the mountains, and two years ago when we moved there, there was -- I was there by myself. I was outside, and all of a sudden I heard this incredible noise I had never heard before in my life. And all of a sudden just above the treetops was a bomber going through our canyon. I had never experienced that before. I almost hit the ground. I mean, talk about fight or flight. It was really frightening.

And this was a pilot, and many of us probably remember, that was trying to impress his girlfriend up at Taos Ski Valley and went through the gorge, went over the ski valley, and went through our canyon.

I felt the response of that, and I do not want that here in this area or anywhere. And none of us do.

(Note: Applause.)

HEARING OFFICER: Scott Machardy. I'll be calling on Morgan Farley after that. 008271

MR. MACHARDY: My name is Scott Machardy, and I live here in Taos north of town. I'm here to add my voice to the unanimous voices of the rest of the people present and the voices of my family to those of us that cannot tolerate, will not tolerate, and cannot accept this alternative and the effects that it will have on this region: the pollution, the mental pollution that

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this causes, the pollution of our air, and the sound. All the implications.

This is a very fragile environment, a high-desert environment. It's not difficult being a person -- it's difficult being a person and surviving in this area. It always has. It's difficult being wildlife, it's difficult being plant life here. The water is scarce, the air is thin, the economic opportunities are very precious here.

BR-4 I've already -- I'm a builder. I've already witnessed the loss of I think 10 jobs that could have been -- that could have happened here due to a client of mine that sold their property and decided not to build here because of the threat that this alternative imposes on the community.

CU-1 And as a builder I see that the architecture -- and I've witnessed the architecture here, and it's my personal opinion and professional opinion that these buildings here are fragile. Taos Pueblo is a World Heritage site and it just cannot be disturbed.

And one thing you don't do, and if you have lived in Taos for any length of time, one thing you don't do is you don't disturb the ceremony and the sacred space of the Taos Pueblo.

There is a ceremonial cycle that goes on among

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these people, these traditional people that have lived here for centuries that is so important on a global basis that just that alone has global implication, in my view.

That and the Taos people and the other indigenous people in this area are precious to us precious to the planet.

The other thing is from knowing the people of Taos I know that this will never -- they will never let this slide. They will never go away. Our resistance to this will never go away, and the Air Force will feel it. No matter how strong the Air Force is, this will not go away, and I believe that the Air Force will regret this, choosing this alternative if they do, and I encourage the Air Force to remove this alternative and all the other alternatives, park the B-1 bombers, park the B-52s, recycle it and turn it into something that offers a benefit to the people of this world, most of which are below poverty level.

(Note: Applause.) 008272

HEARING OFFICER: Morgan Farley, and then I'll be calling on Rex Estell.

MS. FARLEY: My name is Morgan Farley. I live in a log cabin on 20 acres of wooded land in the mountains in El Rito, which is eight miles north of Questa, right between the Rio Grande Wild and Scenic

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River and the Latir Peak Wilderness, and on the edge of your flight path.

I'm a licensed clinical psychotherapist and a published writer. Like everyone who else who has spoken tonight, I am opposed to the Northern New Mexico route. My reasons are personal and passionate.

I first settled here in 1975. I moved back to this remote rural area from the city precisely because it offered me the silence and the freedom from intrusion that I needed to accomplish my work as a writer.

I made great sacrifices to make this change. I was willing to accept a loss of income, loss of professional status, to give up the comfort and ease of city life, to leave my clients and students, my neighbors and my friends, all for one thing: quality of life.

BR-7 The bombers will destroy the very quality that I came here for.

I came here, first of all, for silence. Silence is not simply the absence of noise, silence is a crucial medium for depth and truth in human perception and communication.

I came here for safety.

I came here for privacy and solitude.

I came here for peace of mind.

I came here for empty skies. Skies empty of

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human signs, skies that a writing student of mine, a little girl, described as: Full of the mind of God.

Most important of all, I came here to live in a place that is still pristine and wild, to experience the natural world largely unaltered by human purposes.

This way of life feeds me and inspires me. As a serious writer committed to seeking a vision of how to live, how to best be human in this world, I have claimed this place and this total solitude as the reward and the balance for the 30 years I have spent in service to this society as a mother, a psychotherapist, trainer and teacher.

I have paid my dues. Now I feel strongly called to write, and I have changed my whole life in order to have the conditions that will give clarity and depth to my writing so that it will be useful to other people. If I can't have the quality of life I need here, I may have to move again, but I built this cabin with my own hands, I have cared for and tended and protected my land for 23 if years. I planned to pass it on to my daughter, who wants to live here one day. This lands is my home, my nest egg and my legacy. I am opposed to anything that damages its beauty or its value.

I have been deeply happy here. This is my personal version of the pursuit of happiness, which is a

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right I am guaranteed by our Constitution.

I believe our government was designed to uphold and protect the freedom of its citizens to create lives worth living. The Air Force was not created to endanger our lives and damage our environment nor to diminish the value of our land. My life matters to me and to the founders of this country.

AO-61
BR-4

The lives of my neighbors matter just as much.

Let the Air Force do what it was created to do: Protect our freedom to live good lives in the place we have chosen.

(Note: Applause.)

HEARING OFFICER: Rex Estell.

(Note: No response.)

HEARING OFFICER: Sammy Swenson.

008273

TY

MR. SWENSON: Hello. Thank you. Thank you.

It's nice to be here. I don't have anything prepared. My name is Sammy. I'm from Maine, northeast, and I'm coming through visiting Taos.

And thank you.

I find it kind of interesting, you know, talking to the people here that are representing the Air Force and taking comments, but I'd like to just open up the mind by talking to everyone.

It's an interesting life. I'm grateful for

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this life. You know, every day I think we wake up and, you know, we go along our way, and, uhmm -- and there's this war going on, and, you know, it's like we want to try to live a more peaceful way of life. You know, that's, I think, maybe the new way we should start moving things, is a peaceful way of life.

And global peace zone is something I'd like to say something about. The mayor of Taos back in 1995 declared Taos to be a global peace zone and --

(Note: Applause.)

-- which is a good thing. And I'm doing this global peace walk where we're respecting people, walking for -- you know, walking in peace. And we are going to be doing that coming up through town, and maybe you will see us with our flyers running around, and we will maybe go to Washington and try to get the message to Washington. You know, to the people. Because, I mean, that's what we should do.

And I read this draft report and I'd like to focus on it a little bit.

I looked up the contents, you know -- and, like, I know some things, so I looked at the contents. I found socioeconomics. Maybe that's something that has information? And I looked at it, and there wasn't so much information here.

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So I took out one of the pages and I made a little bomber.

(Note: Flying paper airplane.)

That is what I think of this new idea. Just let it fly, let that fly away and just, you know, migrate the planes back to the hangars, or turn the planes into houses, you know.

And we can't protect -- we cannot protect our freedom with war. It's not going to happen. The only freedom is peace. If we can realize this, then we don't have to do the war thing.

And that's what's happening rights now in 1999/2000. We don't want World War 111, don't want it. So the message is live a peaceful way of life, and we are going to walk it.

So everyone, thank you. Thank you.

We will talk more later, and I'd like to thank the people of Taos for really representing the true voice.

Thank you.

HEARING OFFICER: This next card says, "Three Toads."

008274

So do we have Three Toads here?

MR. THREE TOADS: Hello, gentleman.

HEARING OFFICER: Are you Mr. Toad?

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MR. THREE TOADS: No, I'm his brother. I'm Three Toad's brother.

But this toad thing is -- the toad thing is there because with all the military flyovers, we got to go underground.

The nuclear radiation is so high above ground now because there was an accident five years ago. There was a serious accident, and one of the bombs went off. Not in Bosnia, not in Korea, not in Vietnam, but right here at home. So it's time we take this serious, as serious as you guys can get. It's real important you take this serious. And I think that serious equals mass. The more serious we get, the stupider we get as humans, and it's real important not to be stupid as humans. It's real important some days. You ever get up in the morning and it's a serious day? Oh, so serious. You know.

And I've just got to say something about seriousness. No. Being a toad lives underground, flying around, flying a jet airplane could cause a crash, you know.

One rave event and that stealth fighter down to the ground. Right? I mean chewed up in the jet engine and stuff. One little accident and all the bombs hit the deck and they all smash lives.

Los Alamos is bad enough. I have a friend from

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the reservation who has as vision of the three nuclear blasts coming up from Los Alamos.

AUDIENCE MEMBER: We don't respect those visions anymore.

MR. THREE TOADS: Clear the air. No more accidents. Military, government are notorious for not having accidents, but they are notoriously great for having a lot of accidents. You know? I mean, just, "One of those things that happen. Too bad."

You know, "We lost a few men over here," you know, "the invasion of Europe and the Netherlands," and then the Germans go ball up all the people. Military people don't know it all, it seems.

So peace to the ravens, to the turkey vultures. A blast to turkey vultures that one of your jets never hit one, and the beautiful sandhill cranes. The sandhill cranes came gliding over right at the level you guys want on. All the lightening I heard last night, it wasn't the lightening at all, just the boom of jets.

BI-2

That's tough when I have to hear jets night and day. It's a mad bomber's disease. It's seriously time for mad bomber's disease. The cows in Europe are nothing compared to mad bomber's disease.

I'm going to shut up, and I hope you guys take it to the leaders and say: Okay. We are going to pick

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another spot. Panama. All those places are good. We already have them.

Okay. Are you taking me serious? Do you take me serious? Please take me serious.

HEARING OFFICER: Mr. Toad, I take you seriously.

008275

TY

MS. LANOFF: Somehow I feel I've been here before three or four times already. I'm an interfaith minister as well as a healer, as well as a store owner, as well as a resident of this town.

You have listened, but I question have you heard, from our officials, elected and otherwise, from our elders, from all the nationalities and people of this place, from our community, our individuals, our children. You have heard us speak for the ones that cannot speak: our animals, our plants, our rivers, our space, our air.

But have you heard?

You may have listened, but I think everyone in this room wants to know: Are you really listening? Does this go back, and does it matter?

Because its matters to us.

What parts of no don't you get? How many ways must we tell you no? Because there's not a person that has been in this room or has left this room that won't do whatever it takes to get you to understand the word no.

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And it's not just no for Taos. It's no for every other part of your plan.

But I speak for who is here. You have heard us talk about all our sacredness, all our specialness.

When did we become a nation of, "We, the Air Force, we the military?" I thought this was about "We, the people."

And we, the people of Taos, say no.

(Note: Applause.)

HEARING EXAMINER: Donna Lanoff.

Linda Murray Pacheco.

(Note: No response.)

Brian Rod.

MR. ROD: I made my comments in writing, instead. Thank you.

HEARING OFFICER: Mark Gould.

(Note: No response.)

Charlie McGarity.

008276

MR. McGARITY: Okay.

Hello. I've a question about the objectives of the EIS statement. It seems that it's in the best interest or in the vested interest of the Air Force. You know, this is your proposal, so it's in your interest to have it fly, if you will, and yet you're the same ones preparing the EIS.

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GE-39

So how can there be objectivity there when you're preparing this for yourselves to say: Hay, it looks good. Let's go ahead and do it.

So for this to be an objective report it needs to be done by a separate party and not by you guys.

The other thing is the last meeting I was at here in Taos down at the Civic Plaza there was every entity in this area was unified, as far as I know the only time in New Mexican history, the Jicarilla Apache Pueblo, Taos Pueblo, there was the CNA, there was the County Commissioners, there was the mayor of Taos. Everybody. And everybody was unified in saying that we don't want this.

GE-3

And if you guys are here to supposedly protect democracy, then you have to start listening when there is a unanimous democracy saying we don't want this.

Another issue that I think is pretty obvious here, which I think is a genuine lack of respect from the Air Force, is that you're proposing to take something away from our community, something that I think a lot of people have eloquently stated tonight, and you're not proposing to put anything back. You're taking away, you're thieves, and we all resent that.

And if you don't feel a warm welcome here, it's because you're not respecting us and not offering to put

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anything back for what you're taking.

The other thing I'd like to -- I've noticed the EIS quickly brushed aside the sort of human impacts of having, what is it, 2500 huge bombers flying 300 feet off the ground over us every year, sort of said, "Well you'll, habituate, this is no problem."

We are humans and we're part of the ecosystem and we are part of our environment, and we will be impacted by this, and our feelings and opinions are things that you're not measuring, but they are still going to be impacted. You're looking at how it might impact wildlife and how it might impact, you know, the trees. And we're feeling an impact, too, and we are stating it, and your report brushed it aside. Oh, the public's ignorant. They don't understand it won't hurt them, it will be okay.

But this is wrong. We are part of the environment and we will be affected, and we are letting you know that.

And the last thing I'd like to say is if this is something that's being economically evaluated, I think you should take into account what one of the men said tonight, which is that Taos may be small but we have got a lot of fight in us, and as long as the Air Force decides to put this program here in this part of New

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Mexico, you can believe me we will fight it 'til it's gone. And it will cost a lot of money, but the people here don't let things go. We have a lot to protect, and we will definitely do everything we can to protect it.

(Note: Applause.)

008277

HEARING OFFICER: Lisa O'Brien.

MS. O'BRIEN: Hi. My name is Lisa O'Brien, and one of the things that's really difficult about being here really late at night is everyone who spoke before me said absolutely everything I needed to say. My best friend, Charlie McGarrett, just took the last thing on my list.

I also have an eight-year-old son who has taken to drawing on his arms, so I'm getting a little nervous.

Just very quickly, I need to speak to this entire process of these hearings.

There's a part of me when I walked in this evening I couldn't help but feel that the four people involved in this hearing felt less intimidated by the hundreds of people sitting here. There is an incredible inequity of power in this room at this moment.

GE-30

The fact that you set the tone, make the rules, tell people how long they can speak, what we can speak about is not okay.

There is not a day that I wake up in Taos

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that -- I feel incredibly privileged by living here. I resent the fact that you feel that you can come in and take what is convenient for you to take. It's not about privilege that I see here, it's about entitlement, and that is not okay.

I also feel along that line the importance of the give and take. Again, I moved to this community and the one thing I felt very strongly from Day One is I can't just come here and take from it, I have to give back to it.

So along with my friend Charlie, I ask: What is it that you give back here? It's very clear what you will take.

And in the spirit of give and take, I would like to do two things. One is extend a portrait that my son has been working on all evening to your timekeeper; and two, I would like to extend a very gracious invitation to anyone that's here in uniform: If you would like to come to my home for a free hot meal, I welcome that. And part of what I would like to share with you, I would like to bring you to my home where I get my power from the sun and I get my water from the rain and I would like you to walk outside with, me and I would like you to listen to the silence.

Thank you.

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(Note: Applause.)
HEARING OFFICER: John Ussery. 008278
HEARING OFFICER: Actually, John Ussery.
I'm from El Rito, the one between Abiquiu and Ojo Caliente, about an hour's drive from here.
I'm a board member of the Rio Arriba Family Care Network, which represents 25 health care providers, and I'm the chief information officer for Las Clinicas Del Norte, which has clinics in Abiquiu, Ojo Caliente, and El Rito. And not too many of our, oh, 7,000 clients are able to come.
We are spread out over 40 communities and a lot of them under the flight path. And I want to address not just, you know, the health concerns but some process ones.
I did notice -- First I saw the Draft EIS was in the lobby, so I haven't been able to research it too thoroughly. And the new nearest location of a reading room is an hour from my house, so the availability of the information was not great.
GE-26
But I did glean a couple of things that I have to object to.
First, I just want to say this is a land that we love. Many of us are immigrants from elsewhere, and we came here for a reason. This land is a beautiful,

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lovely place to live, but a tough one to make a living in. And we put up with a lot. But for good reason, because this is a land of quiet and grandeur and beauty and peace.
I'll have something more to say about the peace a little further.
We want to keep it the way it is.
Actually, we have enough overflights already. I did a little stop motion of a plane flying by, the trail became the only cloud in the sky as it spread across. We are impacted already, but not at 300 feet 10 times a day. That's going to really make it worse.
But there are some things in here I did get out, briefly. There's identified scenic resources or vistas within visual range of each of the electronic scoring sites, and no -- the activities aren't expected to preclude existing land uses or continued use or occupation, nor will there be any adverse effects of the land use, recreation resource or individual settings.
I really disagree.
BR-4
I mean, I think a lot of ranchers, fishermen and tourists who come here for this grandeur, or the ranchers who are trying, hoping that their sheep will reproduce and not give stillborn due to the shock syndrome. Our humans aren't going to benefit much,

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either.
And I really got the sense of peace from everyone here, but there's a lot of people who aren't here, you know -- and I say if you read our news some of the traditional means of expression announce like through burning, bomb building sites, and -- Okay. And shooting at cars, and a lot of disruptive activities. And it does say that at 65 decibels 12 percent of people would be highly annoyed.
I'm afraid this will include -- since you are planning 64 decibels, I think it's going to include a lot of people who just happen to have 30.06s out there, and although this is not the group that would do it, I think you guys better prepare for something like that.
But back to health effects.
I have a friend with post traumatic stress disorder, and she jumps enough at loud noises that aren't in the 64 decibel range, and if you want to impact her and the rest of us with that kind of noise ten times a day, it's not going to help us.
AO-18
And the other thing that I pointed out during work periods, the best enforced law in the state: Murphy's Law, that things will go wrong.
I don't wish anything else to anyone, but I want you to be aware when you're bringing that kind of

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weaponry over us in terrain that is prone to fires and other things, one accident can take out a huge area of the most precious land in the world.
(Note: Applause.) 008279
HEARING OFFICER: Gretchen McGregor.
MS. McGREGOR: My name is Gretchen McGregor. I'm a resident of Taos since 1982. I have my degree from the University of California, Berkeley, in environmental sciences. I spent a lot of time learning how to govern an impact statement, although that is not the area I work in. And, no disrespect intended, but this is insulting, this Environmental Impact Statement.
Certain values have been knowingly corrupted. I'll give an example in a moment. There's intentional errors, of omissions, wilderness areas that weren't even mentioned in here, and also the final conclusion being stated negligible impact is -- I mean, even a high school student if you introduced a problem in a class and said here is a pristine area, you're going to introduce 2,600 flights, B-52 bombers, 160-foot wingspan, imagine two thirds of a football field with eight jet engines, and we are going to fly these not once a month, not once a week, but 10 times a day during the daytime and the night, do you think -- What is the right answer, multiple choice? There will be some impact? There will be no

105

impact? There will none of the above? Or there will be impact?

Again, I'm not saying this to be insulting, but I find the Environmental Impact Statement to be insulting. Knowingly corrupted values.

BR-1

The gentleman before me was just speaking about 64 decibels. If you actually read the Environmental Impact Statement and you don't dilute the decibels, which has been explained tonight, I don't want to go into that, we are talking about underneath the corridor 120 decibels.

This produces instantaneous loss of hearing. This is a knowing corruption of the values, and basically this will drive human populations out of the corridor. We know there's no one who can exist at that sound level.

David DiCicco, the county planning director, also pointed out, and this is a very important point I want to make -- and I know it's late, most people have left. This is a logarithmic scale, which means starting at 60 decibels, 70 decibels is 10 decibels more, it's twice as much. 80 becomes four times as much as 60. At 90, you get my point, is 8 times as much as 60.

If you go all the way up the logarithmic scale to 120 decibels that represents 64 times the amount of noise as 60 decibels.

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This is what I'm stating as knowingly corrupting the values.

I understand my time is up.

If I could have another one minute just to read into the record. I think it's very important that we actually state into the public record some of the areas that have been excluded from this list, because these are wilderness areas that we have talked a lot tonight about.

LU-9

The Carson National Forest Rio Grande Wild and Scenic River area.

The Uroco (phonetic) Wildlife Area.

The Chama Wilderness Area.

Elliott Barker Wildlife Area.

The Valle Vidal.

The Colin Neblett Wildlife Area.

Cimarron Canyon State Park.

Santa Rosa State Park.

Santa Fe National Forest.

Villa Nueva State Park.

Summer Lake State Park.

Kiowa National Grasslands.

Rio Brancas National Grasslands.

The fact that these haven't even been mentioned is just -- it's not acceptable. The money has been spent producing a draft report that doesn't include

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these, and I want them included in the record, and they need to be addressed in any natural report. How can we sum up the impact without addressing these parklands?

As far as the final conclusion of negligible impact, it's nauseating to hear that. It's insulting.

We may be poor but we're not dumb. New Mexico has the highest per capita of PhDs in the United States.

SE-5

And I just want to read, because it was incorrectly stated in the EIS, and this is last thing I'll say.

Taos County has 27 percent of its population living below the poverty line. 27 percent. We have 18 percent unemployment.

BR-4

To propose that this will have no impact, no socioeconomic impact is absurd, and I think you're wasting time and money, and I really would like you to go back to the drawing board and do a professional job that's deserving of this area and the quality of the people and wilderness here.

Thank you.

(Note: Applause.)

HEARING OFFICER: Patrick Halladay.

MR. HALLADAY: Good evening.

008280

I would just like to say that the major issue to me seems to be here quality of life and the purpose of

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the American military I think seems to be to protect our quality of life, but in a paradoxical fashion in their effort to protect our quality of life they seem to be destroying it. That arouses many questions in my mind.

BR-7

I'd like to say regarding quality of life, too, that people are used to a certain esthetic around here, and I don't know that the Air Force or any military appreciates that esthetic, and it's kind of hard to define esthetics to people who are numb to it. I suppose you'd have to live here.

But there are some people who feel that what is happening with these planes is a form of terrorism. And that's something that comes up in the news more often these days: Domestic terrorism. That's paranoia that comes up. The government seems to be worried that somebody, maybe it's a Moslem fundamentalist or somebody, is going to blow up buildings, and actually that does happen, but I feel that we already have a lot of domestic terrorism, and you are the perpetrators.

(Note: Applause.)

Regarding domestic terrorism, like begets like. Bad actions create bad Karma, and somebody who is not able to habituate is going to take a -- is going to make a reaction that is along the same lines. It's going to be labeled domestic terrorism, but they will be

fighting you in defense of their quality of life.

I work outdoors. I plant trees on the Indian reservations Bureau of Land Management, National Forest, private land. I'm outdoors an awful lot. I've been doing this for 15 years, and I've never been on any single job where I have not been terrorized by your planes.

Every time -- I don't have post traumatic stress disorder, I'm not a veteran, but, every time, my heart jumps in my throat. And I'm sure it is the same to all the animals and wildlife living out there.

And we don't like it. It's not esthetic.

Every time I hear it, for 15 years now, I think this is an incredible lack of respect. You guys are really pushing it, and now you are talking about doing more. That's like, really, pushing it.

That is what I had to say. You guys are really pushing it. I'm not going to be a domestic terrorist but you're going to get some flak from somebody.

HEARING OFFICER: Shane West. Then after Mr. West, I'll being calling on Daniel Williams. 008281

TY MR. WEST: Check the decibel levels.

Just kidding.

I love you Three Toads.

I don't know what I'm going to say. Great spirit brought me here tonight, and I don't know, I guess really all I have to say -- Spirit is filling my heart -- is that esoterically and all that stuff -- I went to college and all that stuff and studied noise. I'm a music major. And I don't like the environmental impact of these things. And I studied esoterically, and what I've read and talked with people from Tibet and guys from East India, and the Hopi Indians, that this is the heart chakra of the Earth Mother, and that might be something to be taken into consideration.

I don't know. I love my earth. I love this planet. And I guess the big thing was they opened up the pyramids, you know, the other day -- and I was out praying with my medicine drum. I saw a large, giant red pyramid come down. They said on T.V. a couple of days later it looks like we migrated from this planet to that planet, because there are pyramids on Mars the same exact shape as the ones in Egypt and China. They all match up to the constellation Orion.

It's kind of interesting if anyone is interested.

But anyway, this is the heart chakra of the earth, and that's all I really have to say, except I love you guys, and good night.

HEARING OFFICER: Daniel Williams.

After Mr. Williams, I'll be calling on Juan Montes. 008282

MR. WILLIAMS: Sir, thank you very much for the opportunity to speak again.

Most of the people I've had the opportunity to meet last year -- My name is Daniel Williams, as you know, a retired a major from the National Guard.

As a former military officer I very much understand the need for military training and respect that, respect the fact, love the fact we live in a country where people can share their ideas and nobody will go to jail for what they have said tonight.

My position is a little different. I'm not opposed to the military and I'm not completely opposed to RBTI. Admittedly, I wouldn't want to be living under it, no matter where it was, but frankly my concern is Northern New Mexico and what I believe would be devastating impacts.

During my comments at the meeting at Angel Fire last night, I mentioned a letter from the BLM. I was able to get a copy of this today. It was addressed to the RBTI EIS, To whom it may concern.

"After reviewing the Realistic Bomber Training Initiative, we have the following comment: Recommend no

flyovers between April 15 and September 15 in the Ute Mountain area."

ED-8 For whatever reason this letter is not included in the correspondence section of the annexe of the EIS. And the route does go directly over Ute Mountain.

It goes on to say, to reference information which I don't have available now, I'm going to try to that get the additional information to go with that.

So I would like to submit this with my comments.

In addition, regarding whooping cranes, whooping cranes are on the threatened/endangered list, considered to be very near extinction. They are mentioned in the EIS, but there are two specific routes for migration. One directly follows the Rio Grande, another crosses the Valle Vidal shortly after the route

BI-2 turns to the southeast. So at least those two areas the bombers would be flying directly across the route of the whooping crane, and because they are so limited that does increase the threat to them.

I was quite concerned that the EIS says negligible impact regarding socioeconomics.

BR-4 Most of Northern New Mexico, the dollars for this area and the economy for this area are 90 percent tourism, so it would actually have a tremendous impact.

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When people have a choice of coming to a vacation area to camp, to hike, to ski, and they have a choice of having 10 to 12 bomber flights overhead each day, 15 to 20 percent of those being at night, why should they come here when they can as easily go somewhere a short ways away. So it would, in fact, have a huge impact. And for there to be no cultural impact, if again showing negligible impact regarding culture, that is -- that is not honoring the people of Taos Pueblo and what they hold sacred and what so many people actually do hold sacred.

I do understand the need for training, I honor and respect that, but I do ask you look closely at those areas.

I know we would not have time for additional comments tonight, sir, but if I could just take a moment I would like to thank the people for coming out tonight. As a team I do believe that we will defeat this proposal for Northern New Mexico.

But I'd also like to thank you for being respectful. You have expressed your opinions, but in a respectful way, honored the three-minute time limit, and I'd like to encourage people to make sure you not only say I disagree, I don't want it here, but say why. Because the possible important request. This is a

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scientific study, and the emotion makes us feel good to express it but, it won't make a difference to whether it happens. So make sure you say why.

Finally, please come back to the Kachina Lodge on Saturday. Being here, whether you speak out, whether you write your comments, it is very important.

So thank you very much.

HEARING OFFICER: Juan Montes.

(Note: No response.)

HEARING OFFICER: Michael Berral. **008283**

TY MR. BERNAL: The last name is not Berrel, it's Bernal, and I represent the Red Willow people, indigenous people to this area.

And it's good to see you people here talking about this situation that is very critical to our area. And I'm a rancher and I'm a local contractor also, so me and my father we run cattle, run like 30-40 head of cattle. And we have horses, too, and a bunch of, like, dogs and cats and stuff like that. So I believe that this flyover that you guys are proposing is totally uncalled for. This area, and all other areas, too. Not just in our area. Throughout the United States and throughout the continent, because, you know, these tax dollars that is being wasted for this type of situation should be used elsewhere to help the homeless people, to

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help the people that are in poverty that need -- the people in Kosovo right now that the United States government has intruded on, for what reason.

You don't give the people the full picture of the reason why we're there, why my tax dollars are restoring other people's lands that is sacred to them. That is sacred to us, here, too.

The people that have moved here to Taos to be in my valley, I've lived here 36 years and my ancestors have lived for thousands of years. We haven't been raised here as a reservation. We grew up here as the water grew here and the trees and all the animals and all the living things.

And I just want to -- I just want to express myself in that way, because I am deeply concerned of the happenings in this area, and in other areas, too.

Mother Earth is very special to me, and all the living things on Mother Earth. I am -- We are living things. You have a heart. I have a heart. We breathe the same air, we have the same feelings.

Maybe not.

We go to bed, we wake up feeling the same way. Like, you know, like Three Toads said, you know, seriousness. You guys have a serious job. I know that. I realize that. But so do we as your constituents.

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So I just, you know, I have a plea that you guys can stop everything. Stop this world war that is going on. You know, mostly effecting poor people, indigenous people throughout the country, throughout the world.

So it's -- you know, you have to realize -- you got to think about our younger generation that is coming up, like my daughter here. She stayed up to 10:30 at night just to be here to support my little family and my Red Willow people.

So I just -- you know, I just want to say, you know, you can consider my words.

And I want to thank all the people that are here tonight, too, you know, that there's a lot of the folks I never see around Taos and stuff, but, you know, these are the people, real people that stay up late here and really want to fight for what's really ours.

You know, we are all one people, not all separated. This is the way the government made us to be, for everybody to separate from each other. We all need to come together as one.

That's all I have to say tonight.

HEARING OFFICER: Mark Thomas.

(Note: No response.)

HEARING OFFICER: Alicia Johnston, I believe.

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008284

TY

MS. JOHNSTON: First of all, I just want to come here and speak on behalf of Mother Earth. And I find it sad that we all have to come here and speak on behalf of Mother Earth, because you guys can't hear her screaming to back off.

And it's unbelievable that you're willing to destroy the earth and -- you know.

But the point is what is that saying to the rest of the people, the people in the United States, the very people that you are trying to get to support you. And there's a saying that if you kill two people you're a murderer and you go to prison, but if you kill two million people, you're a hero and you win.

So you expect people to support you so that you can become heros, and -- I forgot what I was going to say.

But I just find it appalling that you think that technology is the way when your sole provider is our Mother Earth. And sooner or later it's not going to matter if there's a government, it's not going to matter if there's an Air Force or if there is anything, because Mother Earth is not going to allow us to stay here any longer. She is not going to keep providing for us so that we can destroy her. It's not right for her to have to endure the pain we are putting on her.

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Thank you.

(Note: Applause.)

HEARING OFFICER: Nick Rizzo.

008285

MR. RIZZO: Hi. How y'all doing?

I'm not from around here. I'm from Florida. There is an Air Force base there, Patrick, I believe. There is a forest called Ocala National. I spent a lot of time out there as a kid. All right? They had these flyovers there, and I remember the first time I heard one and I literally pissed my pants.

AO-27

Don't exactly think that's very safe around here, due to the fact that there are mountains and then there's something called an avalanche. And it happens when a stable top part of snow gets on an unstable bottom part, and it can be triggered by noise, and 64 decibels which I doubt that's even close to what it really is, I think it's more like 100, 120. They are loud. I'm pretty sure you all know. You are all probably Air Force, I see you all got wings, so you all know it's not exactly quiet. And I don't see how you guys can sleep through it at night.

Basically, what I say you do with your Project D or whatever it is, turn it into Project E, "eliminate" it, and don't come through here, just quit it altogether.

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I mean, bombs are made for one purpose, as someone already said, and that's to kill. And it all comes back one day to you.

Thank you very much.

HEARING OFFICER: This individual has already spoken but he submitted a second card so possibly wanted to make additional.

Jonathon Kushner.

(Note: No response.)

That exhausts all of the cards.

And it's 10:30.

I'd like to remind all of you that we do have two more hearings that are set for this Saturday. One begins at 10:00, and the second one begins at 1:00 p.m. And that's at the Kachina Lodge. Both of those will be at the Kachina Lodge Convention Center.

And with that knowledge, that you have those two opportunities on Saturday to make comments, I would like to know if there is anyone who has a burning desire to make comments now before I end the hearing.

I don't want to cut anybody off. If you absolutely have a burning desire to say something tonight, then I want you to come forward.

008286

TY

If you can tell us your name.

MR. BELHORE: This is really unexpected. Hi.

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I'd like to speak to the people and to you.

My name is Douglas Belhore (phonetic), and I teach English for a living for the University of New Mexico. I know I don't look like it, but a lot of people in Taos don't look like the standard American.

I've taught at 13 colleges and universities so I think lot about language. I talk a lot about pronouns, and I hear "us" and "them" and "you," and it's a drag. And I wish, you know, we could talk together.

I don't think we are on different sides. You know what I am saying?

We. We.

And all I wanted to say is at the University of New Mexico, a friend of mine is teaching a class called The Philosophy of Peace.

There is endless programs in Northern New Mexico centered around peace, and we should celebrate it and should be damned proud, because it doesn't exist in a lot of parts of this country.

And I think what you are hearing tonight is we don't want to go into the next millenium wasting our money in violence. We are really into peace, and we believe in it, don't we?

Peace. Anything can happen. It can.

MS RYER: You mentioned a burning desire, and

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I couldn't resist. 008287

My name is Rachel Ryer. I spoke before.

My land that I have built my house on was part of the large fire that happened in 1995 or 1996, I can't even remember. But one gentleman did mention that a crash would have a devastating effect, and that is in the thousands of acres in just, you know, a small area.

One spark lit the fire that destroyed the Hondo area forest.

Thank you. 008288

MR. CHAVEZ-ROZE: My name is Guillermo Chavez-Roze, and I can talk about noise pollution. I come from San Diego. I've been here for 12 years, 13 years.

And my school, San Diego High School, was built right in the route of the transportation of these huge planes. Across from my house is Coronado Island. You go to the beach, and during the time that you are there resting, you get to hear all of these airplanes coming.

So we avoid going to the beach.

Our school was soon to have better windows, our City College in San Diego was reconstructed for adequate soundproofing, and that did not work. No matter how much people talk about staying one of the finest cities in the United States, they couldn't do much about noise

AO-16

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pollution. That problem still exists. Education in those campuses were displaced -- And this is just commercial planes. What about these heavy planes, the ones you are talking about bringing here to this valley? They will be more disruptive.

And just like people mention throughout this night and the morning -- I came here to hear the comments -- all the comments was: We don't want this to happen in this valley.

There's no guarantee by even the highest -- and I mean the president, can guarantee there will be no accidents. That's the truth. That is the truth of this whole thing.

The pilots? I wanted to join the Air Force. I worked for United Way in San Diego. I talked to many veterans, I had many veteran friends, I honor the services. You guys had taken a lot of -- people on here, but you are not the person responsible.

The higher -- not even the president will be responsible. This desecration of the sky is very truthful. It is a true desecration. Here people are sending prayer to the heavens. If planes come by and say maybe that plane would take my prayer to the heaven.

When we look at this Air Force as the guardians of the heavens and do the right work and protect the

AO-61

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world. That is what you are here for, is protect us, not to hurt us.

HEARING EXAMINER: Is there anyone else with a burning desire to make comment this evening?

(Note: No response.)

Very good.

Ladies and gentlemen, that concludes this public hearing. I'm going to remind you of the two hearings we have on Saturday. I encourage you to come out for that.

I thank you for your participation. Please remember the public comment period will extend through June 16, 1999.

This public hearing is adjourned.

(Note: Hearing adjourned at 10:35 p.m.)

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(NOTE: From 1:00 p.m. until 2:33 p.m. no record was made.)

THE HEARING OFFICER: We have a court reporter here, and she's going to take down everything you say.

MR. MARK BLAKEMORE: Okay.

THE HEARING OFFICER: And so the first thing you should do is tell us your name. 008289

MR. MARK BLAKEMORE: Mark Blakemore, B-L-A-K-E-M-O-R-E. I was looking at where -- where you're holding these meetings, and it seems like there is a -- it's hard to tell from this map, but if you look on the larger one, there is a -- there is a pretty -- I don't know how to say. It's a pretty -- it's a pretty strong community that lives in the Chama Valley, and it looks like there is no meetings -- this would probably be the closest meeting for any of those people. And some of them are going to be directly affected, they're underneath the proposed flight line. And I think that it's sort of a stretched imagination to imagine that they would drive to Taos, or even to here, for that matter, to attend one of these meetings.

And I also wonder whether they have been -- what the -- the -- how this information was disbursed to them that these meetings are taking place, and if those people ever got that information, and how they're expected to know about this. So that's about it.

I just think you need to -- you need to -- especially

GE-2

looking at that map, you need to see some of these smaller towns where -- where this is going to be flying over, I -- I doubt that they even know about it. So --

THE HEARING OFFICER: Have you expressed that to any of these other --

MR. MARK BLAKEMORE: I mentioned it to a couple of them and they said, you know, "Get out and tell people." But, you know, it's a ways. I'm not going to drive down there and sound the alarm, but I just think there needs to be some -- some way to let -- inform people in that whole Chama Valley that, you know, this is taking place or that it's -- that it's a proposal.

THE HEARING OFFICER: It would probably be good to get the word to them before Saturday, because we're having two meetings in Taos on Saturday.

MR. MARK BLAKEMORE: Right. There is a -- let me show you that other map. There is a couple of towns that are directly -- they're, like, within the flight line that have, like, a very strong ethnic community, Hispanic, that they've already had problems with authorities over land grants and that sort of thing, and I suspect that this is going to come as a big shock to them when they find out that this is a -- not -- first of all, I doubt that many of those residents even knew of this proposal, and secondly, I doubt that -- doubt that they've had a chance to get to any of

these meetings just because of the location of them.

I think that you might want to think about -- you know, I don't know if it's too late to have more meetings, but you might want to have one closer to those people that are affected in that area. That's about it. So --

THE HEARING OFFICER: If -- if you wanted to make any other comments or if you know of anybody that, you know, you could mention to them that they have this meeting.

MR. MARK BLAKEMORE: Uh-huh (affirmative).

THE HEARING OFFICER: The public comment period for submission of written comments extends until the 16th of June.

MR. MARK BLAKEMORE: Yeah, I saw that, so -- so what's their -- what's their method of making comment at this point? Let's say that they're not willing or they're not able to drive to Taos. This meeting is, you know, obviously today and there is not much of a turn out. What -- what options do they have for making comment?

GE-40

THE HEARING OFFICER: I would say their best option, possibly their only option would be to submit written comments to the address that --

MR. MARK BLAKEMORE: That would be through one of these forms or just -- I got this from the table.

THE HEARING OFFICER: The form should indicate the address, and I'm not sure exactly what it is. It might

be this. These are all the same.

MR. MARK BLAKEMORE: I don't know. No, they look a little bit different.

THE HEARING OFFICER: They should have a document, if you ask -- oh, here it is.

MR. MARK BLAKEMORE: Oh, no, it's here. Written comments. Oh, no, this is February. That's not it.

THE HEARING OFFICER: I would say that lady up at the table over there --

MR. MARK BLAKEMORE: Okay.

THE HEARING OFFICER: She definitely is going to have addresses. She's probably got the document she can just hand you that has the address on it --

MR. MARK BLAKEMORE: Okay.

THE HEARING OFFICER: -- maybe a label she can stick on one of these. But this, this particular document, here, has the public hearing schedule. So, after two meetings in Taos, we only have a meeting Monday in La Junta, Colorado and then Harrison, Arkansas.

MR. MARK BLAKEMORE: Okay. So these meetings are pretty much over --

THE HEARING OFFICER: That's right.

MR. MARK BLAKEMORE: -- after the two in Taos?

THE HEARING OFFICER: That's right, realistic opportunity to people in New Mexico to attend a public

hearing after today will be these two meetings, one in the morning and one in the afternoon, in Taos.

MR. MARK BLAKEMORE: Okay.

THE HEARING OFFICER: And then other than that my recommendation would be to submit written comments. As far as any priority, you know -- here is the address.

MR. MARK BLAKEMORE: Okay. That's it right there. Okay.

THE HEARING OFFICER: Langly. There is no priority given to any particular type of --

MR. MARK BLAKEMORE: Comment.

THE HEARING OFFICER: Right, comment.

MR. MARK BLAKEMORE: Okay.

THE HEARING OFFICER: Same priority is given to written comments as is given to verbal comments.

MR. MARK BLAKEMORE: Okay. Well, maybe that's the best way to go, then, just get some of these and --

THE HEARING OFFICER: Well, we had a --

MR. MARK BLAKEMORE: This may not be the right one because -- oh, okay. I think that's the same address.

THE HEARING OFFICER: Yeah, that could be. That looks like the same.

MR. MARK BLAKEMORE: Yeah.

THE HEARING OFFICER: Maybe that's the best way to do it. Okay. Thank you.

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If you'd like to make comments please come forward. Please. This is a very informal way we're doing this, here. At our previous hearings we've had a formal opening of the hearing after the open house and I introduce myself, explain the ground rules, and then we have a presentation by Lieutenant Colonel Mason to describe what we're doing. Since there are so few people here, we're just allowing people to come forward and make whatever comments you want to make, and that will be taken down by a court reporter.

008290

MS. MARY AITKEN: Okay. Mary Aitken, A-I-T-K-E-N. I wish I had a pen because I use it to organize my thoughts better. One of my concerns was that there is no public meeting in the Chama Valley. And if you look at a map, that flight line enters the southern end of the Chama Valley, and it doesn't so much affect the reservation -- in some ways I know it does, but it affects the Chama Valley far greater, and there is no public meeting in Chama, Tierra Amarilla, Cebolla. All those cities there would be far more affected, and I think that's why there is not a lot of people here. And I understand there were -- press release went out, but people from Chama aren't likely to come here, or T.A. or -- so that's one of my concerns.

GE-2

My other concern is this wild and scenic area, the Chama River, where the -- is the entering point, the flight line, that's a -- a valued recreational area. And it is also

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national forest that continues to fly over, over Canjilon Lakes and then over the Brazos Pass and in that area. And in this area the economy is -- there is not much economy. It's largely based on guiding, on game, fishing, lumber, those kinds of things. And I know that there would be some effects in that area from such low lying -- low flying planes.

BR-4

My third concern would probably be related to that. It's just that elk hunting is a huge business here, and it is on the reservation, too, and I didn't see in the environmental impact statement, you know, how -- I know some animals do flee, some don't, whatever. But my -- my concern would probably be big game and how they would be affected by -- by this, because it's a multi million dollar business in this area. And that's all.

BR-4

THE HEARING OFFICER: Thank you.

MS. MARY AITKEN: You're welcome. So there is -- is there a chance that there could be a meeting in Chama or in the Chama Valley somewhere?

THE HEARING OFFICER: Any time soon, no. We have a schedule that we're going to complete here shortly, and the last two hearings we have in New Mexico are in Taos on Saturday.

MS. MARY AITKEN: Uh-huh (affirmative).

THE HEARING OFFICER: And after that we move to La Junta, Colorado, and meeting there on Monday, and

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meeting on Thursday in Arkansas, and that's the end of this particular trip. And my role as a hearing officer is detached from the RBTI proposal process and the command representatives, and I'm not part of the command at all.

MS. MARY AITKEN: Uh-huh (affirmative).

THE HEARING OFFICER: So that particular question will better be put to one of the other Air Force people here. They are in the position to be able to state that, whether there is any plan or any possibility for these hearings.

MS. MARY AITKEN: They said just to pass -- to pass the sheets out, you know, to pass these out. And that -- because they're not.

THE HEARING OFFICER: Realistically, that's the best way to insure that comments are submitted.

MS. MARY AITKEN: Uh-huh (affirmative).

THE HEARING OFFICER: And the deadline, as you probably know, is 16 June, for sure, written comments to that address here at the bottom of the sheet.

MS. MARY AITKEN: Right. Okay. Is this a -- oh, you have to have your name and address. Okay.

THE HEARING OFFICER: Thank you.

MS. MARY AITKEN: Thank you.

(NOTE: From 2:46 p.m. until 2:56 p.m. no record was made.)

THE HEARING OFFICER: If you'd like to make

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comments for the record you can make verbal comments.

MS. BERNIE LADD: I don't know yet.

THE HEARING OFFICER: This has nothing to do with your comments if you decide to make them, this is just the report I do. My job in this is to act as the hearing officer. I'm not connected with the other Air Force representatives here. They're part of the command. My normal job is a military judge. Where we have a big group of people, I act as the hearing officer and try to keep things going smoothly and make sure everybody has the opportunity to make comments.

So, if you do have something that you'd like to say, what you should do is sit down and just tell us what you -- what you think of this. And we'd like to know your name.

008291

MS. BERNIE LADD: My name is Bernie Ladd. To me, I don't care if you guys use it. It's --

THE HEARING OFFICER: How do you spell your last name?

MS. BERNIE LADD: Ladd, L-A-D-D. And as long as it doesn't bother my elk and my deer, doesn't matter to me. We tried to -- tried to stop them from putting in that airport over here, but it don't do us any good, so I'd say go for it, because they never listened to us before, you know, before when we wanted to stop an airstrip put in here. And we didn't want it put in here, but nobody listened to us.

BI-1

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Out of, like, 30 -- there was a meeting, a public hearing, you know, for our little airstrip. And out of the 30 people there was, like, 27 that objected, and yet they still put it in.

So our council is not listening to what we have to say so, therefore, I'm going to go the opposite way and say, "Go for it." That's all I have. So that would be my -- you know, my -- as long as it doesn't go over my house, I don't care. Thank you.

THE HEARING OFFICER: Thank you.

(NOTE: From 2:59 p.m. until 5:20 p.m. no record was made.)

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slowly. In addition, if you have a written statement, the court reporter would appreciate you handing it in so that any names, places, references to scientific terms or other data can be recorded accurately.

Finally, I'd like to remind you to limit your comments to the Draft EIS; that is the purpose of this public comment period.

If you'd like to turn in your written comments at any point, either during this period or at the conclusion, there is a box in the outer office or in the outer room, there, where you can place your written comments.

I'd like to get started now with our only public official, and that is Ralph Reyna, who is a Taos Pueblo Council Member.

008292

MR. RALPH REYNA: My name is Ralph Reyna, and I'm from Taos Pueblo, a council member for the tribe, and I'm a retired Air Force sergeant. And I'm here representing my tribe, and also for myself.

I am quite concerned about the military flights that are taking over over the northern part of New Mexico, and all the environmental things that we are worried about. The trees, the rivers, all the streams around the -- around the tributary, here.

The Town of Taos, the Pueblo, are well known world over. People come from all over the world to visit the Pueblo and

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also the Town of Taos. Also, the Pueblo is listed under the world heritage list, and also the church in Ranchos de Taos also is a known area.

In an environmental area I'm quite concerned, all the headwater starts in our reservation, the lakes, Blue Lake, Bear Lake, Star Lake, and other small lakes in that area. That's where the water comes from, and if they get polluted, we don't want to contaminate the whole Town of Taos or any animals, wildlife, trout, eagles and falcons. They -- they come down to the Rio Grande area for their nesting time.

AO-1

And quite a few times I have seen B-1 bombers and KC-135 flying so low over the Pueblo on the western end of our reservation, and it -- oh, it's quite a nuisance to hear all that big noise.

Also, the -- back in 1994 a delegation of us went down to Clovis, New Mexico to oppose the military training flight that they used to have with F-111's intruding over our reservation, intruding into our religious doings in August, flying so low we -- you could almost reach up and touch the tail of the aircraft. The Colonel at that time told us that they'll abide with our proposal that they move their training route farther east from the reservation, from Angel Fire on east all the way up to east of Eagle Nest, and not touching the boundaries of our reservation.

I am very thankful that you gave me opportunity to speak

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my -- my -- my opposition about this military training flight. I know it's very important to have our men ready for any combat that they might come upon in the future. So I thank you very much.

THE HEARING OFFICER: Now I'd like to turn to that group of individuals who have indicated a desire to make comments. And the first person I'd like to call on is John Acker. John Acker?

008293

Well, the next person, Andy Wasowski.

MR. ANDY WASOWSKI: Thank you for this opportunity. I have it in written form, I'll leave it here. My name is Andy Wasowski. I live in Valdez. When I was a kid going to Sunday school, I heard about something called original sin. Now, the nuns were pretty evasive about what original sin was, but I heard later it was supposed to be sex. When I grew up, I started to see the world and experience life and I reached my own conclusion about what original sin really is. It's the inherent dumbness of our species.

Now, think about it. We were given an incredibly beautiful world to live in, everything we could want, and in our dumbness we mess it up at every opportunity. We build impressive industries and turn out consumer products that we've all become addicted to, but with consequences. In doing this, we've polluted our rivers, oceans and made air

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unfit to breathe. That's dumb. We develop high-tech means for commercial fishing to feed our hungry and we wind up emptying our oceans of the very fish we need. That's dumb. We think we know better than mother nature. Back in 1920 our government imported kudzu from Asia to be used for erosion control and it worked. So well that today they call kudzu the vine that ate the south. That's dumb.

We're continually only solving one problem to create newer and bigger ones. We're supposed to be a logical species, but as someone once said, if we were truly logical, men would ride side saddle. We think we can do anything we want without there being serious consequences. We cut down rain forests to create new farmlands, and in doing so we are literally cutting out our lungs. We develop genetically altered crops that can withstand pesticides that eradicate milkweed. But milkweed is a major food source for monarch butterflies. So, as a consequence, our grandkids may grow up never having seen a monarch. Now, what causes this dumbness? Well, in the words of Vice President Al Gore, it's our focus on short-term exploitation at the expense of the long-term health of the system, itself.

So now we're talking about training bomber pilots by flying over terrain that is in many ways environmentally fragile, and the consequences of that may well be destroying or seriously harming wildlife, livestock and the eardrums of

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BR-4

the residents below. Certainly the consequences will include harming the tourism industry here, a major economic factor in our community. Often we don't even know the ultimate consequences of our actions. The domino that falls at the end of the line is often years, even decades away from that first domino that gets tipped over.

Now, I'm not one of those who view the DOD as an evil empire. I am neither a hawk nor a dove. I'm an -- I think of myself as a pragmatic realist. I served in the Marine Corps and I understand the need for a strong national defense and the kind of realistic training that makes it possible. But as a pragmatic realist, I have great doubts that environmental impact studies will truly reveal the ultimate long-term consequences of this fly-over training. There have been many studies in the past that have reached conclusions that in the end have proved to be false. Do you remember the Edsel? Ford Motor Company built it because extensive market research said it would be a big seller. As Yogi Berra once said, "What gets us in trouble is not what we don't know, it's what we know for sure that just ain't so."

I hope the powers that be won't wind up making another dumb decision based on short-term exploitation at the expense of a long-term health of Taos. Thank you.

My wife couldn't be here, but she asked me to give you this.

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THE REPORTER: Thank you.

(NOTE: Mr. Andy Wasowski handed the reporter a document that reads as follows:

"April 15, 1999. **008294**

"To the US Air Force:

"The Taos area is not Everywhere USA. It is a very special place because of its unpolluted skies, its exceptionally clear air, its mountains, its beautiful native architecture, and its tranquility. People move here from all over the U.S. and all over the world because of these qualities. They come to heal medical problems, to join contemplative religious sects, to create paintings, sculpture, and literature.

BR-7

"Tourists come here because of the artists, Taos Pueblo, the health professionals, the skiing, and the natural beauty of the land.

"If the skies are filled ten times a day -- or even once a day -- with bomber maneuvers, there will no longer be clear skies, exceptional light, healthful air, contemplative religions and artistic work being created. Then there will be no tourists, no art galleries, no B&Bs, and no high real estate values.

BR-4

"The economy of Taos County will be destroyed.

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One of the last spiritual and artistic refuges in America will be destroyed.

"Please do not fly over our clean skies."

Signed, "Sally Wasowski.")

THE HEARING OFFICER: Like to call on Ron Gersten. **008295**

MR. RON GERSTEN: I'm Ron Gersten. I own some land in El Rito and in Taos. I spoke the other day, was going to try to address some other things, mainly the Environmental Impact Statement and it's irrelevancy, in my opinion.

The impact statement talks about what costs to the economy of Taos would occur. I wonder if it takes into account the costs people have already given up to live in Taos where it's quiet? I left a higher paying job in New York to live where it's quiet. I'm sure other people have done similar things.

BR-7

My other question to you is, given the opportunity in some of these other alternatives -- because I think it's very important that we do have our Air Force trained, and I think this whole initiative is probably a good thing. I wonder about the other alternatives. Given the chance to have a big airport there, if they thought tourism would come to their areas and bring more money, too, the people would have said, "No, we don't want that"? Because in Taos we've done that.

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We've -- your impact statement you say -- I want to know, is -- are you measuring the money that we're willing to give up to live in a beautiful, quiet place? Because that seems relevant and important.

BR-4 As far as it not having a direct effect economically is insane. We talk about the tourism that we could lose for the people that do make the little bit of money they make here. And I say if somebody is making very little money and you take away very little from them, it may appear on your impact statement that it was very little effect, whereas it's a big effect on people that don't have much to begin with but their quietness, which is why they came here.

So I just feel that it would be a gross violation of democracy for you to come here against the expressed opposition of the people who live here. And I feel, while it is a necessary thing, the RBTI, if you can't find a place where the people and the occupants of that place want to have it, then perhaps, sadly, you can't have it. Or perhaps you

PD-20 have to look to other alternatives, maybe you fly over the Gulf of Mexico and you have a simulator that if you go under 1,000 feet the plane blew up, but -- who knows.

But I'd like you, please, please don't come to this town where the people have expressed that they do not want you here.

THE HEARING OFFICER: William Brown?

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008296

MR. WILLIAM H. BROWN, JR.: My name is William H. Brown, Jr. I live in the community of El Rito, Latir, at the base of the Latir Wilderness, and overlooking the southernmost part of the San Luis Valley where the Rio Grande Wild River area is located.

I'm a veteran of 13 years of being an officer in the United States Army and reserves, and I know very much what you're talking about when you need to have your troops trained properly. However, I speak to you today as a person who is not only a veteran, but also a victim of low level flying, because prior to moving to Taos County I lived on the eastern shore of Maryland, and we were plagued for years by

BI-3 low level flights, by the -- both the National Guard and the Air Force. It was very disruptive to us. It was very disruptive to our farm animals and to wildlife in the area. And I speak of this because I know this firsthand.

So I ask you today to please take this into consideration when you think of this area. And I'd like to speak very much for the area that we live in, because mainly my area is composed of ranchers, artists, composers,

BR-7 musicians and writers. And we came there, all -- all of us came there basically for the same reason, for the piece and quiet of this area. And we want it to remain this way. And I do hope that you will take this into consideration. This is one of the most beautiful areas in New Mexico.

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We recently took a trip into southern New Mexico and Arizona, and this is just -- has to be one of the most beautiful places in the world, so we hope very much that you will take our comments to heart and not come to our area. Thank you.

008297

THE HEARING OFFICER: Elana Lombard?

MS. ELANA LOMBARD: Hello. I -- when my daughter and I were sitting here and you commented that her babbling might disrupt this meeting, it occurred to me that that's a lot less noise than having B-1 and B-52 bombers flying over your -- the place you live every day, ten times a day. And you've asked me to move back, and I would do so respectively -- respectfully. But I can't ask one of these loud jets to -- to move because it's disturbing my piece, it's just going to keep coming.

BR-7 And, yeah, my family moved here from the San Francisco Bay area where we made a ton more money, like the younger gentleman said, and we are struggling to live here, but we live here because it is such a beautiful and peaceful place, and a place that I wanted for my child, and to grow up and it would be peaceful. Anyway, I just don't want all the noise of the city and all that stuff to -- to disrupt her -- her up bringing.

And also I think about the endangered species that are trying to live out in the wilderness and, you know, you're

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trying to protect we, the people of America. We are not threatened and endangered. Yet, there are these animals that are threatened and endangered. And what are we doing? We're

BI-5 not trying to protect them more, we're going in flying over them which is going to disrupt their mating habits, their feeding habits, critical activities for their livelihood to exist as a species.

So, what's more important? You know, if we were that threatened of a species, I'm sure our government would do a lot to try and protect us. I think the other species on this planet are very critical and support us in ways that we will never know. And not only for our living, but also for our peace and -- and quality of life. So I would like that quality of life for my child and her children, et cetera. Thank you.

008298

THE HEARING OFFICER: Angie Cantu?

TY MS. ANGIE CANTU: I'm Angie Cantu, and I've -- I'm an outsider, myself, but I've lived here since 1946. I came here by the fact that I got married to somebody from here, and I have raised a healthy family here, no complaints, no sick people. We've all gone to higher education, and some -- my husband, my two sons were in the military, my granddaughter is there now. She's going on to -- she's finishing training this weekend and then going on to the airborne, and who knows where from there.

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But I am for the people that are trying to come and train here, and I think that they should come and train here because they need the proper environment and terrain to train on. And I don't see -- I really don't see that much of a problem, because planes have been flying over this area for many years. And my daughter lives by the airport in Los Angeles. She's never complained there, nothing has fallen down over there, and I doubt that buildings and the Pueblo -- and our own adobe building here in town hasn't fallen down yet, and I don't think it's going to.

So, I am for you to come and fly here over this area, and I'm sure that my husband, who was a very public minded person, would have given you the go ahead, too, but he's long gone now. And I am for you to come and train here because this is -- this is a necessary terrain that you need to train on. I'm for it. Thank you. **008299**

THE HEARING OFFICER: Agnes Anderson?

MS. AGNES ANDERSON: Thank you for giving me this opportunity. You haven't finished your Environmental Impact Statement yet, have you? I mean, they haven't finished the whole thing? Because when I was at the meeting last year, I had mentioned one of the things that I was worried about was not only the noise factor, but also the fact that we have homes in Taos, and in Taos County, that are hundreds of years old that have been owned by the people who

GE-10

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have moved here, the Spanish, and then we have our Native Americans.

The Pueblo is documented to be 800 years old, but they're constantly remudding it and readobeing it because it is a fragile adobe, just like all the homes that are in this area are.

CU-1

Now, this morning I was told that you would be flying in an area approximately 10 miles from Taos, and in the area going up toward the -- Costilla, the Costilla area.

UNIDENTIFIED VOICE: Questa.

MS. AGNES ANDERSON: This is all a very fragile area. And we hear the bombers and the jets flying over, and they're way up there now, and so if you are only 10 miles away from us, we'll hear you.

Now, this state, the people in this state have always been military people. They've been in the Air Force, they've been in the Army, they've been in the Marines. Going back to World War II, most of the people in the Bataan Death March came from the State of New Mexico. So, these are people who are not against the military. None of us are. We know you need the training sites, but we ask that you don't do it here in our area. **008300**

Thank you.

THE HEARING OFFICER: Teri Luduigson?

MS. TERI LUDUIGSON: Good morning. My name is

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Teri Luduigson, L-U-D-U-I-G-S-O-N, and my husband and I live out on Hondo Mesa.

I wanted to make four points. Some of them are repetitive, perhaps, but maybe some things bear repeating. The first point is one that was brought up in the review here this morning, and that is in the executive summary. The greater impact for Alternative D, which is the area that includes Taos County, is, without exception, consistent and substantially relative to the Alternatives B and C.

Number two, the concept of habituation was introduced in the Environmental Impact Statement draft report as a reason that humans will not be adversely affected. Habituation is a technical term much researched in the field of experimental psychology. Unfortunately, it's not a simple concept. Habituation in the face of a continuous, predictable stimulus is one thing, but habituation in the face of a sudden burst of sound perceived as being very loud, which is also very unpredictable, is quite another. Furthermore, it isn't necessarily true that habituation is achieved without cost.

Number three, computer simulation and it's potential for training wasn't an issue that was introduced at previous public hearings. I understand that the Air Force has some reservations about it. I have to point out, however, that if NASA could train and mount successful space flights without realistic training, which was obviously not achievable, then

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why cannot the Air Force do this? The ability to change and flex a training program is infinite in computer simulation. Efficiency would be maximized, it seems to me, far in excess of the efficiencies alluded to in the alternative suggested here. From my point of view, it seems that computer simulation would offer important benefits as conflicts mount around the world. Computer simulation might offer hope for more effective outcomes in post cold war conflicts where our strategy seems to consist primarily of hitting at gnats with hugely expensive sledge hammers.

PD-5

Computer simulation might offer relief to the increasing invasiveness this high-tech equipment poses for the private lives of the populous. Perhaps some innovative thinking is called for.

I see you raised the red flag. May have one more minute to finish my last point?

THE HEARING OFFICER: As I said earlier, I'm not going to stop anybody from continuing past the three-minute point. It's just notice to you how long you're going.

MS. TERI LUDUIGSON: Okay. Thank you.

Point four is the economic impact issue. This did seem to be given very short shrift, and I certainly didn't see any analysis that satisfied me that the subject was seriously addressed. But perhaps the conclusion that the noise level

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was inconsequential since humans, interestingly enough, in contrast to the animals, under the apparent assumption that we are not animals, which I found rather astounding -- but the conclusion that humans would habituate, perhaps this meant that the economic impact was not worthy of serious effort and, in fact, I think this was suggested in the introductory review of the EIS.

I think you've seen in your base, here, that this is a very diverse community, but we are held together by a common thread, and that is love for this land and its peaceable use. People don't stay or come here to make money. You've heard that over and over. But people do stay here for generations. They come back after being educated in the best universities the country has to offer. They move here and stay and suffer the inconvenience and expense and low incomes for that common thread.

Yes, we have something like 24 percent of our population living below the poverty level. Yes, we have unemployment that's four times the national average. And yes, we have no super highway, so all our goods and services are more expensive; that includes housing, food, clothing. So we make less money, we have fewer assets, and we pay more for what we have. The potential economic impact on a community that is special, fragile and existing on the edge should be given serious consideration. Will tourists have prehabituated to

BR-4

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the noise levels?

On a personal note, would my husband and I have joined this community a year ago, purchased a home with the assets we were lucky enough to build elsewhere, if we had known about this threat to a place that we have loved coming to for 30 years? Huh-uh (negative). But we didn't know. Is that economic impact and are we unique?

Thank you very much.

THE HEARING OFFICER: Mary Lowe? Mary Lowe here?

Ed Slook. Ed was here earlier.

Gordon Saunders? **008301**

MR. GORDON SAUNDERS: I would like to thank the Air Force for giving us this opportunity to vent our concerns. I know that you have a lot at stake. I hope that you will return to your bases convinced that we do have a lot at stake here.

My concern stems from the two planes that are involved. I don't know if anybody has raised this issue before, but the B-52 was first flown when I was a young man in my early 20's. In three weeks I turn 60. I'm old. The B-52 is old. Commercial airlines usually get rid of their airplanes between 15 and 20 years; I think I'm right on that. And I have had short trips on some trans Atlantic flights on some planes that are about 15 to 20 years old. Some of them are

AF-51

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pretty scary and the planes were beat up and half the age of the B-52's that are now flying.

I have read a number of times that the B-52's are kept flying by cannibalizing old planes that are in even worse condition. This is not reassuring, especially if it is anticipated that these huge craft will be put down within 300 feet of the ground at times. B-52 was conceived as a high altitude bomber. What purpose could be served by flying it at 300 feet?

AF-51

PD-1

The B-1 has a checkered history at best. It was killed as out of date and too expensive in the Carter years, then revived by the Regan administration and Bill, in spite of some levels of protest that came from high levels in the military. It did not fare well early on, going down like a winged duck on a shooting gallery because the ground avoidance system was defective and the plane plowed into objects, like the mountains in Taos, with disturbing regularity. While I assumes that the avoidance system has been corrected probably with laser technology, the bad weather can affect even laser guidance systems as has been amply demonstrated in the Gulf War and in Kosovo.

Your own officers have admitted that Alternative D is probably the most controversial option, and it is not hard to see why the ecology of the area is already fragile, population growing and the ancient adobe structures certainly

CU-1

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stand to be damaged by vibration generated by low level flights.

CU-1

Finally, if these two craft were to be phased out, I assume that they're old enough that they must be facing phase out, I shudder to think of the noise levels and speed factors that will accompany any replacement craft. They will be faster, more maneuverable, louder, and because of these attributes, more dangerous to those on the ground, whether they be friend or enemy.

The Air Force has a reputation of being one of the most rational and responsive branches of the military service. Here is a golden opportunity to reinforce that public assessment. If Alternative D is chosen, you will generate permanent animosity in this region. That is hardly an objective worthy of consideration by the Air Force.

I'm almost done. Regardless of how much money is saved, hate to think what the taxpayers would be footing in the way of costs for 2600 flights a year. Why not cut back on the number of flights and affect the savings that way?

PD-1

Those are my concerns. Please add those to those that have already been expressed. Thank you.

THE HEARING OFFICER: Tony Trujillo.

MR. TONY TRUJILLO: Good morning, Colonel Burd.

THE HEARING OFFICER: Good morning.

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008302

TY MR. TONY TRUJILLO: I'm from Questa. I'm here to speak for my nephews and nieces, two of which are -- have been living there for the last six months tending their grandparents, right underneath the proposed flight plan over the general area near Amalia. All my nephews and nieces have attended the Rio Costilla Ski Area. That's a recreation area.

I'm not here to speak for the adobes, I've moved an -- enough of them all my life that a little more work won't hurt, but it's all been at that poverty line, too. It helps to add more work and with more people coming in, it's -- it's better. Living around here is better. But if they're going to be turned away by this, that's being proposed by Air Force, that the -- the -- the smallest parts that I'm concerned about.

I'm standing up here because under the constitution there is -- there is this part that says that we are guaranteed to a republican form of government, that's where any ill is addressed. And that's what NEPA and all these things have to do with, if I'm right. You being the judge, you probably have a little better idea. As far as having that right, I've sat here because a lot of my kinsmen and family members have been decorated, both posthumously and in person, for what they did for the armed services in world struggles.

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The -- the fact that I am here should be enough, in protest of this, for it not to happen if the constitution is read right as we shall not have to surrender our homes to the military for -- for housing or any other thing. And the intrusion of the noise is a trespass, and there is -- any sharp lawyer I think can argue it out. You have enough room. You have the technology, you have the ways and means to get around it.

All this is, usually, in government, first problems that are things that -- that the Colonel -- I forget what this Colonel's name is -- mentioned the first thing is that they have to get rid of their budget or allow for their budget. That's what I've seen in government mostly.

But all that aside, there is a stronger sense that you should not do this than you should, and I just hope it works out that way.

THE HEARING OFFICER: Punya Upadhyaya? And excuse me if I mispronounced your name.

008303

MR. PUNYA UPADHYAYA: That's fine. It's always fun to figure out how to say it. Punya Upadhyaya, P-U-N-Y-A U-P-A-D-H-Y-A-Y-A.

Good morning, Colonel, ladies, gentlemen. Thank you for this opportunity to share our feelings and thoughts. As you've heard already, people do very irrational things to come to Taos; all right. We give up jobs, we give up money,

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we give up opportunity so that we can come here. And there is what is -- I heard your presentation, I'm sorry I didn't get your name. I realized that the military is making similar irrational efforts to come to Taos. Can't blame them. It's a lovely place and there are many ways in which we would welcome your presence here.

But as I look at it, my focus here, it shifts on the comparison in terms of B and C versus Alternative D, and I'm really struck by the incredible dispropensity that I see here for Example D: 30 special use land management areas that are affected. Under Alternatives B and C two will be affected. The number of endangered species that will be affected are quite -- you mentioned three, your document out there mentions seven to nine. There is one mentioned in Alternative B and C.

In terms of reduction based flight time or not knowing how you're framing it, but the flight time that it takes the bomber as you get to the place where they're actually doing the training. You only save 45 percent of that as against 70 percent influences, or 89 percent more option. I mean, that seems to be the most technologically or economically compelling reason to actually create alternatives, and I'm struck by how we even got in the ballpark with that kind of savings. I mean, statistically speaking, that is significantly irrational.

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BR-1 In terms of the data you supply us, I am again very struck by the average data you're using about DNA levels. Averages are not the point, the point is the event, so the use of statistical averages seems unfair. What are the differences there? And again, I'm struck by how, in terms of our public use areas are affected significantly, about public use areas and other areas. Again, our average levels are significantly higher than the DNA changes that are going to take place in other areas.

And when you said -- I was struck by how you dismissed the environmental justice issue when you said that the noise levels did not have necessarily much of an issue. There is pollution, there is vibration, there is residues, there are particulates and so on that are -- which will significantly **AO-1** affect us. For two reasons we're trying one significant effort: One is to develop an economic alternative focused on organic agriculture, not big in our numbers but it's big in our heart, and that will get affected.

And thirdly, a lot of people come here because they're **AO-1** chemically sensitive and so on, and it would help them, and you would destroy part of the reason they've come here.

Lastly, concerned about the safety record. Last, safety **AO-61** risk. And in terms of the pollution and -- a large plane falling down on you would have a significant impact.

So we do have concerns and hope that you will take them

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into account and make a rational choice. Thank you.

THE HEARING OFFICER: Stephen Kelley. 008304

MR. STEPHEN KELLEY: I've got a written statement I'd like to present. It doesn't take an Environmental Impact Statement to understand the damage that will be done by low-flying bombers to Taos. The idea of desecrating the peace of northern New Mexico with low-flying jet practice, land which is laying virtually undisturbed in its natural state for eons, is out of the question. BR-7

Those of us who live in Taos are given the rare opportunity to exist in creation as God created it before it was screwed up by the greed and bungling of man. As was eloquently pointed out at last year's hearing by our mayor, Taos is a global peace zone and, as such, is certainly as important to keeping of the peace as preparation for war. To violate this peace with low-flying jet bomber practice is to destroy our very peace that our Air Force exists to protect.

Many people who have traveled extensively on the earth consider this among the most beautiful and unspoiled locations on the planet. It has been suggested that the Air Force should stick to areas that have already been ruined by their flights. To suddenly invade this area which has lain for centuries undisturbed merely because the terrain is appropriate, because the Air Force wants to save a few bucks on gas, and two hours' flight time that are required to fly

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to other areas is no good reason for being here.

Already they are flying here. Many reports come in of low-flying jets well below the 300-foot ceiling. Pilots, contrary to what they might feel, are not Gods in the sky, and unlike Gods, they are subject to errors in judgment, as was evidenced by the training flight shenanigans in Italy for which the Air Force took no responsibility. This sort of impunity in taking responsibility for one's own actions does not bode well for anywhere that the Air Force might fly.

Low-flying jet practice is not just a question of preserving old adobes and the cracks that might damage them. What needs protecting here is peace, peace for the people, peace for the animals and peace for the land, itself. CU-1

There is only one winner in this situation, peace or its disruption by war. As Lieutenant Curry suggested not long ago in the February 11th edition of the Taos News, hoping that we might buy this, "It's a win-win situation," he says, "because we'll keep the integrity of our training requirements while taking into consideration the needs of the Taos Pueblo," totally ignoring the resounding no that greeted him last spring from all the citizens of Taos.

His other statement was, "Without sacrificing our own training purposes, we were able to mitigate the route a bit to make both parties happy." Mitigating the route a bit will not satisfy the people of Taos.

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Thank you.

THE HEARING OFFICER: Chris Pieper? 008305

MR. CHRIS PIEPER: I thank you for this opportunity to speak, and I appreciate that it must be difficult for you to come here.

I grew up under Moffat Field in the Bay Area where there is a lot of over flights. And you do become habituated to the noise because you live in an industrial area, and so the impact of the flight is not that significant. I've also spent a lot of time in eastern California in the desert, and in the mountainous terrain of the Sierra Nevada where I have backpacked, and you become habituated to the level of quiet and then when a bomber comes over it is very disruptive. Much more disruptive than it is in an area where there already is a lot of white noise, a lot of noise generated by an industrial area.

This area that you're talking about flying over is known for its silence, the darkness of the night sky, and a peacefulness of the surroundings. The Valle Vidal has been called the Yellowstone of the southwest. And there is no question in my mind that these flights will have a profoundly negative impact on this area. Lot of people do come here because this area is clean, there is less noise than other areas. BR-7

And so to cause the least disruption, I would highly

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recommend that you choose another area. And I hope that when you come to make this decision, that you use -- you use your rational faculties and determine that this is an inappropriate area to come.

I teach at Taos High and enjoy it very much. Teach science there, and I know that my students -- thank you -- resoundingly oppose this initiative. So I -- I am here partly representing them, myself and my family and this whole community.

So thank you for this opportunity to speak, and good luck. 008306

THE HEARING OFFICER: Helen Visarraga.

MS. HELEN VISARRAGA: Good morning. Thank you for this opportunity to talk to you this morning. I am -- my family is originally from this region for 300 years. The culture here has suffered enough oppression, this is just another form. I'm a social worker in the community. I serve as the out-patient clinical director for Taos-Colfax counties in serving the families and children, and I am here today representing the families and children of this community. TY

The B-52 bomber is a symbol of violence. It's a symbol of destruction. We do not need any more symbols of violence and destruction here. We are in the midst of high racial tensions in this community and in the surrounding areas. We have had a lot of violence here. We have had a lot of racial

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tension. This impact of having B-52 bombers here would only escalate that social tension.

It's important for the Air Force to recognize that you have other alternatives, we don't. The families and children here do not have other alternatives. They can't just move, move away, and find another place to live.

Many writers, myself included -- I'm a writer and a poet -- we come here, they come here to -- to take advantage of the consciousness of the peaceful setting, the quiet environments and the cultural diversity. And we, as a community -- many of the agencies involved here in -- the agencies against violence include the judicial, the legislative, the social factors, agencies that represent families and children, the police department, the state department, many other factors are involved here in representing to you the need for you to encourage the federal government to find another alternative to having B-52 bombers influence and impact our peaceful community.

So it is from my heart, and as a representative of (Spanish spoken).

Let me interpret that. I want you to record this. And make sure that you are aware of the consciousness of the people that is being impacted here in the elements of violence, of destruction and abuse that you will be enhancing, should this project be allowed to continue.

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008307

Thank you.

THE HEARING OFFICER: Annegret Pollard?

MS. ANNEGRET POLLARD: Good morning. Thank you for this opportunity to address the issue.

First off, I would like to ask each of you who is on this hearing panel -- madam, you also -- the two officers, then -- have either one of you ever been living as civilians in an area where these kinds of flights take place, and have you ever been bombed or strafed yourselves? Which is, after all, the end result of what this training is supposed to achieve. Sir, would you please answer me this question?

THE HEARING OFFICER: I believe you came in late. And one of the things I indicated is that this public hearing is not a question and answer session, so if you have questions that you wish to state as a part of your comments that's perfectly acceptable, but we will not be answering any of these questions in this forum.

MS. ANNEGRET POLLARD: Thank you. I would assume then that you have not, and I would like to suggest that the experience of these overflights, which I have had in other places in this world, in Europe and in other places in this country, are extremely dangerous to people, even when they get used to them. They're especially damaging to children who incorporate this kind of perception. And we never really quite get over that for the rest of their lives.

AF-18

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I have been bombed. I have been strafed. And it is an experience I probably share with other people who live in this community, and I can tell you that it is something unforgettable.

The second issue I have is that I think the military, the Air Force in this case, is being quite wasteful. And I don't think that the military services are really ever called to account to be economical in their thinking because everything you want is provided, and then more.

Thank you.

Wastefulness in simply picking up on another area which already has low over flights. I have seen these machines myself, daytime and nighttime, helicopter formations were coming through here, is rather disturbing for all of the reasons the other people have already mentioned.

And the last thing, I thought it is curious that the Air Force has not yet found a way, with all the brains working for it in this high technology game, to establish a virtual reality. Walt Disney might be helpful with this, too, to establish training grounds on white sands or wherever and use your very best computer programing to enable these pilots to learn what can be marked even to differentiate between a pig and a person, to -- to do this in areas already destroyed by these exercises, rather than picking on areas such as Taos or northern New Mexico or any new area which would be destroyed

PD-5

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by this in their character as they are.

Things are difficult here for people, and I don't think the Air Force should even consider adding this area to waste.

Thank you very much.

008308

THE HEARING OFFICER: Todd Thompson?

MR. TODD THOMPSON: Good morning, gentlemen. I just wanted to make my comments brief, but I'm basically opposed to the choice of this particular -- this particular location for the RBTI. I think both of your other alternatives present less of a hazard and impact to people on the ground, as well as the overall environment, not that I am for this particular activity at all, in general. But if it has to be done somewhere, I think the other two alternatives are much better locations.

I would just like to say I have been living in Taos County area for 20 years. And during that time, I have had experience with military over flights in a number of different conditions. When I lived north of Questa there is evidently a fighter plane route that flies through there, and a number of times we had sonic booms and broken windows, this kind of thing. It would be very difficult for the home owners to recover their damages, even though they did try and pursue that line. So that has been ongoing for at least 20 years that I know of in Taos County.

We are also subjected to training routes evidently from

AF-15

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a National Guard unit out of Curtland Air Force base in which I have personally experienced C-130's flying anywhere from looks like 50 to 200 feet above the ground north of the Taos airport area, what's known as Hondo Mesa. I've woken up with one of these C-130's right there in front of my front windows and my kids screaming, you know, "Daddy, we're going to be bombed," or whatever. And this happens on a regular basis every few months.

I've also been down in the Rio Grande Gorge near Arroyo Hondo when two or three Blackhawk helicopters will be coming up through the gorge at a very low altitude, terrorizing the wildlife, the human life, the people down there using the river, terrorizing my children in this case. And as recently as last September I've seen training exercises over the Rio Grande Gorge, again in the Taos airport landing zone. And I've talked to people at the Taos airport. This is in violation of requests they've made to these National Guard training units in which two -- in which three or four C-130's fly in a figure eight pattern varying their location.

And all of this is to say that Taos County is already subjected to a very high level -- an amount of training missions by other air units, whether out of New Mexico or Oklahoma or wherever. We don't need to be subjected to any more; okay? What we have is enough. It's terrorizing to the people, to the wildlife.

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And if you take into account in your environmental assessment all of the other impacts that are affecting Taos County in terms of the military air flights, then for sure yours doesn't need to be added to all of that. So, appreciate it.

Thank you.

008309

MS. JANE RING: Jane Ring. I bought a house in Taos six months ago, and I came here to heal from a death in my family, as well as my own healing process from a recent illness, and the bombers would substantially destroy that peace and the healing that's happening. **BR-7**

A lot of houses that are built here incorporate solar energy. The entire side of my house is all glass, so -- I know that you can't answer questions, but my question is how will these flights affect the glass in my house? **AO-12**

Also, a lot of people that live here are artists. I'm a photographer, and substantial source of my income is from photographing the landscape and the wildlife. And I'm concerned not only for the welfare of the wildlife, but the fact that B-1 bombers would affect them when I'm trying photograph them. **BI-3**

I do acknowledge the importance of your mission, and I'd like to encourage you to find a location to do this that is far away from people and wildlife.

Thank you.

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008310

THE HEARING OFFICER: Shirley Shepherd?

MS. SHIRLEY SHEPHERD: I came rather late, and my remarks will be brief, but I do believe that this is a -- not a terribly necessary operation. And as a person living in a so-called democracy, I believe that all of us should have a voice, rather than just having military tell us what to do.

Now, I also have had teenagers and they have taken driving lessons, not at any risk to their lives, which I think young bomber pilots might have in a training mission of this kind. I think that the driving lessons are given in a simulator situation in which the young driver is inside a pretend car and they can tell when they're doing something wrong or something that is going to cause their death. I do not want young bomber people trained in my backyard to crash and die in a mission that I think is futile at any cost. **PD-5** **AO-61**

Thank you.

THE HEARING OFFICER: That exhausts all the cards that have been filled out by people indicating a desire to speak. I'd like to know now if there is anyone who has not spoken that would like to? Yes?

008311

MS. KATIE WOLFMAN: Thank you. My name is Katie Wolfman. I live in San Cristobal, five miles south of -- of Questa where your airplanes will be flying and that, just to let you know, I'm totally opposed to having you come

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here.

The issue I want to raise this afternoon is fire. In my village two years ago someone was burning their trash, put it out, went to church, but the trash can was very hot. It started a fire that caused 200,000 forest acres to be burned. Only one little, teensy trash can. We were there, me and my vecinos, within 20 minutes, but we have no water. We only had shovels. There is no fire fighting equipment in this entire county, except in this little town. Any plane that crashes would start a humongous fire. We are very dry here.

This was a terrifying event, maybe as traumatic as war. Within an hour, the fire was 3,000 feet above our little heads with our shovels. It took ten days for them to be able to contain the fire, because to get in the mountains, even with helicopters -- thank God they came, one time I certainly was glad to see them come, even though certainly they were noisy, had to come and lay their slurry.

This is not a safe environment. We have no emergency care. We have no fire care. This is not a good place to train. You are putting your pilots in places that are very risky, with the ground flows of air, everything else that comes from each valley, our information, our sense knows. This is a foolish place to train, this puts your people who are my relatives in your service at risk. It puts us who live here on the ground at risk. **AO-16**

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We ask you not to come here. Thank you.

THE HEARING OFFICER: Is there anyone else who has not made comments who would like to come forward now and make comments? Is there any -- yes? 008312

MR. GEORGE SHEPHERD: Yeah. My name is George Shepherd. My wife just spoke a moment ago. We both have lived here for five, six years. I just want to make a point that I'm sure has been made many times before, that is, if you are in a home, by the news that we've been reading, that tragic crash and loss of life in Italy -- and sure that the Air Force knows that this is a heavily skied area with many ski tows, and that apparently accidents happen from this kind of low flight that you plan to make over this area. AO-61

And that not only taking into account, but I can assure you gentlemen that if anything like that should happen in this area that happened in Italy, it will not be as easy a sentence in terms of those who were responsible. Politically, democratically, we will hold those responsible for any kind of accident of that type.

Thank you.

THE HEARING OFFICER: Is there anyone else who has not made comments who would like to make comments?

Mr. Williams?

MR. DANIEL WILLIAMS: Sorry I had not turned in a card, so --

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THE HEARING OFFICER: Thank you.

MR. DANIEL WILLIAMS: Thank you. 008313

My name is Daniel Williams. The -- certainly the gentlemen at the front know me. I've made comments in Angel Fire, I spoke four times that night, and once at the Taos meeting the other evening. There -- as far as my background, as I've said previously, I retired from the Air National Guard as a major. I was a director of operations for one unit and operations change officer for two units.

The normal RBTI, if I can say that -- anyway, it really does makes sense from an Air Force training prospective, if we're going to send our young men and young women to war, it is important to provide the kind of training they need. And so my personal position is not in opposition to the military and military training, and it's not even to RBTI. It is, however, a very strong opposition to Alternative D, because I'm convinced that while the training would be realistic and would be very beneficial training, it doesn't justify the devastation that would occur to northern New Mexico as a result of this route.

Something I would like to point out is that while I do not want to wish the low level overhead bomber flights on the good people of Texas, the other alternatives do make more sense than does Alternative D. And one of the key things there is that there are already bombers there. In looking at

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the numbers, it appears that because of the number of flights that are in existence on the other routes, it would be approximately a 66 percent increase versus if this were to happen in northern New Mexico. For us it would be approximately an 1800 percent increase.

While there are flights on the existing routes, it's a few flights per week, where we would now be talking about 10 to 12 flights per day on average of six days a week.

In addition, Kenamen Air Force base, which owns IR-109 which much of the proposed IR-153 covers, has established their 84 noise sensitive areas in northern New Mexico. I do not have the data in front of me to know exactly where those are, but I would ask that you contact Kenamen Air Force base to find out where they are and ensure that those are examined for the EIS. PD-38

They're -- in the final thing, sir, I'd like to ask, that the public comment period be extended from 90 days to 120 days. As you know, it takes roughly a year for the Draft EIS to come out after all the comments are done, another six months or so for the Final EIS to come out. And yet, originally the public comment period was going to be only 45 days. In my opinion, the -- that -- rather than simply being to streamline the process, what that would be designed to do is to limit public comment. AF-50

So we appreciate the fact that it was extended to the 90

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days but, sir, we will ask that you extend it to 120 days as Senator Bingaman and others have asked. And the reason is to allow people to go through a very thick document. Most people are not familiar with the technical aspects, and it gives them a chance to go through and really see what kind of impact it might have. And as we -- as I did point out previously, there were two areas that it showed no impact, whatsoever: One being the socioeconomics, and because of the tourism this would have an incredible impact. The other had to do with -- with the cultural resources. And again, that does not reflect or honor the -- the culture of the people of Taos Pueblo, their areas they hold sacred and so on. BR-4

So from my position, I'm not opposed to RBTI to do military training, but simply to Alternative D. And the thing that does make sense about this is that the routes or the flights are already taking place. What we're really talking about is simply bringing them closer, save maybe about three flight hours per mission, and in so doing at $10,000 per flight our saving $30,000 per flight and millions of dollars, and millions of tax dollars which, in fact, are our tax dollars.

So, I'm not asking to you do away with RBTI, simply to choose an alternative that has a lesser impact and realizing that this alternative, by your own, is -- through your own study you can see that it clearly has the highest impact, and

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we believe a far greater impact than what the study shows.

Thank you.

THE HEARING OFFICER: Is there anyone else who has not spoken that would like to come forward and make comments? Now, of those -- and I'd like to remind you that in less than an hour we're going to start our second public hearing, and you'll be given an opportunity during the comment period in that hearing to make comments if you have additional comments. But if anybody has a burning desire to make additional comments and you've already made comments, I will permit you to do so now before we take our lunch break.

MR. RON GERSTEN: I just wanted to --

THE HEARING OFFICER: Could you restate your name again? **008314**

MR. RON GERSTEN: I'm Ron Gersten. I just wanted to briefly address the fact that it seems so important to the proposal that this is a place that already has all these existing flights. I'd like to also point out that we're not asking for questions, here, but that I think the overwhelming majority of the people here would love to see those routes diminished rather than increased. So I think that takes away from a little bit of the "Well, this is existing stuff going on." We don't like it going on, for the most part is what I've heard.

And I also wanted to point out or ask without an answer,

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that as a ski instructor I teach children up on the mountain. And I had one incident this year while I was up on the mountain where a fighter, and I don't know what kind, came flying very low right up a trail called Bamby, wung up around the ridge, looked like it was going to hit it. But one of my kids, one of the group of four, was crying and wanted to go back inside because he was scared.

AF-6

I'd ask, was that one of the existing flight paths or would we admit that people who are flying these planes, just like myself who sometimes blows off a stop sign, sometimes do things they're not supposed to do and, therefore, go off these routes into some of the more sensitive areas like the Pueblo lands that you carefully avoided going around them this time. So last -- I guess you changed the route from last year. So, it could happen, and I just wanted to point that out.

Also, that allowed the people that are in the age I believe that would be flying these jets insurance companies consider the highest risks for autos because -- not because they're not coordinated and can't handle it, because at that age a lot of people sometimes do things that they shouldn't, like to show off, and perhaps end up cutting the wire. I just wanted to point that out.

And then as far as the economic impact, I just wanted to state, I did mention I own land in El Rito up north of here.

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It boarders the Latir Wilderness. I believe I paid a little extra because it bordered the Latir Wilderness, which you are now wanting to fly over. So, I believe you all have access to my address, but I just wanted to state that if, in fact, you do pick Alternative D, please contact me. I have a cabin with five acres that I would be very willing to sell to anyone, you know, probably at a lot less than I paid. So keep that in mind when you say there is no economic impact possible here.

BR-4

Thanks.

THE HEARING OFFICER: Would anyone else like to make any additional comments?

Ladies and gentlemen, that concludes this public hearing. Thank you for your participation and input --

MR. GREGORIO VICINTE: Wait just a minute, please.

THE HEARING OFFICER: I have one person who would like to make comments. **008315**

MR. GREGORIO VICINTE: My name is Gregorio Vicinte. And last time I mentioned to you about this flight patterns that you have established for this area, and these buildings, all the buildings in the surroundings areas, mountains and cliffs, that would be effectively disturbed by the sounds of the jets. And like I said before, you -- you have no guarantee for any citizen of this area that there

AO-61

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AO-61

will not be no accidents.

You cannot guarantee us, but you can prevent this. And prevention is the key of this thing. Prevent the accidents. Who knows how far we're going to go on to this war that is going on right now, so you do need to have a place. You do -- you need to have a good understanding of what are you doing in this area. And by us coming here to listen and to talk and to testify whatever our feelings are is not going to be enough. You have to do the rest. You have to provide us protection.

THE HEARING OFFICER: Is there anyone else that would like to make comments? Mr. Williams?

MR. DANIEL WILLIAMS: Thank you very much, sir. If I may, I didn't address the comments regarding the EIS, but if it's all right to you, I would like to give some information to the crowd just for a moment regarding the EIS. Would that be all right?

THE HEARING OFFICER: Would you like to make comments?

MR. DANIEL WILLIAMS: Yes, your Honor. Thank you.

THE HEARING OFFICER: If you would like to make comments, you may make comments. **008316**

TY

MR. DANIEL WILLIAMS: There's somebody who mentioned they were not here to ask questions, and certainly

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that is true in terms of the Air Force responding to many comments today. However, what we can do is we ask -- ask questions, and part -- as part of the EIS, the Air Force is required to answer every one of our questions. And so the questions are very important, not necessarily just for the meeting here and verbally, but write them down. If you've got five questions, you don't have to know the answers to those, ask the questions. And that would be included in the Final EIS.

So, I've got a list that I will be submitting that has 75 different questions on it, and those I can -- I can reasonably expect to be included. So, anything you've got questions, pose it as a question and write it down. But what's most important is -- is the written comments. Those are what -- that's what's going to be available to the decision maker.

Writing letters is -- is incredibly important. Make sure whatever you write goes to the EIS, but in addition to that, make sure that you send a copy to our legislators. We've got the addresses out at the table. And there is a route, if you want to see where this -- or a map which shows where this will be on the route in relation to your homes and areas that you care a lot about.

But in addition to writing your legislators and the -- submitting comments to the EIS, another thing that would be

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very valuable is send your comments to the Secretary of the Air Force, Mr. F. Whitten Peters. The Acting Secretary of the Air Force will be the ultimate decision maker. He'll be getting a briefing and a recommendation, but what you submit to him -- he doesn't normally get the letters from the individuals. You can send them to him so that he will know how you feel and he will, therefore, not be insulated from the feelings of the people here, so --

Sir, thank you very much. I appreciate it.

THE HEARING OFFICER: Is there anyone else that would like to make any comments? **008317**

TY MS. HELEN VISARRAGA: I have just one last one. My name is Helen Visarraga. I would like you, as you go into your deliberations, and in promoting your mission, which I think the military wants to keep peace for our Citizens -- but please also keep in mind that -- do not -- in the process of keeping the peace for the nation, that we don't wage war on its own citizens; okay? **008318**

MR. PAT LAWRENCE: Good morning. My name is Pat Lawrence and I live in Questa. I'm not real good at speaking in front of people and I almost didn't want to come up here, but I can't let this opportunity go by.

It's a wonderful presentation you folks have made out there, and took a lot of work. I met some nice folks that work for you out there. I'm not here to talk about whether

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we need to teach these kids how to fly planes and go over -- and the politics involved in -- in any of the reasons why you need to train.

PD-4 I'm here to say that I think there are other places you can train, and obviously environmental impact statements are often skewed. They're very ambiguous. They can be twisted and test cases from Nevada and Arizona. You can color it any way you'd like. The problem is you can't -- can't take an area and put down its essence of what it is. If you were to make an Environmental Impact Statement, I would suggest that some of the men that designed this route -- Secretary of the Air Force, perhaps -- could put on civilian clothes, hike with my daughter and me down into the gorge one day and note that there is no planes flying overhead, a rare occasional meeting with another person, perhaps. It's a quiet, beautiful, pristine area that's already been set aside for us by our government for this pleasure. You can't -- you can't define the essence of this place unless you've experienced it.

I brought my daughter and son today. I want them to see that the Air Force, maybe you're willing to listen to this, maybe you're willing to listen to the intangible spirit of this place, if you will. And I want her to see if you listen. She's a witness, eight years old today, to whether you will listen. She's asking me if we're going to move if

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this happens. We will, of course. We may have to. Once you destroy this place by flying over it, you can tell me that the deer wouldn't be scared, that the herds will stay and anything you want. But when you take away the essence you'll take away the spirit and the soul of this place, and it will be dead. And you won't care because you've never been there, and you'll be -- you'll be happy to know that you've trained a few more kids to kill people. And you'll destroy one of the most beautiful places in the country.

And if you decide to take this route, my daughter is my witness that we tried, and you didn't listen.

Thank you.

THE HEARING OFFICER: Is there anyone else who would like to make any comments?

Ladies and gentlemen, that concludes this public hearing. Thank you for your participation and input.

Please remember the public comment period will extend through June 16, 1999.

This public hearing is adjourned. Thank you again.

(NOTE: A recess was taken from 12:19 p.m. until 1:26 p.m.)

THE HEARING OFFICER: Ladies and gentlemen, we'd like to get started now so any of you who are out there who can hear me and would like to come in and attend the public hearing, please come on in and take your seats.

I'm Colonel Mike Burd and I will be the presiding

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recorded accurately.

Finally, I'd like to remind you to limit your comments to the Draft EIS; that is the purpose of this public comment period. If you have written comments that you'd like to turn in, there is a box in the outer room that you can place them in.

UNIDENTIFIED VOICE: Sir? This lady has to go back to work, she's just off for lunch, and she wants to know if she could please speak, Renee Hardy. She didn't sign up because she didn't think she had time.

THE HEARING OFFICER: Well, I assume no one objects to that, so --

MS. RENEE HARDY: I've got to go back to work, yeah. Okay. Well, I just want to say --

THE HEARING OFFICER: Could you state your name, please? 008319

MS. RENEE HARDY: Yeah, my name is Renee Hardy. I'd just like to say I really appreciate you guys holding this, and I guess one of the first things I was wondering about is, like, the third Bill of Rights -- yeah, Bonnie just brought this. Yeah. I was wondering, this -- it says, "No soldier shall at any time of peace be quartered in any house without the consent of the owner, nor in time of war but in a manner to be prescribed by law." So I just wondered how that would fit into, you know, bombers flying in

BR-5

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our airspace, which I kind of consider our home.

BR-5

And I guess the other thing which comes up a lot is about, you know, you guys setting up the Environmental Impact Statement. That just seems like a conflict of interest. So I just wanted to bring up those two things. And then, I'm really opposed to the bombers flying over northern New Mexico. You know, I'd like you to consider another site or just make use of what you're doing now.

GE-39

So, at any rate, thank you very much. Yeah.

THE HEARING OFFICER: I'd like to now turn to the cards that have been handed in. And we have -- I have 15 cards right now, so we have plenty of time for everone to say what they'd like.

I'd like to first call on C. L. Anderson-Whiteaker.

MS. CHERON ANDERSON-WHITEAKER: Good afternoon, sir. 008320 My name is Cheron Anderson-Whiteaker, C-H-E-R-O-N, last name W-H-I-T-E-A-K-E-R. My father is Lieutenant Colonel Andrew Anderson, U.S.A.F. retired. I guess that would make me an Air Force brat, so I'm not unsympathetic to what you would want to do, but I do have some very strong concerns.

I live in Amalia, New Mexico, in a 50-year-old hunting cabin. When the route of the training flights was changed last fall, in early winter, it resulted in over flights of the Valle Vidal Unit at Carson National Forest and the

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communities -- impoverished communities of Amalia and Costilla.

The statements that I have read reported in our little paper say that there will be up to 2600 flights a year, 15 percent of which will be nighttime flights between 10:00 and 4:00 in the morning. We're a rural ranching/farming community. We're up with the sun and we go to bed with the sun. And 15 percent of the flights occur at night, it means we'll get 52 nights a year of corrupted sleep.

AO-26

Another thing that concerns me is the effect that these flights that occurred in November, December and January had on my show dogs, my racing dogs. And from what I experienced, I can understand what would happen to the livestock and the game in the area that the residents depend on for their livelihoods because there is no reliable employment in the area.

BR-3

And finally, having come to New Mexico from Nevada, I am well aware that there is suitable terrain and bases available that would accommodate this type of training without disturbing socially and economically depressed areas.

PD-4

Thank you.

THE HEARING OFFICER: I would like to now call on Jane Tate. 008321

MS. JANE TATE: Air Force personnel and fellow Taosenos, in World War II my three brothers served in the

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armed forces. My name is Jane Tate, T-A-T-E. Four people in my immediate family built World War II aircraft for years. Two of my cousins died in World War II bomber flights, so I deeply respect being so well defended by the U.S. Air Force.

I do see some current issues to address. About ten years ago the first Environmental Impact Statement for Taos Airport expansion was rejected by the Santa Fe court since one of the prospective builders created his own EIS. This type of conflict of interest it seems is now repeated via the Air Force's contracted drafting of the EIS for RBTI. The current EIS for Realistic Bomber Training Initiative was designed to fit Air Force desires, obviously side-stepping and understating the vast, well documented potential hazards to humans, animals and plants.

Our Taos mayor, Fred Peralta, has cited fear of forest fires being generated by Plan D flights. These hazards would undoubtedly be compounded by significant economic depression in an already impoverished area.

BR-4

In the June, '98 Air Force newsletter I read that public hearings in January and February of 1998 regarding RBTI conducted in four states, including New Mexico, drew only 535 citizens, grand total. Captain Kangaroo taught me how to count, so I noticed that in this time period Taos meetings alone were attended by 800 people, virtually all opposed to Plan D. Too bad that some outside monitoring of RBTI protest

GE-3

GE-3

letters can't be done. The FDA last year stopped an evasive organic food labeling plan after receiving thousands of protest letters.

Five years ago I began an informal study of sanctuary trauma. This was to isolate symptoms of a person who felt safe until some quick and unexpected invasion happened to him, sometimes repeatedly. Rapists and gunshots were some typical invaders. Some dominant post trauma symptoms are: Number one, a quick retreat when similar sounds occur; number two, dangerous isolation for self-protection since a trust was broken; number three, fear of a close relationship, including sex and parenting; number four, in extreme traumas, violence and destruction when a victim is approached in the same or similar manner to where the original invasion occurred.

My son-in-law suffers a serious hearing loss after two-week summer artillery practices in the Washington desert east of the Cascade Mountains. The National Guard issued earplugs to him which he neglected to wear. Under Plan D which calls for 2600 flights per year, would all of us have to wear earplugs 24 hours a day? Since 15 percent of these flights would occur between 10:00 p.m. and 6:00 a.m. very little silence could be assured.

My pediatrician in Houston said that my children wouldn't be prone to ear infections when they were older,

that the ear drum would grow stronger. How are we to protect infants and young children from flights as lows a 200 feet with sounds hitting 130 decibels?

AO-47

Rather than increase overflights in northern New Mexico, I think current flights should be reviewed and reduced by the Air Force.

Considering the sad prospects of the aforementioned, I would call Plan D of RBTI a potential rage to the ear drums with permanent damage so serious, some as serious as bullet wounds.

Loss of sleep is another large factor in this impossible, unworkable, inhumane battery of offenses offered to us in Alternative D. I say scrap it.

AO-26

THE HEARING OFFICER: Like to now -- I'd like to now call on Giovanna Paponetti.

008322

MS. GIOVANNA PAPONETTI: Thank you for the opportunity to say a few words to people.

I believe strongly that the possibility of this Realistic Bomber Training Initiative program proposal would be disastrous in northeastern New Mexico. The primary CULTURE, Native American, has been here since the beginning of time. The Hispanic culture, of which there are 65 percent in Taos alone, of Taos residence, has been here 400 years. This is home to these people. They have no where else to go. They depend on the tourist economy to make their meager

living. They get by.

People other than the Native Americans and Hispanics come here by choice. The lifestyle is healthy. People learn to live on a shoestring budget and accept it because the meaning of life has more value. In the Taos area one learns to live simply. Tourists love to come here because it is one of the few places left to get away from noise and the lifestyle they are used to. Many retired here because it is a place of their dreams to spend their final years.

BR-4

I am also concerned with our native wildlife, many of which have dwindling numbers already, the devastating effect noise will have on them. Part of our economy depends on them, as well. Hunters come from out of state, as well as the cultural aspects of the local people who hunt. This project will negatively affect us in every way, the lifestyle of the very old community.

Come to New Mexico as a visitor, enjoy our resources and our people, and then say to yourselves, "Is this a place we want to destroy?" There is no other place in the United States like New Mexico, and I hope it stays that way.

Thank you.

008323

THE HEARING OFFICER: Bonnie Banneau?

MS. BONNIE BANNEAU: It's Bonnie Banneau, and I think I have more than three minutes so I hope that you will indulge me.

UNIDENTIFIED VOICE: I'll cede her my time. I'm on there to speak.

MS. BONNIE BANNEAU: Well, you know, I just -- instead of coming and speaking four different times, because I was in attendance Wednesday night and I was in attendance this morning, but I didn't try to sign up for four different three-minute periods, I'm just going to carry on and try to do it all in one fell swoop, here.

And just -- the last lady was discussing the hunters and hunting season. Now, there is so many impacts and, you know, you can't really write them down in a book because every person is going to be impacted differently in their own life. And, you know, some people probably just won't even notice, but a lot of people are really going to care. And say, like, these hunters they go out once a year with their guns and their -- frequently -- alcohol to shoot at little critters and big critters running around.

And I've been in those forests when there is low flying planes, and any herd of critters is going to fly away. And, you know, irritated hunters, they shoot at helpless little birdies. I mean, I would not exactly recommend hunting season as a good time for doing your -- I mean, it could be even increased danger of people just getting totally irrational and people do get totally irrational when they're traumatized. People's good senses just fall apart, you know.

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My father was in the Air Force, too, during World War II, and we lived near a base when I was small. And it's probably the most violent years of my life, both of my parents in separate incidents almost killed me and I almost committed suicide all within, like, the border of an Air Force base. It was an -- it was just the anger, the sense of there being hostility in the air, that people are training to kill, you know, that there -- their weapons on many -- on many of these planes, it -- it creates anger and fear and -- and just the aura that comes with it.

And many people talk to you about emotions and feelings, and this is definitely an environmental impact. This is an environmental impact in a state with a very high rate of -- of domestic violence. Just April 8th and 9th we were here in this very room at a conference on the effects of family violence on children. And New Mexico has a the most poor children per capita in the nation. 70 to 85 percent of incarcerated violent offenders grew up in violent homes or were abused as children. Only five states have higher teen violent death rates than New Mexico. New Mexico's infant homicide rate is twice the national average.

Only two states rank lower than New Mexico in school testing scores. 40 to 70 percent of children who live in homes where domestic violence occurs are physically abused themselves. These are just a few of the issues we discussed

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here, and the effects of violence on children.

As I -- a year ago on April 22nd, there was a low flying bomber that came over the school in Arroyo Hondo. Fortunately, it was lunch time and it was not testing time, but this is going to effect children's ability to be tested. Tests you know that's going to disrupt, especially -- there is a lot of what they call ADD where kids have a hard time paying attention and doing their homework.

And as Renee said about quartering the military in our homes, this is like having the military flying through our attic at loud volumes any time. This is going to affect people's ability just to concentrate and do their work. And the first thing right in the bill of rights has to do with the congress shall make no law representing or establishing a religion or prohibiting the free exercise thereof.

The abridging of freedom of speech or of the press or the rights of the people to peaceably assemble and petition the government for redress of grievances, and you're hearing a lot of grievances here and we're petitioning you for redress on the -- especially the freedom of religion, because if you say you're going to fly over six days a week, and people who worship on Sunday are not going to have jet fighters flying over when they're doing their weekly prayer services, because the meditators meditate every day of the week.

AO-18

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People at the pueblos, Native Americans, believe that every day is sacred, that ever moment is sacred, that our whole lives are sacred and every living creature is sacred.

I was very upset by the "no adverse impact because of the noise" philosophy. I mean, that's totally ridiculous, you know. That doesn't respect people's feelings at all. Everybody is ready to say we think there is adverse impacts to having low flying loud noises coming over our heads, and just to pretend that this is not part of what your -- your realm is, we can just throw it out under the -- this is not an environmental justice issue. And I understand that environmental justice is more of a pie in the sky idea than it is something that -- it's not really possible to implement it, from what I could figure out.

I spent a long time talking to a lady there in Texas yesterday morning. I almost cried because it was, like, it's a policy guidance document, but meanwhile we have a siege on New Mexico. The federal government is moving all the nuclear weapons production facilities from contaminated places like Rocky Flats and Hanford and Savannah River and Frenal and Oak Ridge and they're moving all the nuclear weapons production facilities to Los Alamos and Sandia, which means we have an increased buildup of pollution from that, and also an increased number of trucks. We have at this point about three vehicles a week with radioactive stuff cruising around

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our highways, and if they -- when they get WIPP in full swing it's going to go up to like at least ten vehicles a week.

And many of these highways with radioactive waste and bombs and bomb components are going to be crossed by your proposed Flight D and possibly the other Flight A patterns, and I suggest that you pay attention to where radioactive waste trucks and student pilots are crossing.

My impression was that if your airplane gets in trouble you can try and land it on a highway. And, I mean, I don't know what kind of training there is regarding the question of do -- are any of these people told they can land on highways and do you designate the highways with nuclear bombs and nuclear waste and let them know exactly what's going on or, you know, just don't tell them and it won't hurt them.

But as the government, you have the duty and responsibility to those who you govern, you know. The government it's elected, and even though the Air Force obviously was never elected and is sort of paid for by our elected officials, they have the duty and responsibility to us to take care of our planet, and it just seems like the weapons industry is going totally wild in New Mexico, between the -- the bombs and the radioactive waste, and this in the north.

And you are really endangering our land of enchantment and we hope that you will kindly back off. And I think that

AO-94

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it would be good to learn to practice peace. I think that the practice of peace is a very important part of having a peaceful world, and that your not going to make any friends if you have enemies and you kill them and you're just making more enemies. And the only way to end war is by making friends and showing compassion. And I think that all these issues you shouldn't just pigeon hole and say, "This fits our program and we have to relate to it," and this is out there and we can't relate to it because everything that people say has to do with how it impacts the lives, which is the environment of our existence here on this planet.

Gracias. **008324**

THE HEARING OFFICER: Justin Reid?

MR. JUSTIN REID: My name is Justin Reid. I'm a resident of Colorado and not of this area, but I have been attending all the meetings that I can to express myself about what is happening or what I'm afraid will be happening if this plan is developed.

I don't really think that it makes much sense to argue about whether or not you should train for this kind of work. It makes a lot more sense just to say, "well, as long as you have to do that, please do it in a way that is the least expensive in terms of damaging the human spirit." And I say to you that consideration is the most important consideration you have to consider.

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I would take your aircraft to where it does not affect any human beings if you could. To -- sorry. To define that place, all you have to do is look at the map of the United States and see who owns what property. United States owns, as one of the speakers mentioned, something like 80, 85 percent of the land in Nevada. Hey, go do it there. That's the place to do it. It may cost you a little more money, but the Air Force has never worried too much about that kind of thing. Go where it really makes some sense to go, and where you don't impact the human creature.

PD-4

Thank you.

THE HEARING OFFICER: Mary Jo Carey? Cliff Bain? **008325**

TY MR. CLIFF BAIN: My name is Cliff Bain. I live in Arroyo Hondo. Everybody who has spoken in the last week that I have been present for has given you a lot of really good reasons not to do this thing here. I'd like to talk about something that is perhaps outside of the narrowest scope of this EIS study process, and it has to do with needs assessment.

Now, you did address needs assessment in there, basically saying that we have airplanes, pilots need to know how to fly them so that they can return from their mission safely. But I'd like to push it a little further and put into the record a broader context for that need.

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Right now the United States is at war in Yugoslavia and Iraq using a technique of air power and using these similar aircraft, and a lot of other kinds of aircraft, to basically project U.S. military power wherever we seem to -- our leaders seem to feel like it needs to be demonstrated. Of course, it's not demonstrated, it's -- this isn't the threat of it, these are bombs falling and killing people.

And I would just like -- I don't feel more secure. I don't think there are very many people in Iraq that feel more secure, and I sure as -- don't think there are very many people in Kosovo who feel more secure because NATO, largely made up of U.S. aircraft and armaments are dropping bombs. I think that there is a need for the U.S. to be involved in the world, dare say that, intervene, but it's too easy for us to do this with bombers. It costs us very little, except by way of tax money. It is actually costing us our -- the -- the means that we could be using to rebuild our country and taking care of our -- educating our people and feeding our people. All that money is going down a rat hole, as far as I'm concerned.

But just looking at the narrow, the aims of the use of military force, national defense and security, I don't think it's doing the job. And I'd just like to finish by saying that I sincerely hope that we can draw the line here in northern New Mexico, and be successful in deterring you from

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appropriating one more chunk of United States airspace for this activity.

But I hope that if we are successful there, or even if we're not, that we continue to find ways to draw the line and to rethink how we can take care of these ostensible humanitarian objectives in a way that is successful and less harmful to ourselves, to the people who happen to be at the receiving end of these bombs. **008326**

THE HEARING OFFICER: Gloria LaRiva?

TY MS. GLORIA LARIVA: My name is Gloria LaRiva. I'm born and raised in Albuquerque, New Mexico, and I'm here representing the International Action Center which is a national organization committed to opposing U.S. intervention abroad, which we see as strictly for geopolitical and profit making interests of the 70,000 military contractors, each of whom is not willing to give up their stake in the profits that they make, regardless of how many people are killed.

I am very much in support of the statements that people have made here from the Taos region for the environmental and human concerns, the impact on them. I think they know best what is needed here, and that is the elimination of these flights to make sure they don't take place.

I would like to address the immediate environmental concern that I have, and that is in agreement with the previous speaker, that people are dying in Yugoslavia, and

people are dying in Iraq from these bombings. I just returned from Iraq, from Yugoslavia. I was in Yugoslavia from the fifth to the ninth day of the damages. I was in Belgrade, in Novi Sad. I was in the villages that have been hit by cruise missiles and I saw people dead in the hospitals, young people, older people, in comas from the blast of the bombs. Factories which were targeted.

And when you think about this, the whole tactic of bombing is against civilian infrastructure, and the military never admits the first reason why they're doing this. They have to cover it up because the people remember Vietnam. But as war progresses, the military has come out with the truth about what this war is really for and who the targets are. And every day they keep saying, "We're going to widen the array of targets," when, in fact, civilians have been killed from the first day.

The bombs that hit Novi Sad on the 24th of March within hours of the bombing, within three hours of the bombing by the United States, killed people. And I saw them in the hospitals.

I would like to say that you have four alternative plans in the bombing patterns. I don't believe that any state, any people, should be subject to these flights. They're terrorizing. I live right now in San Francisco where the Blue Angels fly over on Fleet Week to show their prowess, and

there is nothing more terrifying than to have these flights over. They may be for show purposes, and it can't make -- you cannot help but think about those flights that come over to show off how they can fly, and what it means for a people to live in other countries and know that those flights mean death.

That -- the sad thing about this is that most of the bombs that have hit Yugoslavia, they apparently don't even hear the planes, it's just a blast from the sky. There is a piece of literature that you put out here that says bombers played an essential role in the gulf war destroying Iraqi airfields and communication facilities, as well as neutralizing enemy ground troops. This is a tiny part of what you hit. And I went to Iraq twice. My video is showing here at the film festival, "Genocide By Sanctions." Within eight hours the U.S. Air Force destroyed 95 percent of the water facilities for the whole civilian population of Iraq. Within 24 hours all electricity, all water, all sewage was wiped out. Those targets were planned way ahead of time.

And this new war is the same. After their people are bombed and obliterated, we'll see then sanctions imposed on them, enforced by the United States military under the reaches of NATO.

So I would like to just end by saying that the International Action Center today is having demonstrations

throughout the United States. There are several thousand people in San Francisco, I just called them. There are over 10,000 people in New York City. There are people demonstrating in over 150 cities and towns, as well as here in northern New Mexico, and I want to express our support for the people of Taos, and New Mexico, in what I know will be a growing anti-war movement. And I just urge us all to join together, to join hands, and to say that these trillions of dollars being planned to spend for more jet fighters we need at home.

Ten percent of the fourth graders in the Native population of New Mexico, only ten percent, have reading literacy ability; only 26 percent of other children of color in New Mexico. And we are one of the most militarized states in the country. Why is it that there is no trickle down in this state? Why is it that the army picks or the military picks the least populated, the most disenfranchised states as New Mexico? But I'll tell you what: We have a lot more consciousness in this state than you realized, and we're going to put up a fight. 008327

THE HEARING OFFICER: Ted Strowhal?

MR. TED STROWHAL: Hi. I don't have any prepared statement. I'm going to restrict my comments to whether we should have this bombing training area in northern New Mexico.

I grew up on Air Force bases, mostly SAC bases, and they were some of the best years of my life. However, I know that B-52's rock your world when they fly by. I was up on a lake, Sanchez Lake in southern Colorado, sleeping on a boat about a year ago and heard a rumbling that sounded like a freight train coming. And I looked up and I couldn't see the sky, all I saw was the bottom of an airplane. In the morning, everything on that boat was covered with a black, oily soot.

This isn't as wide ranging as the war in Kosovo, but this is where I live. This is a bad place to be having a bomber training mission. They're not going to be able to stay in the corridors that you guys have outlined. I don't know what the Environmental Impact Statement reads, I haven't looked at it. But it's going to make a mess out of this place.

I work construction. Most of the houses that we're working on, most of the new construction are retired people moving in here. Right now we're living off tourism. This BR-4 place has potential as a retirement destination. Everything that this county depends upon is -- is tied to the mountains, to the quiet, to the environment. And I've been to west Texas, and there is just not a whole heck of a lot down there. It's hard to find a tree down there. And I haven't looked at the demographics, I don't believe there is that many people.

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I think you guys need this. I think you've got good reasons for setting up another training range. I think this is the worst possible place to do it. You guys are flying over Cimarron Canyon, Heron Lake, Canjilon Lake.

One thing I agree with that everybody has said is that the State of New Mexico has given its pound of flesh, as far as military installations, and I think it's time for somebody else to buck up.

Thank you. **008328**

THE HEARING OFFICER: Alex Carpenter?

TY MR. ALEX CARPENTER: Hello, relatives. Thank you for being here to hear what we have to say today.

How many more people have to die? This country, here -- founded on murder. Right now there is people dying all over the world. How many more people do we have to kill before we wake up to see what we're doing? I mean, people are dying in Iraq right now. People are dying overseas right now. These planes will be practicing to kill more people. Why? Why? Why do we want to practice killing more people? You want to practice, why don't you just practice on me now, I mean.

Mother Earth keeps us alive. Without Mother Earth we're all dead. So why -- why put bombs on what keeps us alive? Sad part is the tax dollars that we pay, it goes to this war machine, so we can't just go like this, "It's your fault." We can't do that, it's our personal responsibility. And

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that's the sad thing to think about, that if we're confirming that this government -- that we're helping kill people, I don't want to think about that. But do we have to?

I think we have to think about that in this age. Right now so many people are dying. We know what we're doing, this is genocide. Genocide is happening now. So why? Why would we agree to conform to genocide? I mean, why? Why do we want to kill more people? I mean, we've already seen so many people die. How many more do we have to see until we want peace, you know?

What do these planes do for us? They're not helping us. I mean, I was in the Mojave Desert and I saw a plane fly buzz right over my head, baroooooom; right? Buzz right over my head, and it scared me. I was defending the valley because we didn't want nuclear waste put in that valley, in a sacred valley of the indigenous people. And we stopped, but the planes, they flew over us and it made me hit the ground, covered my ears. It scared me from my life. Should have seen it.

So, these planes are flying around practicing to bomb people. Practicing to bomb people? You know, why? Why practice to bomb people, you know? We're killing each other. We're killing ourselves. It doesn't make any sense. Nobody -- nobody wins a war. For bombing these people overseas, for what? For oil, for money? This country is founded on

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murder. This country wants to continue with murder.

The creator is watching us all and knows what's happening, sees what's going on. We can't continue to kill each other because we're killing ourselves. We're all a family, you know. We're all a family. We're bombing the people overseas. They'll -- we're bombing innocent people and families. You have an -- a family. You have a mother, fathers, we're all daughters and sons of somebody, you know. Same type of people we're killing overseas. Doesn't make sense.

Please, please find peace in your heart. Please. Thank you. **008329**

THE HEARING OFFICER: Allen Ferguson?

MR. ALLEN FERGUSON: Good afternoon. I am a writer of novels and an attorney. I want to focus on the specific aspect of the Draft Environmental Impact Statement that had to do with the effects, the potential effects of low level bomber flights on the Taos County economy. And it sounded to me from what Lieutenant Colonel Mason said, as if **BR-4** the statement ignored some of the real potential negative effects; specifically, the effects on the artistic community and on the tourist industry.

The artistic community in Taos, unlike in many anywhere else in the country, I think more than anywhere else in the country Taos has a very high proportion of artists: Writers,

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painters, sculptors, film makers and so forth. I know from my own art, which is writing, that I need long periods of silence in order to create a novel, in order to write a chapter, and rewrite a chapter and make sure that it's correct. I know that whenever there are loud noises, even a car going by on the street if its muffler is bad or something, it interrupts my thought process and my creative process. If there were bombers flying overhead it would do that to a much greater extent, I think. And that's true, I think, of many, many artists in this community.

A large proportion of the tourist dollars, as well as other dollars that come into this community, come in because of the art, here. I believe that the Air Force needs seriously to look at the artistic aspect of the economy in Taos County, and gauge in ways that I don't think you've looked at yet, the potential effect on artists, not only writers, but also painters, sculptors, film makers and other artists, of the noise levels and the frequency of noise that would happen if these bomber flights were -- were regular in this area.

There is also a direct impact on the tourist industry. As somebody else pointed out, tourists come here from New York, Houston, L.A., San Francisco, all over the country and all over the world, for that matter, to escape the noise and commotion and hubbub of the cities. If they come here and,

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instead, incur noise levels that exceed those that they find in New York or L.A., they're much less likely to come, I think. And I don't get the sense that the Air Force has seriously considered that impact.

BR-6

Finally, I would like to say that I was a Boy Scout in the early '60's and came to Philmont Scout Ranch in Cimarron from a big city and hugely enjoyed the wilderness experience. There are lots of Boy Scouts from all over the country who come here to Philmont for that purpose. There are also many other groups and organizations and individuals who come to New Mexico for wilderness experience. Wilderness experience would not be the same. As a 14 or 15-year-old Boy Scout, I would not have had the wilderness experience I had if there had been bombers flying overhead while we were out camping in the high mountains and by the high lakes.

Thank you.

THE HEARING OFFICER: Shirley Girard? Shirley Girard? Toni Boersig? Toni Boersig? Lumina Greenwall?

008330

MS. LUMINA GREENWALL: Hi. My name is Lumina Greenwall, and I am highly opposed to the RBTI in this area, or actually in any area, but especially in this area. I have lived here now for over seven years. I came here for the reasons of the peace, the quiet, the wilderness. I'm a photographer, and a Reiki master and practitioner, and

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bombers blasting overhead would absolutely destroy my -- my peace of mind, my reason for being here.

BR-7

And, you know, people who move here do not move here to make their fortune. We very often give up jobs that are highly paid in order to live here in a place that is pristine and beautiful.

And I was an Air Force wife, I lived on a base, I know what those planes sound like when they come overhead, and they are just an assault. They're an assault on your hearing, on your soul and on your mind. And I beg you, please, this area does not need your bombers. Please take them elsewhere. To Nevada where you already are doing training exercises, where it is wide open. Not here, please.

Thank you.

008331

THE HEARING OFFICER: Gretchen McGregor?

MS. GRETCHEN MCGREGOR: My name is Gretchen McGregor and I've been a resident of Taos since 1982. I have a degree in environmental science from the University of California, Berkeley, and I've spoken twice before, but I feel that I haven't been specific enough for addressing what I would like to see in the final draft, or the Final Environmental Impact Statement.

I find the draft to be woefully inadequate. In the presentation you said that all appropriate environmental factors have been considered. We have been hearing for hours

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about different factors that have not been considered, so I would like to be very specific in what -- what I anticipate seeing in the final draft: Provision for crossing over the alternative route, bringing in nuclear waste from the other facilities, nuclear facilities. The route is Route 285, New Mexico Route 285. The flight corridor crosses directly over that. I mentioned this a year ago, and we were promised that whatever we mentioned would be included in the draft, which it wasn't. And I think careful consideration should be made in the final that you are, in fact, crossing that.

AO-94

That's been news to some of the military officers who I've spoken with, and that makes me very nervous that you are not even aware that you are, in fact, crossing the WIPP route, which brings in the nuclear waste.

Second, I'd like to have entered in the public record that New Mexico is the second most fatal state in the United States. I'm also an EMT and what "second most fatal state" means is that any accident or health crisis that can arise, in any state you're going to be in better shape than you are in New Mexico, unless you're in Alaska. And the reason for this is not that we don't have great EMT's and physicians here, but that we are in the category -- not rural, but frontier. And I'd like that to be in the record.

Thank you. I'd like that to be in the record, as well. And I can't imagine coming up with a Final Environmental

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Impact Statement without addressing the lack of health care facilities that we have at stake. I'd also like to enter into the record that we have one Level One hospital in the entire state. A Level One hospital is a hospital that has a designated operating room and trauma unit for any type of accident that could occur.

Specifically, I'd love to see in the final draft an assessment of, if there were an accident, a crash of one of these B-52's, let's take just for example over the Philmont Boy Scout Ranch where we have the highest concentration of population which will be exposed to these low level flights. I'd like to see an example that addresses how we would provide for emergency medical services, not only for the children, but for the pilot, as well. I can't imagine a final impact statement not addressing the lack of health facilities in this state as one of the environmental factors.

AO-16

I know I've run out of time. I'd like to just quickly also ask for fighting of fires. In other words, if a B-52 or B-1 bomber did crash, how much fuel would be on board, and how big of an explosion could we anticipate and how much, if it were over a wilderness area, of a fire would be ignited. Again, I think it needs to be included.

AO-7

The last thing I would like to ask for is we know, we've seen your DNL model of sound which gets the sound down to below 60 decibels which is the legal limit. In speaking with

BR-1

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BR-1

the military officers we know that the decibels, in fact, the actual real noise is 120 decibels, which if humans are exposed to that we -- we will suffer instantaneous loss, permanent damage of hearing. And so, in addition to the DNL model which we've been seeing is very low or acceptably low, which we know it isn't, I'd also like to see the final conclusion of the assessment of the actual noise, the real noise, along the flight corridor, because I think that you need to include both of those models, even though the DNL model is the more accepted modeling for sound.

And finally, just -- I know this isn't possible, but we've already experienced fly overs since the 1940's and we all know that they fly outside of their corridor. They fly over the Taos Pueblo. They fly over the ski valley, and that's why a lot of the residents here are very -- we don't trust that there is any accountability for staying within the flight corridor. And if there is any way that that could be assessed within the final draft, I think that would be appreciated by everybody.

Thank you. **008332**

THE HEARING OFFICER: Shane West.

MR. SHANE WEST: Good afternoon, gentlemen. How many minutes do I have? Three?

THE HEARING OFFICER: Well, that's just a guideline.

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MR. SHANE WEST: Guideline? Good.

Man, I didn't think I had anything to say, you know, just like last time. It was like -- last time all I talked about pretty much was the -- you have a -- videotaping, I should turn it over.

UNIDENTIFIED VOICE: Music, music major.

MR. SHANE WEST: I'm a music major, so I'm kind of familiar with some of the effects of sound, and jeez, where to start. The heart program, the global changes, Freedom of Information Act? You know, Ralph Nader was addressing Stanford University at a commencement address a couple of years ago for the Green Party and said, "What's the difference between ignorance and apathy? I don't know, and I don't care." You know, so maybe that's the whole point, no one knows anything and no one really cares, you know.

And each person here must represent at least 100 people, you know, I figure, because your average citizen doesn't give a -- doesn't care. You know, doesn't show up, doesn't bother to take the time to do something like this, you know. And I mean, I feel kind of silly. I mean, what do I know? I always wanted to be a pilot in the Air Force but, I don't know, I guess I went crazy and played music instead. And now look at me.

But anyway, Mayor Ted Peralta -- I really like that there has been a lot of really educated and well informed

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BR-4

BI-2

things, and I'm not real good at things like that, but sometimes I take notes.

Economic depression. Over 800 people were opposed to that, I suppose, and the FDA and the food -- labeling impoverished over 100 areas that -- that we live in, you know.

The migratory patterns, I put a star by that one. I think that's a pretty important thing to consider is the migratory patterns of the elk and the other four-leggeds and the winged ones that we have around here. What was the -- the experiment, I believe it was 1944 they found a drawing in the pyramids of Egypt and they reproduced this drawing with an experiment with sound. And here we go back to the study, it's an experiment with sound. And with this experiment, they -- they put musical instruments around a 50-ton block and levitated this 50-ton block. And some 15 to 20 yards that they moved this 50-ton block with sound.

Yeah, Freedom of Information Act. Yeah. Universe was spoken into existence. This is the east gate of the prophecies of more than one culture. I'm a stutter -- I'm a stutter -- I stutter a lot. I'm a studier of existential drama -- is many -- and in all I have underlined eight times in all Aboriginal cultures this is prophesied. Sound is very important, universe was spoken into existence. It's the essence of all magic. Hopi Land, Hope Villa, the Black

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Hills, Mount Rushmore. There is nothing sacred, praise God, nothing is sacred. Therefore, everything is sacred. And I do believe the great spirit is going to take care of all this, no matter if anyone cares to show up at any of these meetings and really has anything truthful or insightful to say or not.

It is rumored that the FBI stole the White Buffalo from the Cotanish, but it was returned on the morning of the third day. The government does believe in psychics, that's why they hired them in the last war to figure things out. And that's how they figured a lot of things out was by consulting your local psychic. In fact, they have vested thousands upon thousands of dollars in training people on what they call far seeing training.

My time is complete, so I'll finish up with Antone -- I think it's Antoine Girl Red Tea invented the transporter beam. He's the same fellow that invented the laser beam. He's also figured out how to program crystals, little crystals we all carry around in our pockets, and use them as -- because the -- they're binary thinkers, they can now be used by computers by inscribing letters of the Caballa on its surfaces. Inappropriate.

Oh, yeah, you can buy a clone for $200,000. This is now a fact, you can buy a clone for $200,000. Why don't they clone their soldiers? Because this is an attempt at slavery?

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I think so. Inappropriate addresses environmental factors, guys.

LU-9 She talked about Route 285. The lady here the other day was talking about several areas in national parks that you didn't even address in your -- in your flight path. And I like the part where she said this is a -- this is categorized as a frontier, and no hospitalization. What about it? What about the emergency medical services?

I guess that's all I have to say. Inhale to the chief; right? God bless Bill Clinton. 008333

THE HEARING OFFICER: Elizabeth Cunningham?

MS. ELIZABETH CUNNINGHAM: My name is Elizabeth Cunningham. I'd like to talk of things of intrinsic worth, things that you can't put a value on, a monetary value on. I would like to speak about the creative process as one of those.

People come here to escape the noise of the city, to have the quiet to think and to read. It's sort of a negative space compared to the positive space of being very hectic in many places. There are artists, writers, academicians, people from corporations and from cultural institutions that come here for the peace and quiet that we offer here.

At present I think there is one in seven people in Taos that are artists, and they come from people who have been here for generations, from the Pueblo people, Hispanic

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people, from Anglo people as the others are called, and who have been here for a long time, and those that are continuing to move here and be drawn here for the same reasons that artists have always been drawn here, for the beauty, the nature, the tranquility and the quiet.

Taos hosts over 30 artists a year at the Wurlitzer Foundation who come here for the quiet in order to create and bring that creativity back and their products of those creativity books, scores of music, compositions, orchestras, back to the United States as part of our cultural fabric. I have been a member and on the board of the Taos County Historical Society. My husband is the co-director and curator of the Kit Carson Historic Museums. These are two institutions that are dedicated to preserving the history and culture of Taos, and through this presentation to help educate the people of this community and make it continue to be the viable community that we know.

Bombers have not been a part of this, historically. We appreciate them not coming. Another entity that I speak for is the silence. I think this is one of the most rapidly disappearing valuable assets that is never talked about and never defended that we have here. It's part of the wilderness and wilderness connotes an undisturbed environment that includes the human race.

I think there is one other thing to speak to is the

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environment. William duVries, a very respected naturalist who has written a wonderful book called, "Enchantment and Exploitation," said that studies that are done on the environment only give us the minimum impact it might have. If you think about the rain forest disappearing in one percent a year it doesn't seem like much, but in 100 years there will be no rain forests left.

PD-4 You do have Nevada. You do have in the Air Force other corridors that have been, but will not be as impacted as some of your own statistics have shown this area would be impacted. And we would appreciate it if perhaps you would expand on those. It would be more cost effective and it would leave us the peace here that does tie into both our economics and our aesthetics.

Thank you very much.

THE HEARING OFFICER: I'm sorry, but I can't make out the last name of the next individual. But it's Gunther, and it's N-A-C-H-T-A-B. 008334

TY MR. GUNTHER NACHTAB: I guess there is only one Gunther here. Gunther Nachtab.

THE HEARING OFFICER: Could you spell that, please?

MR. GUNTHER NACHTAB: Yes. My name is Nachtab Nachtab. Nachtab doesn't sound real Irish, does it? It's Birish, that's where it came from. Birish means Bavarian.

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Well, ladies and gentlemen, thank you for the opportunity to talk here. I -- I think a lot has been said that I can only repeat, and I will only repeat it for my -- from my own experience. I became a resident of Taos County in '91, moving here from Washington D.C., a very populated area with lots of air traffic over your heads. And one of the reasons I'm here is because I couldn't stand the air traffic any more.

I don't know if your impact studies have ever investigated what it does to people, really. I would say I'm probably a victim of air traffic over my head. It's been a -- years -- many years ago, during the war, when realistic bomber training was done over my head in Germany and the bombs dropped on me and I had to run for cover. Today I'm here, and the realistic bomber training is coming back to me? You want to kill me now because you couldn't kill me then? A lot of people run away because that noise affects you. And even if I could probably run away today again, lots of little kids couldn't run away when you have the training here. And they will be affected, maybe the way I was affected.

As an artist and nature lover I'm here and I like really to have this area being protected rather than being destroyed, as realistic bomber training probably would do it. And it couldn't be realistic enough because you, I hope, won't drop bombs. That would be true realistic. And how

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unrealistic the training is that you have today, I understand, because the bombs that are dropped in Yugoslavia do not hit the targets only, they hit the innocent people. And you can never be truly realistic unless you stop it, and find other ways of supporting a government to prevent any other war.

Thank you very much.

THE HEARING OFFICER: Ed Slook? **008335**

TY MR. ED SLOOK: Jeez, I -- I want to say, I don't know you people that are here. I love all you people that are here. I love you Air Force guys, too. There is a few things in your environmental impact study that really amazed me.

The flight operations would not be expected to preclude existing land uses or continued use or occupation of an area, prevent recreational uses, threaten public health and safety or be inconsistent with and applicable regulations. Flight operations could, however, be perceived by the affected public as negatively affecting their quality of life. Perceived as negative? Could be? Could be perceived as negative?

You know, I don't have a whole lot to say because there is -- so many beautiful people here have said so many beautiful things, it's beyond my comprehension, my learning, my knowledge and my wisdom to even add to anything that's

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been said to you people, to the Air Force, to our government. I think they get the picture. I think the picture will eventually be a shrinking picture of the military that we now see.

I think that some of the military people, themselves, that I have spoken to here are ready for new work in a new age, in a new millennium, in a new world, where the focus of war and muscle and power is diminishing, in which we spiritually grow, where there is energy and light in this specific area where we got them now, to tell them in your beautiful words that you are beautiful personas, and in a beautiful way.

Ahoy, Great Spirit. Here are all these prayers. Nomas De. **008336**

THE HEARING OFFICER: Three Toads?

MR. THREE TOADS: Hello. How are you today?

THE HEARING OFFICER: Good. Welcome back, Mr. Toads.

MR. THREE TOADS: Yes.

LIEUTENANT COLONEL MASON: Good to see you.

MR. THREE TOADS: And who is this lady?

THE HEARING OFFICER: That's the court reporter.

MR. THREE TOADS: She's the court reporter? Okay. And this gentleman, you got center stage.

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UNIDENTIFIED VOICE: Appreciate it.

MR. THREE TOADS: You got center stage.

Who are you? What's this -- sound man, huh? Oh, the video camera? God, maybe I could share this with you, I -- you know, pan the whole audience, and for everybody here, pretty exciting video, hey? You know, you have a camera thing going on in town right now, the movie picture show. You guys got to make sure to spend some nights there. Get on the roster to see the latest, and -- and -- from -- Hollywood has brought us.

But, anyway, I get to stand now. I get this microphone, huh? Does it disconnect? Hey? God, what beautiful people out here, for sure. You're right, Dog Man. Good people. Taosenos. It's so beautiful to be part of Taos and share Taos County, view of the wilderness and view of the land. And the land -- so big out here, and keep that big landscape, you know. This is -- this is so filled already with, you know, jet trails 17 in the morning or 18, coming from the west and going to the east and going to Texas. To Texas. God, we're on the major route to Texas. Flying with the Air Force and just all these trails going every which way, man. All those airplanes are flying high. I can't imagine if they were flying low.

And flapping along in my raven wings, I mean -- I'm actually a raven and not a toad. But anyway, I'm flapping

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along my raven wings and a hang glider, and here comes a jet flying underneath the gorge bridge and cooks my balloon and my hang glider. I mean, that's what this is on the wake of.

Last year at this time somebody knocks a tram out of the sky in Italy. I mean, that's what you guys are -- here last year when you showed up, that's what had happened just before or just after you came here, you know. Major disaster for 21 people in a gondola in Italy, you know. I think the governments are capable of accidents and they're capable of big accidents. Not just little ones, big ones.

And WIPP coming to the state. And, you know, there I am in my fighter plane and I want to hit the WIPP, that's my target, you know simulator target, because I'm playing a game, a war game. So who knows what my -- disaster might come out of this one, huh?

BR-7 From New Mexico we have a pristine wilderness area here, we have a lot of people involved in agriculture, a territory, maybe that's the way you're treated, you know, it's expendable or something. It's a frontier, and it is truly a frontier, and a beautiful frontier. And the people here really like it here that way. There is no train coming through town, you know, no train tracks. You don't have to hear the train couplings and uncoupling all night long. The noise level is down. You can see the stars all night, you know, they're clear.

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And so you guys come here from Texas for vacation; okay? You're invited to New Mexico for vacation, and when you leave Texas, you know, you come over here to New Mexico. You enjoy where it's quiet, you know, I hope. This isn't Nevada, this isn't the saline desert of California where the jets fly over at 100 -- you know, 100 feet, 50 feet sometimes, you know. I've been there, seen those jets flying over real close.

And life acts like a game sometimes, but hopefully it's a game of life, not a game of death. With that I'll shut up. And I hope you guys make a good decision and make it right, because we don't need to be a subdivision off of Texas, you know, Langly Air Force Base. 008337

THE HEARING OFFICER: Stacey Huddleston?

MS. STACEY HUDDLESTON: I've noted that I need more than three minutes.

THE HEARING OFFICER: I don't remember if you were here at the beginning of this when I talked about the three minutes and what the NCO next to me is doing with the card?

MS. STACEY HUDDLESTON: Right, that you give the time up and --

THE HEARING OFFICER: I previously said that I'm not going to stop anybody when they go past three minutes.

MS. STACEY HUDDLESTON: Okay. I request that

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the Final EIS include the possible impacts that had been proven over and over to be true and realistic over a minimal of the past 15 years. Other areas that were pristine have suffered immense damage since the '60s. To my knowledge, you have documented each, and perhaps civilian comments on those areas. This information should be included as the realistic impact.

I have listed a number of things to be included. They are as follows: A public record of all Air Force, military, Air National Guard jet, helicopter, B-52 and B-1 crashes in the past 15 years from California, Texas, Kansas, New Mexico, Colorado, Utah; and the record of how many died, civilian and military. The damages should be realistic, should be listed in a realistic full spectrum of impact with compensation costs of people who survived, their medical records, land damage, building damage, psychological damages, environmental, et cetera. This would have to include air shows, low military training, planes colliding mid-air, refueling and other maneuvers in the air and on the ground.

AO-61

Crashes due to migratory birds, alarmed reaction of one bird causing the others to fly up, getting caught in their engines, crashes due to negligence. Also, the casualties resulting from little losses, incidents where fighter jets lose parts of their equipment like bombs, external flight recorders, fuel fill tanks and the likes.

AO-61

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Included with this, the impact of such an accident in or near residential areas, watersheds, wildlife sanctuaries, nuclear plants, and how these disasters would be dealt with; a full cost evaluation of each disaster and the possibilities of forest fire, contamination, cleanup of the land and water disasters. Plan of emergency compensations for residents.

AO-49

Also, the medical availability of emergency care and/or the cost of creating medical facilities that would more than humanly accommodate such an accident. A record of the last 15 years to be included of complaints from citizens about the violations of the trainings, and what solutions were offered to the citizens complaining; include the research and the cost of keeping track of low level flights and reports on violations, and what was the outcome within the deciding military jurisdictions regarding these violations?

BR-5

The EIS, without a doubt, should include possible damages caused by air blasts. A scenario including the devastation in other cities and towns where the U.S. has practiced low level flights; how many roofs have been torn off, how many cathedrals have caved in or sustained damage from flights coming too close? How many families, how many were compensated? How many dead?

AO-2

This scenario should also include avalanches. Cost and compensation of possible damages to the population and land and air should be included. The EIS should include a report

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on the lowest level flight zones, time schedules, expected expenses, fuel capacities, expense and loss, all chemicals carried and used for general functions of the planes, and descriptions of storage vessels and their capacities concerning accidents.

Along with the chemical breakdown, liquids, vapors, et cetera, should be a list of toxic effects on human, animal, plant and other living, life giving forces. The amount of oxygen burned up over the duration of flights, in a timely fashion, for example, how many millions of gallons of air per second is used during take off, during the first five minutes, the next five minutes, et cetera. This should have a comparative chart along with it as concerns the amount of oxygen produced in a day by the surrounding force.

AO-66

And air report of fuel drizzle or rain should have details of what chemicals would be thrown out during every hour of flight for each flight intended. The percentages of chemicals and concentration, percentages of chemicals blown out at low level flight training, as well as high level training needs to be examined. This report should be inclusive of mid-air refueling over unpopulated land and residential areas.

It should include how much fuel is lost, what kind of storage tanks are used, leaks, damage on ground and off, estimated millions of gallons that will leak into the ground.

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A 15-year report of comparisons from other areas already experienced in low level training should be included with the contamination report on the soil and water. This should also include fuel that would be dumped through exhaust, fall during emergencies when a training has more than the minimal amount of fuel and needs to prepare to land. Any such dumping of fuels needs a full spectrum report on hazards, costs, damage possibilities, long term effects on living forces. It needs to be inclusive of possible toxic liquids and reports on ricocheting explosives similar to the F-16's hydrazone that may be used on the bombers, and their harmful effects to humans and natural life.

AO-5

AO-95

The environmental destruction costs can be quite devastating to forests, lakes and field. The human exposure reports should include ray burns, skin contact, organ damage, central nervous system damage, what the lethal dose is and how much will be carried on each bomber and what each container is made of, et cetera.

A report should include an area survey of heart patients and doctors as concerns increase rates of heart circulation diseases and areas with low level sounds that cause problems with not only heart sensitivities, but disturbances in intestinal tract and other organs. Other problems to be included would be premature contractions of pregnant women leading to spontaneous abortions. Low level sound is

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characterized by extremely high levels of noise, very steep increases and decreases, and energy concentration, and highly sensitive areas of the air. Because the noise burst is coming fast and without warning, the body has no way to prepare, medical and psychological concerns need to be addressed.

AO-20

A report on the psychological stress and physical alterations or disturbances that pilots experience should also be included. What effects, what the effects of an accident due to human failure; what speeds do they travel; what if they lose consciousness; how many quit or die?

Children have been the most affected in other areas where low level training has gone on. Studies should be included from Europe, Canada and America as to the mental and emotional damages inflicted on children to be included from previous reports; how many children have been found with threshold hearing levels impaired by 30 percent or more; how many children won't go outside on clear days because they're perfect days to fly? How many can't sleep or wake up screaming? How many have thrown themselves on the ground when they've seen a bird fly by? How has this affected their behavior at home and at school?

AO-18

The impact on children must be addressed. This should include the toxic effects in the air, sound, emotional, physical, behavioral, environmental, social and agricultural.

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Migrating birds who are disturbed have a hard time eating generally, eventually will not be able to migrate or even survive the migration. The loss of my birds due to the low level flights and the increased amounts of deaths that occur when high speed low level flights should be estimated and the impact of this should be evaluated. The loss of a flock of birds' lives in this case may indicate a crash or -- and loss of other lives. This should be a complete picture in the environmental evaluation.

BI-2

A Freedom of Information report should be included to reveal details of military realistic training practices in keeping with the Air Force's goal to balance itself with the environment and traditional land uses. A review of all communities, city councils and private organizations that have filed lawsuits, their cost and results should be included; the cost effectiveness of tax dollars going towards creating public resistance, and the cost of the communities organizing in opposition; evaluating the time of public spent going to meetings, emotional stress, physical stress, expenses of contacting the people, following advertising, TV fliers, writing complaints, forming demonstrations when necessary, et cetera.

They're not free to be living their lives. They're spending time and money to fight the system that is sacrificing us to protect us in the future, while

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realistically training to kill others in other places. This is not the life we strive for.

What is the report on creating public resistance and what is the impact? We deserve the right of physical security, the free development of our personalities and the undisturbed use of property. Silence in the sky and peace on earth. This is the irrevocable decision that should be made. Dismiss all the alternatives and redirect your services to humanity. Low level flights frighten, sicken and kill. This is the Realistic Environmental Impact Statement that has been proven. Keeping the communities informed and involved is not the decision process that the public is looking for. A clear no has been given by this area and many owners again and again.

Every ten years or so you come up with a new way to get our airspace. I suggest that you add the alternative to do nothing, to decrease the airspace you have available and then to make an irrevocable decision to never try this again. The location doesn't matter. It could be Canada, Turkey, Germany or in the American southwest. For wherever fighter jets play, for wherever fighter jets play the impacts on human health, wildlife and wilderness can be environmentally devastating and all too frequently deadly. Do not proceed.

Where is Major Brent Adams and where is the representative of the NEPA, the Draft EIR is a failure.

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008338

THE HEARING OFFICER: Josh Lazoroff?

MR. JOSH LAZOROFF: I do not give permission for my image to be filmed. Okay, can you move the --

UNIDENTIFIED VOICE: Stop the film?

THE HEARING OFFICER: No, don't stop the tape, but point it somewhere else.

MR. JOSH LAZOROFF: That's fine, you can point it somewhere else.

Thank you for allowing us to have some measure of choice in regards to military procedure. However, the choice you offer is very narrow. Saying, "We want your input in deciding where to conduct these training missions," doesn't allow us to say that we don't want these training missions, whatsoever. Given what the United States is responsible for, historically and presently, should this discussion even be taking place? **GE-3**

The U.S. demonizes those people in countries that are not in line with our national interests. And I venture to say that our natural interests do not include me. Yet, if our government would apply the same set of standards to ourselves in regards to atrocities and war crimes, terms such as "murderers" and "Nazis" would be applicable. Let us first address what we are responsible for before we even discuss future action towards any aggression, any form of aggression.

Thank you.

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008339

THE HEARING OFFICER: Tim Cudahy?

TY

MR. TIM CUDAHY: I'm a particularly bad public speaker. I've been to -- I think this is about the fourth or fifth meeting, now, and I've pretty much chickened out every time, this being my last chance. I don't think I'll be able to live with myself, because I live directly under the path of the proposed RBTI, Proposal D, I believe it is. I know a lot of people have claimed to live directly under the path, and they probably believe that without knowing exactly where that path goes. But I do know where that path goes, and I live just a few short miles from the Colorado border on Highway 522, and that is directly under the path that you're proposing.

I have a million things I'd like to say, and I probably won't remember even half of them. I'm particularly grateful to the last woman who spoke, who covers all the technical details of the inadequacies of the Environmental Impact Statement, because I'm not prepared to do so. And I've been advised to not speak from my emotions, but to speak on technical terms so that you have to address those in your final report and all that, but I'm going to -- I'm going to try and speak from my heart anyway.

I noticed in speaking with some of you and some others in the armed forces that many times you believe from the very bottom of your heart that you are doing a dirty job that

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somebody has to do. I know that sometimes the response is, "I also wish I lived in a perfect world where these things didn't have to happen, and where my job wasn't necessary." And I know that often times you believe all these things. But I know that if you are really being honest, and in the bottom of your heart you also must know that the power that this country is exercising around the world is not always just. It is often evil. And I believe that if you look down in your heart, I don't think you have to look that deep to know that that's true.

And I think it must be very difficult for you to be in an institution that carries out some of the atrocities around the world that are being carried out, not to protect democracy, but to -- to protect the assets of the people who form foreign policies and pull the strings. You must know that that's true.

So I would suggest from the bottom of my heart, to your heart, that you look at -- in yourselves, and if you see that even a fraction of what I'm saying is true, that you redirect what you are doing with your lives, and that you encourage whoever is about to step in your place, because somebody will step in your place obviously, that they do the same. The armed forces of the United States and other countries are doing a horrible -- horrible things to innocent people.

And yeah, a lot of times there is someone like the

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current Milosevic or the current Hussein or whoever who are very bad and terrible people, but this is not -- this is not countries with just one person in them. They have hundreds of thousands and often millions of people, and they're the ones who are under your bombs. This is completely unacceptable and I would just encourage you to please redirect your lives, use the knowledge that you gain from the positions that you do have and make this world a truly better place. It has to happen sooner or later.

I think that's all I have to say. And I think -- I think you must know that -- that the -- that the game is getting late, as -- as pilots.

I do remember one other thing I wanted to say. As pilots who fly all around the world, either you or your superiors must see that the global patterns, the weather patterns, are getting fierce and intense. And that the -- and that the system, the -- the economy, the way the economy has been set-up in an unsustainable way, largely based on creating waste and using up all the natural resources -- and whether or not the natural resources ever will actually be used up or not I think is questionable. I think actually that the sink capacity of the earth, that is, the ability of the earth to actually absorb the amount of waste that's being created by this unsustainable system is what's going to choke us all in the end.

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And I don't think that the end is that far away. I'm not one of these apocalyptic people who think that the Y2K is going to end our life as we know it in a few short months, but I do think that we are in the final years, and that things will change. So I want to encourage you to please go back to the people, and -- and tell them that, you know, we're just too embarrassed to come in front of these people and tell them that the effects on our bodies and their lives are going to be negligible and that they'll habituate to it. That we're just too embarrassed to go to them and -- and say that, that the -- that the environmental impact is acceptable and that they're going to learn to live with it. And that -- and that we're just too embarrassed to go to them and say that we -- that the Air Force actually needs to do this to keep the world safe for democracy.

That's all I wanted to say. Thank you.

THE HEARING OFFICER: Joe Rael? 008340

TY MR. JOE RAEL: Good afternoon. My name is Joe Rael, native of Taos, New Mexico. I've got a few thoughts too, but some of them may not make perfect sense. But they're in my heart, also.

Welcome, U.S. Military. Welcome to my skies. Welcome to my home. I live in the greatest country in the world. Who do I thank for this? My God, my creator. I kneel down and give thanks each morning. Yet who guarantees these

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freedoms I enjoy? The brave, proud women of -- men and women of the U.S. Military. I salute you. You risk your very lives so that I may live my life each and every day. I am the kid you see on the ground with his eyes wide, his heart pumping life in each movement, his thumbs up in a salute to the most patriotic people in this country.

You risk your very being to protect our rights and liberties as we know them. I am grateful and appreciative of your sacrifice. To the veterans and active duty personnel of the armed forces of the U.S., I thank you and am grateful of your great contributions.

Taos and northern New Mexico have a long and honorable tradition of serving our country from World War II. Maybe a lot of you have heard of the Bataan Death March. The second world war my father served proudly, and Korea, Vietnam, Persian Gulf and now the present conflict in the Balkans. There are people who are willing to fight for peace, justice and freedom, which we as a people generally take for granted. The very fact that we are able to assemble here today and speak our mind is a very special and rare opportunity. I take this time to honor and offer my gratitude to you men and women.

We live in the very special and unique place here on earth. I was born and raised here and am willing to share my skills, my land, my life with you so that you may be better

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prepared to do your job. There are some places here that are sacred to my brothers, although there are others. The two that come to mind are Blue Lake and Taos Pueblo that I may ask you to honor and reserve these. The land in which we live is so vast and wide that surely we can accommodate your needs and insure ours.

I love to see you in the skies, and ask you to always be there. Though the general sentiment of this community seems to be of a negative nature, rest assured that there is a huge, though mostly quiet segment of our community that stand behind you in every aspect. The people who have fought for this country know more than the detractors in this audience can ever hope to know. There is a simple difference between right and wrong, proper and improper, and moral. You work for justice, and I thank you for that.

To the people who seem to be anti everything, you need to stop and think about what you have, and who is responsible for it. It was not given to you, it was earned. I am quite ashamed of our civic leaders, and you do not seem to realize that we have a need to share our resources with the very people who are allowing us to enjoy and prosper in this great land. The price we pay is minuscule compared to the benefits which we receive. The risks we face from these operations are absolutely tiny when compared to the everyday challenges we face.

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I demand that the mayor of Taos, the governor of New Mexico, the president of the U.S. allow and grant the U.S. military the right opportunity to train to be the best they can be. They represent us, you and me. This day and age is more and more in need of people who respect and honor God, the flag, and the U.S. Constitution. The minority of people who are actually insuring our way of life is small, but they're among the greatest people on earth. Though I, as you, wish this world was a loving, peaceful and caring place, history has shown that the world is in a constant state of turmoil. We can strive for the -- a better world, but the fact of the matter is that right now we need to be strong to survive.

I firmly believe that the surest way to avoid conflict is to be constantly prepared for it. We owe it to the many, many people who have died -- yes, died -- to insure our freedom. Would you give your life so that others may live? That, my friends, is a huge sacrifice, yet there are many men and women doing this very thing 24 hours a day, seven days a week, 365 a year right now. I enjoy -- enjoy all that we have, yet be aware that we must give in order to receive.

So, I declare that my skies are open to all friendly craft, may you soar to great heights, keep us free, and always remember that there are people here who love, honor and respect what you do and what you represent. May God

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bless you and always keep you safe. You're welcome in my home.

Thank you. **008341**

THE HEARING OFFICER: Carol Miller.

MS. CAROL MILLER: Does this come off? I want to sit down because I feel like and equal to you, and this way -- thanks.

I wear many hats. I am a public health care worker, and I just spent two days in the microbiology workshops where we looked very carefully at social ecology from the global level to the cellular level. And what I learned is that there is no way for the Air Force, for any of us to predict the unintended consequences that might result from this tremendous change in our communities.

On the health plan of the Picuris Pueblo, the tribal council submitted testimony and resolution opposing the flights. I'm a health planner for a clinic in Tierra Amarilla which provides a lot of trauma care. And when we submitted our testimony from the clinic, the Air Force told us they didn't know that there was a health facility very close to the flight path. That shows the kind of work that was not put in on the front end.

I think you should know that there are trauma centers with helicopter flights in and out with critically ill patients. And we were told that we could not be prenotified

AO-24

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AO-24

of what the flight path would be when there could possibly be an emergency helicopter on the way in.

I am opposed to this because I think that the military has enough airspace already. At a hearing in December of '97 we were told that there were scheduling conflicts of migrant services and that that was why the Air Force is looking for some of its own airspace closer to where the planes are now located. And I feel that that's a Pentagon issue to work out how to best share the existing airspace, that already exists, rather than moving and expanding into other communities.

I think that we have documentation about problems with miscarriages and stillbirths among animals, and there is some of us in the public health community that believe that that would also happen in human births. And I think that that is reason enough to not extend low level flights over communities where there are a lot of people living, giving birth, and enjoying what we have here.

I just want to say that the amount of money that this will cost to extend these flights -- I work in public health so I'm very sensitized to the sacrifices that we're making so that a greater proportion of our government and our so-called booming economy can go into the military while it's cutting programs everywhere for people here: Education, health care. Many people do not know that rural health care in New Mexico is very threatened this year, and that some of the clinics we

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rely on may, in fact, be closing.

I urge you not to put these flights anywhere, but to use existing airspace that you already have. Thank you.

THE HEARING OFFICER: Fritz Davis? **008342**

MR. FRITZ DAVIS: Good afternoon. If I could, first, I would like to know who I'm addressing here. Would you identify yourself, sir, please?

THE HEARING OFFICER: You came in late.

MR. FRITZ DAVIS: I did, I'm sorry.

THE HEARING OFFICER: My name is Colonel Mike Burd. I'm a full-time military judge. I've had no involvement in the development of the RBTI initially, the proposal, or the Draft EIS. I'm here merely to act as a moderator or a hearing officer.

Sitting to my left is Lieutenant Colonel Greg Mason, who is a B-1 instructor pilot at Dyess Air Force Base. And he gave a briefing earlier, at the beginning of the hearing, about the RBTI.

MR. FRITZ DAVIS: Thank you. Appreciate it. I want to commend the Air Force, first of all, in their decision to eliminate the Blue Lake and Taos Pueblo area from consideration. Having said that, I also must say that I support Senator Bingaman's opposition to these flights for several reasons.

Now, one, from a natural standpoint, from an

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environmental standpoint, I believe that to say that the impact is going to be negligible is a vast understatement of the situation. I have requested a copy of this proposal, and I want to read it in full, myself. I've only been -- found pieces and parts here and there. But I would urge reconsideration or more careful study of the environmental situation.

BI-20

I also have concerns from an economic standpoint. I think sucking an eagle into the jet engine is not going to be good for the engines. And I think that's a very good possibility. I don't know if that's been considered or not. Eagles, buzzards, large birds that do great damage can cause great havoc, as I'm sure you're aware.

BR-4

Also have considerations at this point about the economic impact of these flights. Currently in Taos County the unemployment rate is 11.3 percent. That is as of February of this year. That's down slightly from this same point last year when it was 11.5 percent. Colfax County, the economic impact, the unemployment rate, 7.5 percent. I think that in an area where tourism is a large consideration, where people come to mountains to get away from noise, I think the impact is going to be a lot greater than it has originally been considered.

And I grew up in Wichita, Kansas so I know the sound of a B-52. I also know the sound of a B-1. They're magnificent

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airplanes, I must confess. I still have to go outside when I hear one going over to see what I'm looking at.

I do believe that there needs to be closer considerations, more realistic considerations of what impact upon wildlife and what impact economically on an already pressed economic area, as I believe the national unemployment level -- for Taos County is approximately what, a third of what the unemployment level is here. And in Colfax County it's about three-and-a-half points less. So I think damage, damage needs to be considered much more carefully than it has been currently.

I thank you gentlemen for your time. Appreciate it. And I also must say that I understand the needs for these flights, in that preparedness is a part of our modern world, whether we want to admit it or not. However, I would urge you to look again, very carefully, at what the ultimate injury to our area will be.

Thank you.

THE HEARING OFFICER: Cory Boyd. **008343**

MR. CORY BOYD: Good afternoon. I've lived here and seen many things. I've seen some bald eagles, I've seen some golden eagles. I've seen many rare and endangered birds in this area. And I think that this is a consideration that needs to be considered in the impact statement, because I feel that there is a real hazard of a bird getting sucked

BI-5

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in an engine.

I live under the flight route D-84, which is a low level training route right now currently in the state. A few times in the past we've been woken up around 9:30 at night, between 9:30 and 10:00, by a bomber coming over our house. This has happened a couple of times at night and a couple of times in the day. In the past time that -- the daytime, when they pass by I saw the crew, the fly crew in the cockpit passing by at eye level. They weren't 200 feet in the sky, they were approximately 150 feet off the deck. That is not -- not a safe level to be flying. That is not a safe level. With a 160-foot wing span on a plane, if it banks, if it makes a hard turn it's going to eat it.

We live in an area where there is no electricity, there is no well, there is no water supply. If there was a crash, it would be entirely devastating to our community, to our houses, to our lifestyle. I urge you to take that into -- into account in your decision that we're going to make.

AO-16

I hear things about protecting our freedom and protecting our national interest, but what does this really mean to me? Protecting other people's freedoms; what about them when you're dropping your bombs on them, you know, the bombs that we pay for with our tax dollars? What happens to them? You know, most of those people have nothing to do with what's going on. Most of those people don't even know the

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big wig that's getting the money from our military, protecting our national interest.

What about the people in Panama, Honduras, Nicaragua, Guatemala, El Salvador that have been killed, destroyed by our military? What about the hungry and homeless in our own country when -- at a time when 12 billion more dollars is being allocated for our military spending, when most people in the United States can't even get welfare to receive food stamps for more that about three months? 120 dollars. At one point I heard a comment on the radio about Kuwait and how bad the situation is. People there from their government receive $120 a month for food, at a cost one-half of our costs for food. And yet they say that that is enough. They say that that is unjust.

Well, in a free country where people are starving, 25,000 people every year are dying from hunger in our country, where do you find your justification to take $12,000,000 and put it into a military which is killing, raping and destroying people? Is insuring the freedom of a few privileged people, notably the five percent that make the rules and control our congress and our law decisions, are they worth slaughtering millions of people?

I, myself, received no benefit from the national interest of protecting of the military. I'm sorry, but I feel that without the military it would be no different than

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what it is today, except people would be fed.

Thank you.

THE HEARING OFFICER: Billie Bolton? **008344**

MS. BILLIE BOLTON: Hi. Thank you for being here today. I read in the EIS that it said that we should -- that the people of Taos County would habituate to the noise that these bombers would make flying 200 or 500 feet over our towns, and I just want to say that to me we shouldn't have to habituate to this sort of thing. That level of noise and that kind of disturbance to me is psychological terrorism, and for us to have to make this sacrifice in order for the military to have the added convenience of not having to travel as far to do its testing I think is -- is not acceptable. This -- this is our land, this is our communities, and I don't think that you should be allowed to expand the military flights that we already have. Ten flights a day is just way too much.

AO-13

And the constitution guarantees us the life, liberty and the pursuit of happiness. And the pursuit of happiness to me includes peace of mind. Now, we were not responsible for the building of these bombers and I don't think it should be our responsibility and our sacrifice to provide a place for the testing, that the military already has plenty of test grounds. And I don't believe that this expansion should be made at all, so I would ask military to stay with the

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no-action alternative, and to consider the -- this is a -- this is a land that people will fight to their last breath to protect the quality of life. And I think that -- that you know we won't stop here.

So, thank you.

008345

THE HEARING OFFICER: Alva Morrison.

TY ALVA MORRISON: Thanks for being here, fellas. I know you have had to listen to an awful lot. Just want to add my two cents, because I'm here to support the no-action alternative. And I'm aware of how much military flights from the U.S. Air Force and other air forces have been expanding all around the western part of the country recently, and it's a deep, deep concern for me. I don't think it's necessary for us to have to bear the increased burden. I don't mind seeing the occasional jet flying over, you know, up in the -- way up in the sky. It's all a different thing when you're coming in at 200 feet.

And I'm aware that it's not just the U.S. Air Force, that the reason for -- I know the previous speaker mentioned the conflicts between the different services, and that it's not just the U.S. Air Force, that we've got all kinds of other countries coming in here, depending on what the latest -- you know, whatever the current administration happens to be, what their foreign policy is.

I'm a ski instructor up here in the north, and we had

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the Singapore Air Force coming in here to go skiing this winter. Well, I think it's fine if they want to go skiing, but I don't think that my health and my -- and my peace of mind should have to suffer for whatever bloody -- blood thirsty dictatorship happens to be in good with whatever the current administration is.

And I think, for that reason, if there is conflicts in the use of military airspace right now, we should thin out some of the use of the current airspace to get rid of those conflicts. I don't think we need to add to anybody's suffering that's going on all over the western part of this country.

And as far as this business of people habituating to the noise of these jets, that's a joke. And that's a big ol' hole in that EIS and it's going to get taken into the courtroom and torn up to shreds because we're not going to habituate to that kind of noise. It's going to cause extreme health and psychological damage. And I for one am never, ever going to habituate to the noise of the Singapore Air Force flying at 200 feet over my head.

Thanks a lot.

THE HEARING OFFICER: I've now gone through all of the cards that have been turned in, and what I'd like to do is take a break, short break, and then when we come back, probably no more than ten minutes for the break, then

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I'll ask if there is anyone who has not made comments that would like to come forward and make comments.

After that I will ask if there is anyone who has made comments that would like to make additional comments. And we will do that until everyone has said everything they want to say. But I would like to take a ten-minute recess.

(NOTE: A recess was taken from 3:47 p.m. until 4:01 p.m.)

THE HEARING OFFICER: I'd like to call the hearing back to order. And we have a public official who has indicated a desire to speak, so I would like to now call on Erlinda Gonzales, who is Town of Taos Council Member.

008346

TY MS. ERLINDA GONZALES: Good afternoon. My name is Erlinda Gonzales and I'm here as an individual, but also as a council member, the Town of Taos Council. As a government body we have opposed the flights, the proposed flights, and I would just like to speak on -- on that note, because I feel that this would endanger what we enjoy today, the tranquility that we have in the community. And for myself, I can say that we have a beautiful, unique town, a beautiful city, a beautiful county, and I think the noise, in itself, would be an issue.

But also what it would do to our wildlife, to our few farms that we have left, few ranchers. But also just what it stands to take away from us in the way of tranquil community. So I just stand here before you and ask that you not bring

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these flights over our community.

008347

Thank you.

THE HEARING OFFICER: Sylvia Rennie?

MS. SYLVIA RENNIE: My name is Sylvia Rennie. I'm also the secretary of the Latir Neighborhood Association. That means we live right under this flight path that you're proposing. I also was at the meeting at the Sagebrush in -- on Wednesday evening, and I was struck how many stories were almost identical. And it became very repetitive and I found that it was, in fact, very moving that so many people should repeat the same story.

I had a tremendous job in a big city. I made good money, I had a good position, and I couldn't stand the commotion, the noise, the hectic life. They particularly did not habituate. They did not get closer -- you're saying we will -- to this noise. One doesn't. One loses hearing, one has lost it. If one is getting stress syndromes, one's got them.

There was a psychotherapist on Wednesday evening also, also said this thing is cumulative, getting stress, getting distress over and over again makes matters worse and worse, one doesn't get used to it. I also am not a refugee from the cities, but relatively late in life I found that I could make my own decisions. I found a very quiet place to live, and I am now in my last third of my life, more or less, and I'd

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really like to spend it in peace and quiet. And I find it appalling that I should suddenly have to come to meetings in beautiful weekend afternoons like this to fight bomber noise.

I very much hope that after all these meetings, after all the letters people have written and e-mailed and phone calls people have made, you do grasp and understand and sympathize that we cannot stand the thought of you doing this to us.

We've also been told that it's the pattern of the flights and the flying time which is expensive. Well, as somebody pointed out the other night, if that isn't a consideration, why don't you move your bases up towards Utah instead of having all of these flights suddenly thundering through our valleys?

PD-2

So, I just wanted to add my voice to all the other people who said, "We've had the noise, we couldn't stand it. We have found a place without the noise." Please, let us live in peace and quiet.

Thank you. **008348**

THE HEARING OFFICER: Lorenna Shalev.

MS. LORENNA SHALEV: Hi. I wanted to address the issue of the fact that bombing is against international law and, therefore, the training of bombers in our area cannot be therefore justified according -- so I wanted -- I don't know, do you give any answers to these questions or is

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this just a public comment time?

THE HEARING OFFICER: The latter.

MS. LORENNA SHALEV: Okay. The other -- I don't remember all of the things I wanted to say. So there was that question. The other thing is also whether or not it really makes any difference that all the people are opposed or the animals are opposed whose voices you cannot actually hear? Does it actually change anything that you have this amount of opposition in an area, and what -- is there truly a democracy here and do we have a void.

GE-3

Blessings.

THE HEARING OFFICER: Ladies and gentlemen, that goes through the cards that were provided to me. I'd now like to ask is there anyone who has not made comments that would like to come forward now and make comments? Yes? And if you do chose to come forward, if you'd please state your name? **008349**

MR. GENOA BLIVEN: My name is Genoa Bliven. I may be one of the few people here who live closest to your proposed route through Sunshine Valley. Federal government went through a lot of expense to create the Wild and Scenic River designation north of Questa, invested over a million dollars in creating the Wild and Scenic River park there. That stretch of the Rio Grande is one of the only truly pristine wildlife areas left in this area.

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There are nesting areas for Golden Eagle where the nests themselves are over 300 years old, and they are probably the size of your house, because every year the eagles add more to their nest. Those particular eagles, those golden eagles, as well as bald eagles nest there and they will rise to meet and challenge a B-1, a B-1 bomber. You're proposing that you're going to fly 800 feet over there nesting area, and they will challenge a B-52 or a B-1. They weigh around 35 or 40 pounds.

BI-5

And that event would occur about two-and-a-half miles from my house. You'd be coming my way. I don't particularly appreciate your lack of foresight in even thinking about doing something like that. I don't like it at all. First of all, it seems like a very confused priority to -- for the federal government on the one hand to create a wildlife sanctuary to spend taxpayer dollars and reserving an area for peace and quiet -- thanks -- and then to turn around and to completely propose a completely contradictory use for the same peace of land. I don't get it.

That's all.

THE HEARING OFFICER: The court reporter has asked if you would spell your name?

MR. GENOA BLIVEN: First, G-E-N-O-A is the first name, and B-L-I-V-E-N.

THE HEARING OFFICER: Is there anyone else

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that has not made comments that would like to come forward and make comments? **008350**

MR. JOSH ALLEN: Hi. I haven't really read through all of your information. My name is Josh Allen.

THE HEARING OFFICER: Could you state your name please?

TY

MR. JOSH ALLEN: Josh Allen. But I have a general sense of what's your plan, and I'm absolutely opposed to it. And I feel incredibly angry and frustrated that this proposal is going through, and I feel an urge to kind of pin my anger on you, but I don't want to do that. I want to just acknowledge that you are all very good human beings, like all of us, but I feel like you don't have some important information or you're not acting with full integrity.

And not only do I not support this proposed route, I don't support any route in this country, and I think it's important to kind of -- for all of us to really look at this issue, and think about human life and to do the right thing, and I don't believe that it's the right thing to kill other human beings, and I don't believe it's a good thing for the military to go actively recruit working class people, especially working class men and people of color. And I see a very kind of racist and classist component to the military system, and I would just appeal to all people to really think clearly about this issue, and not support the military's

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involvement in New Mexico, and throughout the world.

Thank you.

THE HEARING OFFICER: Is there anyone else who has not made comments that would like to come forward and make comments? Mr. Williams? **008351**

TY MR. DANIEL WILLIAMS: Good afternoon. My name is Daniel Williams. Many of those -- many -- certainly the gentlemen up front all have heard me speak because I've made comments four times: In Angel Fire, in Taos previously, and then earlier today.

What I'd like to add to my previous comments, if I may, is to emphasize, and this is for the benefit also of those of you in the audience, that in the EIS on page 263 what it does point out is -- a chart here says expected operational outcomes of implementing Alternatives B, C or D, and it does compare each of the alternatives. And the real key is if we look down into the third column, actually the third road, it says for Alternative B that it would be a 26 percent increase from the proportion of combat training time as opposed -- let's talk about as opposed to time that is spent flying to the areas where the training will be conducted.

Alternative C, a 26 to 29 percent increase in proportion to combat training time. And then finally for Alternative D an 18 to 26 percent increase in proportion of combat training time, so much -- what that really means is of the three

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alternatives, the one that would benefit the Air Force the least operationally is Alternative B, this particular alternative.

And there are two key parts, understand, to the decision or two key things to look at. One is the operational benefit. The other is the environmental impact. Other parts of the EIS have already shown in the executive summary that, in fact, this alternative does have the highest impact and it does show it as being significantly higher than the other two alternatives. But, in addition, this shows that the benefit to the Air Force also is higher on the other two alternatives.

The chart on the executive summary -- for the benefit of anyone wanting to look at that EIS, this chart is on page ES-3, and it shows diamonds to reflect the effect. And for Alternative D it's showing two diamonds under "Airspace," and air -- two diamonds under "Land Management Use," and one diamond under "Biological Resources," versus the other two alternatives which show one diamond each in each airspace aircraft operates, one diamond in a land management use and negligent impact in all other areas.

So while many of us do feel that the EIS -- it does show a significantly lower impact than we're convinced it would have. Again, the EIS itself does show a higher environmental impact for this area, but it also shows a higher operational

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benefit to the other two alternatives. So, based on that, two of the very basic reasons for making a decision, two of the key things to look at, the other alternatives, do make more sense. And I don't say this to wish this on the people of Texas by any means, but again to stress that this particular alternative, the northern New Mexico alternative is -- would be the least effective and the least beneficial for the Air Force.

Thank you.

THE HEARING OFFICER: Is there anyone else who has not made comments who would like to come forward and make comments? Yes?

MS. JASMINE SANDERS: You need my name?

THE HEARING OFFICER: Yes. **008352**

MS. JASMINE SANDERS: Jasmine Sanders. I just wanted to say that I was just over the -- at the pow wow celebration, and some of the women from the Pueblo who couldn't be here asked me to say that they grew up with these bomber jets flying over the Pueblo, and that the huge enormity of the sound had a negative impact on their ears, AO-12 and also on the structure of the historical homes on the Pueblo. And they're absolutely opposed to having this initiative go further, and so am I.

THE HEARING OFFICER: Anyone else that has not made comments that would like to make comments? Is there

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anyone -- yes?

MS. LORENNA SHALEV: Can I add --

THE HEARING OFFICER: I was just going to call on individuals who have already made comments, if they'd like to make additional comments, so please. **008353**

MS. LORENNA SHALEV: Hi. I did go to Angel Fire at the previous time, before you produced the EIS in -- in order to speak. And on my way home I met a whole herd of elk on the road. And afterwards when I tell people about that they said, "Well, maybe you're meant to be a spokesperson for them because they cannot speak."

And it is really important that in areas where the wildlife are to be protected, and have specific areas like the Valle Vidal, and that -- that breeding grounds where people aren't even allowed, no cars were allowed. And yet BI-1 these bombers were going to come over and interfere with these specially protected breeding grounds.

And so on behalf of the animals, again, I'd like to make and another plea.

THE HEARING OFFICER: Ma'am, what was your name again?

MS. LORENNA SHALEV: Lorenna Shalev.

THE HEARING OFFICER: Could you spell your --

MS. LORENNA SHALEV: L-O-R-E-N-N-A S-H-A-L-E-V.

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THE HEARING OFFICER: Thank you. Is there anyone else who would like to make additional comments? Anyone at all? Would anyone like to make any additional comments? Mr. Williams? **008354**

TY MR. DANIEL WILLIAMS: Daniel Williams. Sir, I understand -- I know that we're getting close to the end of the day, here, and I know that 5:00 o'clock is a scheduled time, and may I just make a request as a citizen that if we take a break and we could reconvene so that anybody else that does come in later would have that opportunity? We'd appreciate that.

THE HEARING OFFICER: That's reasonable. Colonel, was there anyone out there?

UNIDENTIFIED VOICE: No one in the outside room or hallway, Judge.

THE HEARING OFFICER: Mr. Williams has asked that we take a break in case someone shows up, and I think that's a reasonable request. So let's take a break, and what I'd like to do is just stand in recess until we get one or two additional individuals. So, I won't adjourn this hearing until 5:00 o'clock. So, we are in recess.

(NOTE: A recess was taken from 4:20 p.m. until 4:58 p.m.)

THE HEARING OFFICER: Ladies and gentlemen, I would like to resume our hearing, so I'm calling the hearing to order.

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I'd like to know if there is anyone else who would like to make any comments? Yes? **008355**

MR. DAVID KRUSELL: Try to do this better than the last time.

GE-7 Hi. Name is David Krusell, K-R-U-S-E-L-L, and I'd like to say that, to me, if you come into an area and propose to do a study with your rules, and you write your own environmental study on it, which is, you know, obviously subjective because the Air Force obviously would like to be in one of these three areas, that I think it entails an obligation to really be impeccable in what you are doing. And I-- I don't think that's the case, here.

ED-2 I think that's the omission of, you know, half dozen wilderness areas, vast wilderness areas, Latir, Valle Vidal, it's an -- even a -- omit those from your study, I think is -- is certainly not impeccability.

BI-5 I think to mention that you are going to be impacting a few -- at least a few species of rare or endangered birds, and then you just say, "Well, we're going to do that," but at the end, you know, your final decision is that's okay, and not even saying anything about it, I don't think that is in good faith. I think to come into an area and not even go down and talk with the people, you know, to -- to find out the area with your dog, to talk with those people, I don't know where you are going to do it. And investigate and just

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do studies with secondary work on computers or reports is -- is not in good faith.

And I think that in a situation like this it would be obvious that you would want to fly these planes over the area, and certainly the people of Taos County would be more than willing for you to run five or ten jets over so that we could come out and see what it's about so that we would know what we're talking about, and I think that would be -- make things much clearer for everybody because then everybody would know exactly what we were talking about.

So I don't think that -- I don't think that there has been good faith there. I think that you'd kind of like to slip in here as easy as possible, and I don't think that's right.

PD-2 And I think that in terms of, you know, travel all that distance, you know, being separated from your training grounds up north and having to go all that distance, I think there should have been some foresight on this years ago, and that could have been taken care of. If I own a -- you know, let's say a fishing industry, and I don't do it in Utah and then expect, you know, to get mail across California and get to the ocean. I use some good business sense. And I think that could have been done easily back in the good old days. And I hope that the statement looks on.

So thank you.

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THE HEARING OFFICER: Would anyone else like to make comments? Please? **008356**

MR. RICHARD ARTHURS: My name is Richard Arthure of Ranchos de Taos. And after speaking with some of your officers next door I understand that what they're proposing is to have flights of bombers at 400 feet, and to increase the number of flights to up to ten flights a day where they now have, if I understood correctly, something like 50 flights a year, or less than one a week.

This is an extraordinary increase. And to have these flights at such a low altitude, 400 feet, I know that the noise level would be really intense and that it would be a very serious disruption of not only wildlife, but human life. And that's really something that should not be done.

I know, after discussing it with my friends in this area, that people that I've spoken with are very strongly

BR-7 opposed to these flights. They effect the quality of our life here in Taos County. And the impact on wildlife cannot be understated -- is being understated and should not be. Cannot be overstated, perhaps I should say.

So, for these reasons, and also it's come to my attention that something like 75 percent of the land mass of this country is already covered by different flight

PD-1 corridors. There is absolutely no justification for having these low level flights of only 400 feet, which would be, I

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know, an almost deafening noise. There have already been a great many flights in this area, and the area of Southern Colorado, around the Herfano Valley that I personally have witnessed, and here over New Mexico. And there is much too much of this military over flights already. To ask for more of them, and to increase it up to a level of ten flights a day, this very low altitude, would be an intolerable invasion of this county, and a way that would be completely unacceptable.

So I urge you to -- not to go through with this project. And I urge you to consider the needs and the rights of those who live in this county, in this area, both humans and animals and birds. Please. There are many, many air corridors right now that are controlled by the military, the Air Force, more than enough. To intrude further, and to this beautiful land, and to destroy the peace of this land in the way it is proposed would be completely unacceptable.

Thank you for your attention.

THE HEARING OFFICER: Spell your name, please.

MR. RICHARD ARTHURE: Yeah, it's Richard Arthure, A-R-T-H-U-R-E.

THE HEARING OFFICER: Would anyone else like to come forward and make comments? **008357**

MS. TAMMA SIPES: My name is Tamma Sipes, and I just want to speak for my own personal experience recently

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in El Salto, which is outside Arroyo Seco. It was an early morning and it was quiet, beautiful morning. And suddenly there was a jet flying very low, probably around 300 feet, over where I live. And it was extremely disturbing. I can't imagine what a bomber would do. I can't imagine the impact of a large plane.

This was a fighter, a small fighter. He didn't belong there and you had no control over him. He was flying out of your control. And how do you account for that? How can that -- what happens if one of these guys, this -- the bomber who is 22 years old and decides he wants to play? What happens to the people below, to the land, to the animals? I just think it's outrageous that you've chosen a place of peace as this is, to do this.

AF-8

Would you -- I'm going to ask you a personal question. Would you, if you were retiring from the service, choose to live in a place where bombers were practicing? I want you to think about that. I know what your answer would be because nobody in their right mind would want to live there.

Thank you.

THE HEARING OFFICER: Would anyone else like to come forward and make comments? Yes? **008358**

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MR. ELLIOTT LIBMAN: Yes. I got out for about three hours, but you guys didn't. And I was here before, and I was the one that -- I said the government doesn't have ears

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when you wouldn't say anything, and you said that this was not a dialog.

And what I -- I have been kind of walking around and seeing people, and in the other room. All I can say to people was I don't trust the government because that was the only way -- that was the only way to be honest, to start a conversation. And then I felt sort of funny, you know, because it's not that personal, but yet it is.

I was out in the lobby and there is a woman who works for the -- you know, for the Air Force. And I said to her, "It's not, like, a personal thing."

And she said, "It's not, like, a personal thing," but people tend to take it out on you guys personally and it's not your policies. But we, the people, never get to talk to the people who make the decisions, and they talk to the people who pay for the politicians' elections, campaigns, and that's where our policies are coming from, the corporations, and you know it.

And -- and the woman -- the woman outside, we talked a little bit and, you know, there was like a connection that we had. And I -- there was a guy there that she worked with and I felt like that, you know, she was going to get in trouble, you know, because she was, like, talking about her feelings, that it's a difficult job, because it is. And so -- you know, so I left. And when I came back I said to her, you

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know, "We all -- we need to get jobs that we really feel in our hearts."

And she said, "I did, and I am." And I think that what happened was there is a denial that happens. There is a -- there is like a -- right now the people do not trust the government. This is terrible.

I was born in 1949, before the '50s. But I was -- I was -- came of age in the late '60s. And you're, like, "I want to get out of here, and I don't want to hear this," but how are we going to heal and change our values? We have to learn to live together, multiculturalism, multiethnicity. But right now the interests of the money have -- they've always been that way.

I'm Jewish, you're black, you know that. I mean, yeah, you're in a tough place right now. Hell, you -- I mean, I don't know.

I'm really -- I got to my house, and then I came back, and I -- I felt like I just wanted to talk about that because I think that's what's real. It's going on in this county, with the county government, and -- and right across town, Howard Zen. This is like the Howard Zen RBTI day. You know, the real -- we -- are we going to change our priorities so, instead of making decisions -- I'm sorry, I'm going to go on. Not too much longer, though -- not make decisions based on economic expediency. That's what runs western civilization.

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It's called reason and logic, and it's tied to technology, but it really benefits a few people who are really rich, and they own the media and they own the military.

And I'm done.

THE HEARING OFFICER: Sir, the court reporter has asked for your name.

MR. ELLIOTT LIBMAN: Oh, I'm sorry. My name is Elliott Libman. I've been a psychotherapist for Taos Mental Health for six years. I work with people who are traumatized, and I'm not sure if that meant to you that, "Oh, this guy can be discounted." But I don't believe you. I -- I look -- I mean, I want to believe you, you know. You're a good guy. But you would not want to put it in your backyard. RBTI, I mean, NIMBY, NIMBY, not in my backyard. Everybody who makes these decisions, and not you maybe, live in places where they don't put the nuclear waste, where they don't put the sledge.

And the rich people live in these palaces with gates. And western civilization has been about freeing people. The American Revolution was about it. But now we invade and kill indigenous people and -- and take their land. And we need to change it and we need to change it with love and real heart. Our heart gets tied with deceit, and our self-interest takes over.

MR. DAMON SHYMANSKI: Good afternoon. My name

008359

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is Damon Shymanski. I work with the local youth organization, and I just wanted to share something that really kind of brought my attention to this and really solidified my opposition to the proposed training route.

I went about three weeks ago on a float trip down the Chama, which is just below the Abiquiu Dam where the flights begin. And I was with five local youth on a trip where we went down and planted cottonwoods down the Chama River, which is a native species that has been taken over by the tamarisk. And on that trip -- it was three days long -- we saw two bald eagles, the likes of which I have never seen in all my days. And the crew, who was mostly local young men, grew up here, also had never seen anything like that.

BI-5

And so it really got me to thinking about the habitat of that area, and not just that area, but all over the training region that is proposed. I think that any time you have that many flights -- it's a massive increase. And if you have that many flights going through an area, species are going to be disturbed, people that live there are going to be disturbed.

And you'll find, I think, throughout this community, that we're united in our opposition to this. And I would hope that as an organization, as any business would do, they would consider the public's opinion of their practices and how that's going to effect not only what kind of people join

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that organization, but also the public's view of that organization. You know, if people vote for how politicians are going to spend dollars, it might influence in the future what kind of funding the Air Force gets.

And I think that you really need to think about the impact that ten flights at 400 feet are going to have, not only on the people of the area, but the habitats of the region, and the future of the Air Force, for that matter.

Thank you.

THE HEARING OFFICER: Would anyone else like to come forward and make comments?

MS. CYNTHIA AGNEW: I have a really --

THE HEARING OFFICER: Could you tell us your name?

008360

MS. CYNTHIA AGNEW: Cynthia Agnew. Just a comment on what he said is that northern New Mexico, I think, in comparison to the other areas, makes the large majority of their income from the natural assets that are here. And that -- that is the one thing that we really have. And tourism, the attraction of, you know, growth of -- socially is reliant on those habitats and natural beauty that we have.

BR-4

THE HEARING OFFICER: Yes?

MR. GALEN GOLDSMITH: How long do I have to speak? You have a timer.

THE HEARING OFFICER: Well, we use as a

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guidelines three minutes, and -- but --

MR. GALEN GOLDSMITH: Okay.

THE HEARING OFFICER: -- I haven't cut anybody off, so --

008361

MR. GALEN GOLDSMITH: My name is Galen Goldsmith. I live in Albuquerque. In this particular incidence of the new training routes, I was told it was going to be being done Monday through Fridays. And there are families that have to get up to go to school in the morning, people have to get up and go to work. And I kept getting told that is sounds about as loud as a chainsaw, but from your own environmental impact, 117 decibels from a B-1 at 300 feet, that's more -- close to the 123 decibels of a rock band.

Now, when I turned 21 I had a criminal citation for having a rock band play at my 21st birthday party and it was only 10:00 o'clock at night. And these are going to be happening at 1:00 in the morning and over populated areas, and it just seems ridiculous that this is not going to have an impact on a community. I mean, people need their sleep. And these are -- these are -- that's really loud.

AO-26

And then, more in general, in general towards the need for Air Force. A few years ago I met the last person to drop a bomb on U.S. soil, a Japanese man, and he was about 60 years old. The Japanese during World War II thought that

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they could start major forest fires in the Pacific northwest. They didn't know it was a rain forest, so it didn't work. That was sometime in the mid '40s, I suppose. That was the last time we had a bomb dropped on our soil. And before that I guess it would be under the Polk administration, and that was questionable whether that was U.S. soil or Mexican soil.

And it is a question of need for this. I mean, the military grew tremendously during the cold war, but -- the cold war is over, but during that time when the military was a major industry, lots and lots of monied interests got into it. I mean, it's a major industry in the United States, and so now the cold war is over and so now we have terrorists, which I suppose weren't there before, but now they're just as big of a threat as the U.S.S.R. was. And we have ethnic cleansing that we need to protect.

So, in regards to ethnic cleansing, if I could mention I'm very much against the idea of ethnic cleansing, very much against how in 1974 the U.S. support the -- and support Jimmy Carter gave them. More records when they began a campaign of genocide that ultimately killed 200,000 Israelis, which was done with U.S. weapons, with U.S. military equipment. I'd like to say that I -- I'm very much against the ethnic cleansing that goes on in Israel, although at a much lower grade. U.S. entirely supports everything that the Israeli government does, it seems, regardless of the effect on the

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Palestinians.

When Benjamin Netanyahu came to power and announced that since the newly elected government, all of the previous peace agreements of the Palestinians were null and void, they don't matter because it's a new government. That is ethnic cleansing in itself.

And so I'd just like to wrap it up by saying that I question the fact that we're in Kosovo because of trying to stop ethnic cleansing and the -- question the regimes that we've supported in the past, and I really strongly question the need for such a tremendous war machine when the U.S.S.R. is no longer really a threat to us any more, and making up new enemies just to justify the people that don't want to lose the business and the industries of creating all these weaponry.

THE HEARING OFFICER: Would anyone else like to come forward and make comments?

UNIDENTIFIED VOICE: Would you? Do you have anything you want to say?

UNIDENTIFIED VOICE: Are you allowed to speak to us about -- we're people. We're both Americans; right? Why are we on the other side of the fence? **008362**

TY MR. SAMMY SWENSON: Okay. Hello. Good to see you guys here today again. I was here Wednesday. We have the meeting, there was a lot of people here Wednesday, and it

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was real nice to see. And I hear --

THE HEARING OFFICER: Could you tell us your name?

MR. SAMMY SWENSON: Oh, nice to meet you. My name is Sammy Swenson. I'm from Maine, in the East Coast. And, yeah, I'm coming here to Taos to do a global peace walk where I just happened to be having this coming up April 22nd, but I'm going to talk a little about my understanding of maybe why I'm here talking.

And I guess if you look at, like, people and, you know, we're all people living on the earth. And the earth has some resources. And we're trying to live in harmony with the earth, so I'd like to start out with that and my own humanity must live a peaceful way of life and we can make things work.

So, starting off with that note, maybe from a long time ago, you know, people have wars and fighting amongst themselves. You know, we've evolved, you know, as creatures maybe, from whatever your belief is. And we've come together, but wars have continued.

And now here in 1999 is the war still happening because we're -- we're still fighting over resources. It's a general, basic understanding. But when is it going to end and what's going to stop it or what's -- what are we trying to come to? What's the point?

You know, we have this -- we have the bombing routes

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that we want to do, or the training routine, and that's -- that's another part of the whole puzzle that's happening. But ultimately we know what we have to do and we have to do it soon or else we're going to, you know, be in more trouble than we already are because, you know, the -- the Endangered Species Act, you know, and all the pollution that's happening, and the lot of this stuff that's happening. You know, we all know what's happening, and the time is running out.

UNIDENTIFIED VOICE: They don't believe it because they're insulated from it. They don't get any of that.

MR. SAMMY SWENSON: We're all trying to believe it, but it's not real to them. It's like a general feeling, you know, the general feeling if we could get together and channel, like, a general feeling of "Okay, we know a direction that we're going to move in." People, in general, you know, all as one.

We're going to declare a global peace zone, United States. Maybe this year. We're going to walk to Washington. We're going to tell them about this. We're going to get people to come together, and -- "Global peace zone 2,000," how does that sound? We could declare the earth to be global peace zone 2,000 and, you know, continue that prayer and just -- hey, who knows. It could happen, you know. It's,

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like, a good idea.

So instead of complaining about, you know, the war that's happening, I want to offer some positive solutions and I'd like to thank these guys for taking so much, you know, of the heat that you've put yourselves in, you know. And in the way of -- but I'd like to just say, you know, thank these guys. Shake their hands, pass the peace, and -- all right.

Thank you very much.

THE HEARING OFFICER: Would anyone else like to come forward and make comments? Yes? **008363**

MR. CLIFF BAIN: I'm Cliff Bain. Thank you for a further opportunity. I just wanted to relate a conversation I had with a Mr. John Schuler out in the lobby about an hour ago. He is a -- works at Cannon Air Force Base, civilian employee in charge of airspace management, something like that. And he pointed out a couple of things that we here in Taos have needed to know.

AO-65

And one of them is that if a -- if an air -- a military aircraft is outside of a designated Military Training Route, they are not permitted to fly fast -- faster than 250 -- what do you guys go by, not miles but the other one? In any event, about 280 miles per hour. So what that tells me is that what all of us who have lived here in Taos have experienced, which are jet fighters flying really fast and really low -- there doesn't happen to be any military

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training routes in this -- to the east of Ojo Caliente.

UNIDENTIFIED VOICE: This is how we get rid of it all.

MR. CLIFF BAIN: No, I'm talking about accountability, first step. Because we're talking about a military training initiative that has some rules, it has some parameters. And people here in Taos feel like that things are being violated, but we don't know what the actual rules are. So he's going to send me, you know, a -- the FAA's publication that lists all the routes. And this is an FAA law. And he says that -- I mean, a regulation.

AF-43

And he says that a pilot that flies faster in an area that -- that's not a Military Training Route, even if they are under visual flight regulations, are not permitted to fly faster than 250 nautical miles per hour, so they're breaking the law. So this is useful to know. And I hope that we can all get informed and know the right places to begin to take the first steps towards accountability.

And the other thing that's interesting, that relates specifically to this RBTI program, is he says that there is a memorandum of understanding, an agreement between the New Mexico Fish and Wildlife Service, perhaps the federal. He's going to send me this, I don't have it yet. But that if there is a nesting site identified for a bald eagle, a peregrine falcon or any other threatened or endangered

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species.

A specific location is mapped by GPS, and it's marked on the charts. And the agreement is that an aircraft will avoid that, will rise to 200 -- 2,000 feet to avoid this.

Now, we haven't heard in all the explanations of this RBTI that if, in fact, there are nesting sites identified along this quite long route that we can be assured that the aircraft will cease to fly at 400 or 200 or 500 feet above ground level and rise to 2,000. And I just wanted to get this into the record so that in your Final EIS you can assure me that this, in fact, will happen.

Thank you.

THE HEARING OFFICER: Would anyone else like to come forward and make a statement?

UNIDENTIFIED VOICE: I have a question. Does anyone answer questions?

THE HEARING OFFICER: What I informed everyone of at the beginning of the hearing is that this hearing is not a debate, nor is it a question and answer session. I've also previously added that questions are certainly appropriate, to the extent that you think they are, as a part of your comments. So if you have a question that you would like to pose as a part of your comments, that's certainly appropriate to raise any question that you have. We will not be answering any questions.

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008364

GE-30

MS. TAMMA SIPES: My name is Tamma Sipes. Has there been a dialog about this, or has it always been just comments? Can that be answered? No, I guess. The answer is no.

One thing I would just like to comment on, and actually my comments are not for you, but they are, too, also for you. It's been amazing to me to sit in this room. I'm a psychotherapist. It's been amazing for me to sit in this room and feel the level of depression, both on this side and on this side. It's like the powerlessness of both sides, appears to me incredibly sad. We seem to be locked in a spiral that none of us can get out of, and I -- I really believe that it's pathetic. And it -- it touches my heart.

It's very hard for me to sit here and feel that energy. It's -- we all feel like there is nothing we can do. I mean, they're going ahead in their usual way, and we are, too. But, it seems so useless. And it seems so sad. The fact that people can name what it is that is our malady means that we're starting to maybe see how to get through it, so the fact that there is this depression, that's the beginning, the recognition of it. Each person that has that feeling, how to -- how to heal. **008365**

TY

MR. ELLIOTT LIBMAN: We -- we're -- we've been -- the civilization has been taken over by western capitalism. Indigenous cultures have been wiped out. There

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is a sustainable waste. It has been wiped out, the multinational corporations often enacted by the military. And we need to create a world that's based on trust. And dominator society -- there is a book by Rita Eisner called "The Challis And The Blade." Before the patriarchy there was a matriarchy, and it was a partnership because when women are in control they don't have to prove anything, it's a partnership. When men are in control -- because it's -- because women control the sexual encounter. Men are -- the man is young and healthy, he's always ready. A woman controls it and she's more in her heart.

It's funny because we don't know how to deal with sexuality. That's what stopped me. I wasn't going to say it, but it's the truth. And we need to heal. From the theaters that indigenous people get lured into our -- into the economic system by all the gadgetry and then the fear that we live by goes into their hearts, and we need to -- we need to create in our hearts the purity and the sacredness that has all -- this all of our -- all of our ethnicities go back to and know. And it's real.

MR. SHANE WEST: Well, I guess it's the closing comments. I came in at just the right time. I figured you'd have been long gone by now.

THE HEARING OFFICER: Mr. Shane, could you state your name again?

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008366

TY

MR. SHANE WEST: Yes. My name is Shane West. And I hope you gentlemen have a safe journey back to whereever you head. And man, I like the guy that was just up. The ethnicity and the roots and everything, that's where it's at; right?

And I guess one thing that I wish I had harped on a little more while I was up here, pardon the pun, is a harp program, you know, the effects of sound waves and the -- are very, very real. It's what holds the universe together, and the harp program is designed to -- so they can see all these aircraft everywhere; is that right, gentlemen, something like that? But it's also the -- the same system can be used to what they call stealth fighters, and it is a -- what do they call it? It's a -- basically, it's an engineered bias. It's computerized, but it's bioengineering. So we can catch computer viruses now in our system that can be controlled by radar, okay. And this may sound like a bunch of crap, but you know what, it's the truth. Isn't that weird?

Isn't that amazing how far technology has come? We can now transport from here. They have a transporter beam just like on Star Trek. The same guy who designed it has -- has had figured out how to program crystals by inscribing letters of the Hebrew alphabet, the Caballa, on the surfaces, the sides of it.

It's amazing how far our technology has come. I mean,

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we've known about the pyramids on Mars for 30 years, but no one talks about them. We're all -- and we need to respect this planet. And main thing being the noise from the planes, and the middle of the heart chakra of this planet which is the Four Corners area, might not be a good thing. It's kind of like if you got a pacemaker, stay away from a microwave.

Now, all these bombs that they're dropping, you know, as a person who gets up and prays a lot, when those bombs went off in India I felt it, you know. The earth kind of went into shock for a few weeks, and I had a dream about a turtle who's shell was cracked. And I think together, if we all try to start getting some confidence and some thought towards -- every thought, every thought we think manifests itself in reality, that we are images of God, that we're co-creators with Christ, whatever you want to call it. The power of our manifestation, it matters what we think. It matters what we do to the earth. It matters that we care about its chakras and things like that.

Look at all the changes we've gone through in 150 years on this one continent alone. That's got to effect the electromagnetic grid, whatever you want to call it, got lots of scientific explanations for it in a lot of different books. But the point is this is the heart chakra of the earth and I just wanted to reiterate that point.

And God bless you gentlemen. Have a good one.

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THE HEARING OFFICER: Yes?

MS. JASMINE SANDERS: Hi. I spoke before at -- I had --

THE HEARING OFFICER: Your name? 008367

MS. JASMINE SANDERS: Jasmine Sanders. I just -- I work with young people in this community, and I also moved here from Philadelphia. And I'm -- now that I got a little more information about the level and the noise and all this stuff that's going to go on here, I just -- and I want to write -- write this down because I heard this is the most effective way to do, but I'll just say for now that I think that we all need to think about the impact that this kind of level of noise is going to have on the young people in this community.

AO-18

And this whole concept of habituation to noise and any level of trauma or invasiveness that -- that any of us experience, but particularly young people that are at a sensitive point in their lives, that habituating to any level of trauma means shutting off a part of yourself to deal with it. And that impacts on young people's ability to think clearly about what's going on, which is what happened to all of us, that we all got a lot of misinformation and got shut off from our ability to think clearly about what's going on in this country, and in the world.

And that's what we're all trying to do now, get clear

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information about what is really going on and what we can do to make changes. And I had and interesting talk with Major Petteway out there which for me confirmed how confused, in particular, I think young men that are brought into the military at all different levels and given -- I've heard the same exact words from most of the young men that I've met in the Air Force and different sections of the military, which to me says when I really try to have a conversation and hear someone's individual thinking, that people are very cut off from their ability to think clearly about what their true thoughts are about the information that's in front of them. And I think that as people that need to think about this next generation, and -- one minute? Thank you -- that we need to think about this noise level thing, and the effect it's going to have on young people.

But even beyond that, we need to think about what kind of information and what kind of -- what kind of situation that the young people in this part of the world, and all over the world are being given with the state of affairs right now, and how we're explaining things, and the level of hopelessness we're introducing into the lives of young people are at a younger and younger age, and particularly boys. And I think that's something we all need to not only think about, but commit our lives to building relationships with young people where we're really listening to them and giving them a

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chance to have this space to stay really open in their hearts to experiencing life with the full information that they deserve to have.

Thank you.

008368

TY MR. STEVE LAMAR: Hello. My name is Steve Lamar. 1986 I was in the army. I was a tanker, combat arms, under Regan. I was in the National Training Center in Fort Irwin. And during that month I went through a lot of hell, and jets flying very close to the tank, got gassed, sleep deprivation, the whole, you know, war simulation. And I'd like to know when the war is going to end? The war -- there is a war on the people right now, that I see.

And, you know, people come here to live in peace and harmony, to be in tune with the Great Spirit, and we don't need jets flying over our houses. We don't want you here. It's just plain and simple. People in this community do not want the Air Force here.

008369

TY MS. HOPE: My name is Hope, and I just wanted to continue Steve's thought. Was -- I was talking to the Major outside and he was saying how, really, in all the areas that you all have been looking at to have your training, that there has been about 80 percent of the population that didn't want it there. And that struck me as, you know, kind of expected. That is, you know, people don't want it.

And I just think it's a difficult situation, because you

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have these things and you need to train with them, but people don't want it in their homes. And it seems like that's a really tough situation for everybody because, you know, ideally, in my -- in my world I don't think I'd want these at all. I don't think I'd want the military and I don't think anybody would want to have to have the military. I don't think anybody would want to be at war and nobody would want to fight and nobody would want to kill and nobody would want their family killed.

And so now we've gotten to the point where we have these weapons and we have this military and so you can't have weapons and so -- not know how to use them, so you want to train, train people to know how to use them. And where to do that?

But I think I just wanted to express the part of the matter for me is just that it seems like nobody really wants -- wants this to happen, and that to look at that a little more often and to pray for that, and I'm sure you all do as many -- much as we do, is pray for there to not be war so that our children can grow up happy and free, and their children and their children and their children. And this world needs to be a better place.

And, you know, it seems like there is consistently new wars popping up here and there around the world, like it's always happening. One ends and another one starts,

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supposedly. But I think if we just keep in our heart that we're just praying for the end of this, and if we keep our focus on that, that these issues, that these issues, you know, can bring us together, and having forums to talk and share, share what we believe in at this time. And that we can work together and keep praying together.

And that there is going to be global peace walk here on the 23rd to the 26th. We're going to walk from Taos to Santa Fe, where Taos is a global peace zone. And I think that's something to be honored. We were looking at where to have these jets flying. Is that -- this is an established global peace zone and Santa Fe is establishing themselves as one also this year, so we'd like to see, you know, more peace and less, you know, jets and more peace for our children, and more a possibility for us to envision that kind of world with less military.

So, thank you. And there is also going to be an Earth Day. In the morning there is going to be a planting tree ceremony with a -- peace -- at 7:30 in the morning and a peace parade that day at noon hiking from the Kit Carson center to the bypass.

UNIDENTIFIED VOICE: Date?

MS. HOPE: And so the walk will start at the -- the -- oh, the date? Earth Day, which is Thursday. And the peace walk starts on Friday and goes to Monday and

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goes from Taos to Santa Fe connecting the two global peace zones. So, thanks. **008370**

MR. JOSH ALLEN: Hi. This is Josh Allen again. And I also work with young people, and I would like to speak on behalf of this oppressed group of people that aren't represented here today.

And I would -- I'm curious, like, how do you expect young people to habituate to this kind of activity going around in the air? And I just -- it brings to mind of a newborn baby and what that -- I've seen newborn babies and how they react to sudden sounds, and it's absolute terror. And you are -- I do not support anybody having to habituate to terror and to war. I think it's -- it's inhuman.

AO-18 And I also know that there are people in this world that realize that war is not the last resort and that are organizing for peace, and that are figuring out how to listen to each other and use our own human resources of sharing our hearts with each other and working towards peace, and that -- we've all been denied this as young people, and denied the exploring and claiming all of this ability to negotiate and to share and be vulnerable and to share ourselves, and that we can reclaim this. And that war is never the last resort.

And also, on the behalf of the young people, and boys -- I also work a lot with boys -- is that we are training, conditioning boys for the military and -- and I -- I think

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that's absolutely inhumane, and that has got to stop.

Thank you. **008371**

THE HEARING OFFICER: Name again, sir?

TY MR. RICHARD ARTHURE: My name is Richard Arthure. You're going on about how terrifying those sounds can be. I was born two months after the beginning of World War II, in England, about 60 miles north of London. And some of the very first sounds that I heard as a young child were the sounds of bombers flying over. German bombers. And it is a very terrifying sound, one that I never forget. It's very traumatic for anybody, young or old; certainly for a young person it's very, very terrifying. We must not allow this to happen, to destroy the quality of our life in this community. We must find every means possible to prevent this from happening and destroying the peace of our lives in this community.

I don't wish upon anybody here, any living being, what I went through as a young child hearing those bombers flying low over London and -- and the area where it was, it was a mission site. Stress, of course; it was a target. And there were military aircraft flying low and they would cause great terror.

Don't allow this to happen, I beg of you, all of you, and you gentlemen. Please, don't do this to us. There is enough disturbance, enough warfare in the world. There are

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enough bombers already. More than enough.

Thank you. **008372**

TY MR. DAVID KRUSELL: My name is David Krusell. I'd like to say one last thing. This experience has been kind of a wake up call for me. I was in the military very young, and pretty unconscious about what's going on. But I've never had really a lot of interaction with it or paid that much attention to it. I'm not -- I accept violence in -- in -- a certain amount of war as a reality that we still have in our life at our present development, so I'm not even expecting it to go away, or it just seems like a reality that we're going to be with for quite a while and have been with for a long time.

The wake up call was about I just realized, you know, I kind of unconsciously knew it, but now that we're the only super power and there is really no contenders for I don't think a long time, it's like -- it's a really serious situation, because we really have no -- nothing on the other side to push against. And it's a -- I remember Eisenhower said that, "Watch out for the American military. You know, keep your eye out." But I think this is a time when you have to worry about that because there is no limit and people that go into the military to spend their lives often times really are excited about war and things happening. I believe that's a reality, and things can get out of hand. That's -- in that

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way.

I think, you know, technology where it is is really scary in that sense, in -- in the particular field that you gentlemen are in, because you're up there in the sky thousands of feet, and you never meet those people. You know, I mean, what, in Iraq were tens of thousands of people, you know, atomized and the people that were -- did that didn't see those people or know anything about them. They were just like little -- like little figures on an electronic game, you know.

And, you know, I'm not saying that this needs to be done or whatever, I'm just saying that the very distance of -- the people can be at when they're killing each other now is a serious situation. And I think it's really in this time when -- when the -- the power over the rest of the world is so much that we can demonstrate what we can do to people, I think it's really a challenge to the citizens and to the military to be able to limit themselves and to be able to see clearly what they're doing.

And I think this is a small instance of that, of -- you know, when we get up here and we're talking about -- are we over the level where we're, you know, losing our hearing or not losing our hearing? It's just like we're already at a really bizarre level to be even talking about that, when we're talking -- when we're at that level.

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So, thank you. 008373

MS. LORENNA SHALEV: Another little comment. As a mother I felt very strongly for those people who also work with children, that the impact of panic upon a young child is devastating. And all -- is the military proposing to compensate our children, us, for the psychological -- physiological effects of this? Is there any recourse for compensation for those people who feel they cannot any longer live in this area if it becomes a Military Training Route, and have to move? BR-5

My father was in the Air Force, and he's the one who actually said to me, "Ask them for compensation."

THE HEARING OFFICER: And, ma'am, could you state your name again?

MS. LORENNA SHALEV: Lorenna Shalev. 008374

MR. ALEX CARPENTER: Okay. I'm Alex Carpenter from earlier. I just wanted to say that for us to be at war with anybody, we're probably at war within ourselves first, because if we have peace in ourselves then we don't have to fight with anybody else, you know, because everybody helps each other along in this life. And the only way we fight with anybody, anybody, would have to be like something wrong in me, you know, to make me want to act that way. TY

So, you know, it's like I just ask that we recognize, you know, the struggle in ourselves, you know, and search for

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that peace within ourselves so we can feel a little bit better about, you know, what we do and then, you know, take it from there.

So thanks.

THE HEARING OFFICER: Would anyone else like to make comments? 008375

MR. THREE TOADS: Yeah, these are my closing comments. Close it down. Let's close. How you doing? Good.

THE HEARING OFFICER: And Mr. -- you're Mr. Three Toads; right?

MR. THREE TOADS: No, it's Two Ravens. Two Ravens. Yeah, I fly into jets. Some of my brothers have and they've died from it, you know, other ravens, you know. And out here at the landfill, we can't have the landfill where it is because they fly into the jet, when the jets come, whenever that is. Hopefully it's not too soon. TY

But at this point Taos doesn't have an -- a train station and nor does it have the airport, real big, you know. Big hangar's being built out there, though. Is that you guys' or somebody else's hangar? Wonder whose hangar that is. There is a lost hangar out at the airport, great big one.

But anyway, what I have to say is a prayer for the -- for the next generation to come. They may have -- evolve to

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their higher selves and we here today evolve to a higher status, if -- there is a higher status available to us if we reach for them. I look forward to -- to, you know, your children surviving well, and your children. And they're not hybrid, they're not clones, that they're people, as we experience today.

And as much as we tout technology, as much as Westinghouse and General Electric would build nuclear radiation plants all around us when we know it's not healthy, and that's a very sick thing to do is to move into a nonsurvival situation, you know, and be in a zone or an area where you don't survive well. And, you know, being on the corner of the Harbor Freeway and the Santa Monica Freeway and all the cars are roaring by day in and day out, airplanes are flying over, people are landing at LAX Airport, and it's kind of a crazy world. And the craziest part of it is that we're the co-creators of that world.

And so I really do want to say a prayer today to the people of Taos Valley, and of Taos, for -- that their children and their children and their children may survive and may survive well with -- children of all of the people of earth have a right to evolve to their higher places.

And this is a prayer for the children, and we're the children, too. We get older. May we know more, and come from a wiser place. And so I'm just going to shut up for a

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minute and just say a prayer, silent prayer.

May all of us focus, you know, within ourselves and find our spot as our center and it will come from there, and realize that this is an evolutionary path we're on, so as our children to come.

Thank you very much for this space and this floor. Thank you for all the kids on earth, may they survive well. And it's a trying time. Price of freedom is constant vigilance. It's vigilance on the people's part to keep track of. The people who we supposedly pay, here, we pay their salaries, and they run all over, do crazy wars, killing Yugoslavians right and left. Seems unfair. With children and mothers, refugees from the land, they're bombed along with the train that they were on. So, a special prayer for those today. Those are refugees.

And hopefully the military doesn't chase us out of Taos Valley because it's a beautiful valley. It's our valley. And yeah, we're all just kids. We've got them buzzing around, you know, playing war games between us. But now we're adults and we can be wiser than that and maybe --

Thank you today for your time.

THE HEARING OFFICER: Would anyone else like to make any comments? 008376

MS. MARY SIMONINI: My name is Mary Simonini, and I spoke the other night regarding habituation, that we TY

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humans habituate. I'm a psychotherapist and in private practice and also at Taos Mental Health. So, once again, as I said the other night, I work with people daily that are dealing with stress.

I would just like to share, there is a woman whose name is Barbara Brennan, and she is a physicist and she worked for NASA. And she went on and left NASA and went on to, first of all became a psychotherapist, and eventually moved into the area of healing on many different levels, both physically, mentally emotionally and spiritually. She's at a very famous school back east, a four-year school. And she has two books out called "Hands Of Healing," and "Emerging Light." And she works with the energetic level of we humans and just of life, of everything, in terms of animals, humans.

And in her book she talks about -- I've actually met her, and she's done some healing on me, and she's incredible. She's just incredible. But in one of her books, she talks about people living in cities versus living in rural areas. And she -- she talks about how the stress level -- you know, certainly cities are fun and exciting and there is a lot we get from cities, you know, and we all -- even those of us in rural areas like to go to cities and -- and get what we get there.

However, she -- she talks about how people don't live as long -- generally, people do not live as long in cities

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because of the stress level, because of the noise level. And people in rural areas generally -- of course, you know, nothing is absolute -- but generally live longer because there isn't the stress and the noise level. We've -- we either -- there are people that are here, have been here, have been born here or people have moved here because we want this rural area. We want less stress, we want less noise level. And your bringing the bombers in does effect us, would effect us, cellularly, you know, all the way: Emotionally, physically, mentally and spiritually. So I just wanted to state that.

THE HEARING OFFICER: Would anyone else like to make any comments?

UNIDENTIFIED VOICE: We love you. Daniel Williams stepped out to the men's room and he asked me to tell you that he would like to comment again. So, he should be back momentarily.

THE HEARING OFFICER: Would anyone like to make any comments while we're waiting for Mr. Williams? 008377

MS. LORENNA SHALEV: Lorenna Shalev, again. I'm on the board of the Latir neighborhood association. We are situated about five miles south of the corridor that goes across the Rio Grande and then below the Colorado border. And we're about 40 miles from the hospital, so that if there is any casualties from a crash it would be very difficult for

AO-16

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people to get adequate treatment in time, so that's another consideration. I think there is nobody in that area that I know who is in support of the military over flights.

AO-16

Thank you.

THE HEARING OFFICER: Mr. Williams? 008378

MR. DANIEL WILLIAMS: Sir, thank you for the opportunity to speak again. As I have said many times before, my name is Daniel Williams.

Colonel Burd, Colonel Wheelis, Lieutenant Colonel Mason, Major Adams, I want you to know that we truly do appreciate you being here. I appreciate the fact that you've come and helped professionally, courteous everybody on the team has been and it has been inspiring and I mean that sincerely, regarding the impact that the Draft EIS shows in Alternative D.

There are a couple of birds in particular, the bald eagles and the peregrine falcons have been at Philmont it's been at times transitory, sometimes migratory, sometimes nesting, but that has been a concern.

BI-5

Regarding the noise studies, I've taken a close look and I've noticed that for Alternative D, there are a number of areas that show less than 45 DB. My understanding is that is not based on actual measurements, but based on nationwide -- nationwide model. And what I'd like to suggest is that it may be very -- way under 45 DB, and I'd like to use an

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example.

In the northwestern part of the state near the Four Corners area there is a place called Shiprock, which looks like a sailing ship, and it's held sacred by the Navajo people. But it's -- to get there I had to drive probably seven or eight miles on dirt roads, and once I finally got there, there -- nobody else was around except for just my wife and I, but it's the quietest I've ever experienced.

It's the first time I've ever been anywhere that when I held my breath I could hear nothing. There was no wind and no insects, no rustling of grass. And so -- and we've got a number of areas that by virtue of the fact that it is a high desert environment, that it's much quieter because of being dry than areas that are wetlands, for example, where you've got frogs and a lot more insects and so on.

So I would like to suggest that we're well below the 45 DB mark. In comparing the three alternatives, Alternative B shows three different areas that are less than 45 DBs; Alternative C shows one area that is less than 45 DB; Alternative D shows 28 areas that are less than 45 DB. So I'd like to suggest that there is a tremendous difference in the impact that RBTI would have here versus elsewhere.

If I may, I'd like to compliment those of you who have come out that have spoken, that have written your comments. I'm very, very proud to be a part of the Taos community, and

the sincerity that has been shown very eloquently indicates this.

I would like to encourage people, please do write. Not just writing your comments here which is important, but write to the Secretary of the Air Force, the ultimate decision maker, and a man that in my opinion is -- tends to be sheltered or insulated from the voice of the people. Not on purpose, but by the fact that he has a lot of other things to do.

UNIDENTIFIED VOICE: Who is he?

MR. DANIEL WILLIAMS: It's Mr. F. Quentin Peters, and we've got his address on the mail out sheet there. Also, please write to our legislators. We're proud that Senator Bingaman has opposed this from the beginning. Congressman Udall has opposed it since he came into office. And Senator Dominici, who initially did not take a stand, is now beginning to ask questions and it appears that he may, in fact, take a stand against this, as well.

And finally, what I would like to say to those of you on the Air Force team, and I mean this very sincerely and I know that this has been echoed by many people, while it's true we don't want the bombers over our skies as a general rule, you as individuals are very welcome. We'd love for you to come back. And there is an area in particular called the Valle Vidal which is directly under this route that is a catch and

release trout fishing area that is -- that is such good fishing it's not unusual for people to catch 50 trout in a single day, and there are not a lot of places that can claim that. If the bombers don't come, you come and I'll take you fly fishing, and that's a promise.

Thank you.

THE HEARING OFFICER: Would anyone else like to come forward and make comments? This is your last chance, so if anyone would like to make additional comments, please come forward now.

Ladies and gentlemen, that concludes this public hearing. Thank you for your participation and input. Please remember the public comment period will extend through June 16, 1999.

This public hearing is adjourned. Thank you.

(NOTE: Hearing was concluded at 6:09 p.m.)

it in so that any names, places, references to scientific terms, et cetera, can be recorded accurately.

Finally, I'd like to remind you to limit your comments to the Draft EIS; that is the purpose of this public comment period. Also, if you would like to turn in written comments, there is a box over in the back corner of the room where you can place your written comments.

I would like to call on the first public official, Dan Noller, the City Manager of La Junta.

MR. NOLLER: You want us to come forward there?

THE HEARING OFFICER: Yes.

008379

MR. NOLLER: Okay. Thank you. I appreciate the opportunity that you have given us to let us comment on the Environmental Impact Statement. Looking at the Environmental Impact Statement I think there are some serious errors that have been made in the socioeconomic impact that that would have on the city of La Junta.

And from that standpoint I would like to go back and briefly explain what has taken place over the past twelve years, and I'll start back further than that, 1960. The Air Force located their Bomb Plot, as we have always called it here locally in La Junta, and it was operated as a temporary facility for the better part of 30 years. I think it was 1988 when they built the permanent facility.

They expended somewhere in the neighborhood

of 10 million dollars worth of funds to do this, and whenever the Air Force tells me they need some money and they spent money like that, it makes me wonder if they have gotten their ducks in order.

Anyway we had 120 employees out there at one time. And that's probably been the better part of ten years ago, and I think those figures could be verified. Now when we look at the environmental impact that has on the city, the economic impact on the city, it only analyzes the employees that are currently out there.

SE-3

We have already lost 90 employees and many of those employees are the type of employees that got involved, and we were very appreciative of that, with the operation of the city and the county. They were on the Sheriff's posse, on the police reserves, and also served in like volunteer firemen, things like that, which is very helpful to the community. So we think that the economic impact on the community is going to be more than just negligible; we think it would be a severe impact. And we think that that ought to be looked at.

We would also encourage that the Air Force think about selecting Alternate A. You have already got the investment made here in the community, and it would be -- make the most sense to us that this be the alternate that would be pursued.

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It is my understanding that you are getting somewhat a lot of resistance in other areas that do not wanted flyovers in those areas, and I don't think -- it would be my opinion that La Junta is not an area that has given a lot of problems about that. We have been very supportive of the military here in the past and would like to continue to be supportive.

So we would like to have consideration given that you use Alternate A, don't change that, don't go to a new site. And if not, if that is not possible, that you consider the idea of using this for an inclement weather course, where you run through La Junta and have backup when you can't run other sites.

I think that pretty much covers the points I would like to make. And with that, I thank you.

THE HEARING OFFICER: Thank you. I now call on Robert Freidenberger, who is a member of the La Junta City Council. 008380

TY MR. FREIDENBERGER: Yes, sir. You did very well on the name; most people butcher that one up. I'm speaking as an individual and a member of the city counsel, and Mr. Noller echoed a lot of my comments or I will echo his.

I think that the Alternative A should be looked at a little closer. I think that the Environmental Impact Statement in regards to the social and economical

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findings may be a little bit in error. And I also feel that possibly Alternative A should be looked at with some modification.

When you do an Environmental Impact study, it wasn't required back in the days when the first bomb plot was set up here in La Junta. And I think that consideration should be given to an impact statement on a modified Plan A. It's my understanding that you need 240 miles of varied terrain. And I'm wondering if looking at Alternative A, Subchapter 1, if you will, a modification of our site. And I don't think that was looked at. And I think that if the routes around the existing site with the existing infrastructure and expenses that are already here might be looked at.

I think that Mr. Noller spoke well. I can remember in the early days that the Air Force bought a lot of turkeys in Cheraw, but I think that the routes have changed and there is very little feedback that I have heard coming back against the Air Force flying their low level runs and so forth. And so I would encourage you to look at Alternative A, and I know it's a little bit out of line in regards to the current Environmental Impact Statement as it currently exists, but I would encourage you to look at modifying your Alternative A to address those issues. And I thank you for your time.

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THE HEARING OFFICER: I would like to now call Rick Klein, who is the Assistant City Manager for La Junta.

MR. KLEIN: Thank you. I, too, have the same comments as far as what Mr. Noller did and Mr. 008381 Freidenberger did. I think one of the reasons why currently you do not have anybody within the audience is

GE-22 when I was looking through the paper, I didn't see it advertised. The only reason I knew is because I did get a draft Environmental Impact Statement.

I don't know if the community really knows that they have this opportunity, so I don't know if you are getting a real true representation of how this community feels because I'd hate for you to feel that nobody cares because everybody I know in this community does care. They were saddened when the military pulled out. They were definitely saddened about Lockheed, all that, just like Mr. Noller when the military pulled out.

I mean, we had people on police and fire reserve and they were the highly trained ones. They were the people that came in that had the background, that had first aid, C.P.R., and they were vital to our community. The income levels of the people, even with Lockheed, they are -- with the pending site when it talks about less than one percent -- when you look at the median area income of this area, and you look at the income of the military

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personnel and the Lockheed personnel, they are a lot

SE-3 higher. They have spendable cash for a community. So is it less than one percent? I bet it's a lot higher, and so I would love to see you look at the Appendix A a little bit harder.

When they talk about this, when they talked about realistic bomber position, realistic bomber training, well, if you look at Kosovo, and you look at Iraq, look at the distances from the bases to when they -- before they drop the bombs. These people have been in the air for a long time before they drop the bomb. So you want it to be more realistic. This is realistic, what you have. Look at maybe a modification like Mr. Freidenberger stated. There is training where you could come and fly and get the variety pack that you are looking for, and it will be realistic. Thank you very much.

THE HEARING OFFICER: I would like to call on Doyle Davidson. 008382

TY MR. DAVIDSON: Thank you very much, Colonel. My name is Doyle L. Davidson. I'm retired here in the community. I am chairman of the military affairs committee for this community. And we are very much interested in what is going on here today.

I can remember back in 1960 when a Captain Smith from Lowery Air Force Base came down here looking for

a site to put in just like we have out here and that was the very start of that.

The community has always been behind the military. The community has -- when the blue suiters were out there in the facility, we always had a picnic for them every year. We took care of them if they had some problems military affairs in the city would help them out with those problems. And we loved the military and we loved them flying over here.

Now, I know you have gotten a few complaints from ranchers around here. And, yes, I know those ranchers. I was born on a ranch myself. Most of them I don't think are real serious, and I don't think you have got a lot of them. And I think they have been a minimum right here in this community.

I notice on your charts that you put up there you have displayed on most of those routes a creation of 48 jobs will be created with these shifts that you are going to make. We've got the jobs right here in La Junta, and we would like to take keep those jobs as long as we can.

And I would just like to make a statement in closing. We have got the best pilots in the world right now in those B-52 bombers that are over in Kosovo. Where did they train? Right out of here. Thank you very much.

THE HEARING OFFICER: That exhausts all the cards

that I have been provided, so I would like to know now is there anyone who has not made comments that would like to come forward now and make comments?

Is there anyone who has made comments that would like to come forward and make additional comments?

Very well, ladies and gentlemen, that concludes this public hearing. Thank you for your participation and input. Please remember the public comment period will extend through June 16, 1999. This public hearing is adjourned. Thank you again.

[Hearing was adjourned at 6:27 p.m.]

box. If you have written comments, you can place those at any time in that box back there.

If we don't have any public officials present, I'd like to call on the first individual, David Smith.

TY 008383 MR. DAVID M. SMITH: My name is David M. Smith and I'm representing both myself as well as members of Saint Paul United Methodist Church. I would like to thank Colonel Burd and Lt. Colonel for this opportunity to address issues for the record with DIS, and to maybe call on some intangibles to which you may not be aware that may have a bearing on the decision making process. I'm speaking in favor of Alternative A, which is no change in the current Bomber Training Initiative status.

We live in fairly unique community, a very small community, and if you were to take and pluck individuals out of a larger community like Dallas, Kansas City, St. Louis, Denver, probably those individuals would scarcely be missed in the leadership of those communities, particularly in the organizations into which they had become entrenched. Our culture here is one of which is primarily an agrarian way of life. Recently we have been blessed in having a certain measure of success in manufacturing products. But, even those, with the

loss of Levi Strauss Company moving out, it means that this small community has lots of blue collar employment, both at home on the farm as well as in manufacturing. When you take people out of our community who are largely salaried employees who are largely in leadership capacities within the community and in their local churches and in several charitable organizations that can have a debilitating impact on a smaller community. In our case I know of situations that would have an impact on other publicly held organizations, such as the Boone County Shelter for Battered and Abused Women, the local Share and Care, where people who work for this particular process, if they were removed from our community, would be extremely difficult to replace. And, I can speak for our little church in which one of our members, if outplaced and taken from this community, would leave us in a very difficult situation. He serves on five commissions within the church. Those situations are one thing when you have large churches in large communities where you can find lots of people. In this community finding leaders isn't a happening thing. And so, consequently, I ask you to seriously consider Alternative A for this community, for our particular congregation it is extremely important that

we retain the leadership in the community and no change would be a blessing to us.

Thank you again for this opportunity to address you.

HEARING OFFICER: I would like to call on Rick Waldon.

008384 RICK WALDON: My name is Rick Waldon. I work at the radar site. I'm for Alternative A. From what I've seen and from the previous meeting this evening the only people we serve are B-52s from Barksdale, B-1's from Dyess Air Force Base. No one takes into consideration the fact that we serve Little Rock Air Force Base, several C-130's. As a matter of fact, we're here tomorrow if you ever want to come by. We serve Tinker Air Force Base. We get some E-3's from Tinker. We serve (inaudible) Air Force. We're not strictly a B-52 Barksdale, Dyess Air Force Base type of site as some of the other sites are. So, I think you should take into consideration that we are centrally located where we are right now. (inaudible) I also heard that the Air Force wants to fly low, get down into the mountains and stuff. I understand that. From what I've seen in Kosovo it looks like the stress is on high level bombing. We're more than capable for 15 hours a day to take all the high level bombing you

AF-52

can get. You can't get enough high level bombing people. (Inaudible)

But, what I can say is we're more than willing to take all the activity we can give you. We don't serve only Barksdale and Dyess, we service several bases. I'd like that to be taken into consideration for Alterative A. Because I live here in this community, I want to stay in this community. Whether the site moves or not is really not an issue with me, but there are people here that are here because of this job. And, like the pastor said, there are people who here who don't want to have to leave this community. That's basically all I've got to say. I'm for Alternative A and I'd like for you to at least look into the basis that we've operated on. (Inaudible) That's all I have to say. Thanks.

HEARING OFFICER: Ladies and gentlemen, that exhausts the list of cards. What I'd like to know now is if anyone else would like to make comments. Please come on up if you have any comments you would like to make.

TY 008385 DENTON YORNES: Thank you, Colonel. I appreciate your concern about our community.

HEARING OFFICER: Tell us your name.

DENTON YORNES: My name is Denton Yornes and I

live down at Western Grove. My wife and I own the land where the tracking station is located, so we've enjoyed the military and the civilian population since the day the start of the program about six years ago. We've thoroughly enjoyed the Air Force and the concern that you have displayed to us. We appreciate that very much. I am of antiquity as far as airplanes are concerned because I was a Navy pilot in World War II getting my commission in Pensacola. I stayed there for a year and a half as a flight instructor. And then, I went to Honolulu and (inaudible) Bay and I flew air/sea rescue units. That's my background as far I'm concerned. But what I'd like to emphasize on my report is that we have had a marvelous relationship with the military and the dignity with which they have recognized the environmental impact, the concerns, the economics involved. And we certainly appreciate these two gentlemen that have made their presentation. But, I would just like to emphasize the fact that we have enjoyed a relationship with the military and with the contractor that was just something to be really proud of. And, I just wanted to emphasize the fact, as the leasor to the Air Force. They have been a marvelous implement in providing this, not only the technical side of it from the standpoint of having a part in the

community. And, I appreciate what the pastor had to say. He certainly is more eloquent than I am as far as speaking, but I just wanted you to know we've had a marvelous relationship and we'd like to support Plan A. Thank you, sir.

HEARING OFFICER: Would anyone else like to come forward and make comments?

Would anyone that has already made comments like to come forward and make additional comments. Last chance for comments.

Ladies and gentlemen, this concludes our public hearing. Thank you for your participating and input. Please remember the public commentary will extend through June 16, 1999.

This public hearing is adjourned. Thank you.

AGENCY COMMENTS

009000

Tommy Stanaland
Kent County Judge
101 Main Street • P.O. Box 6
Jayton, Texas 79528
Telephone: 806/237-3373 • FAX 806/237-2632

June 2, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

On May 24, 1999, the Kent County Commissioners Court passed a resolution opposing the establishment of the Lance Military Operations Area as proposed by the United States Air Force.

BR-3 The resolution identifies the fact that aircrafts (B-52,B-1) are extremely noisy and will present a startle effect on livestock, wildlife and people. Also noted in the resolution are the concerns of air pollution and a decrease in hunting and tourism in the eight county area.

BR-4 The negative effects on agricultural production and recreational uses will cause a severe loss in property value. Kent County and the seven other counties in the proposed MOA will not benefit by the addition of jobs being created and in fact, could well have a loss of economic stability.

Please consider this passage of the fore-mentioned resolution by the Kent County Commissioners Court when determining the location of the Military Operations Area for the United States Air Force.

Thank you very much.

Sincerely,

Tommy Stanaland
Kent County Judge

TS:cm

009001

CITY OF AMARILLO

AMARILLO PUBLIC LIBRARY
Mary Kay Snell
Director of Library Services

March 22, 1999

Department of the Air Force
Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

TY Please accept our sincere appreciation for presenting the publications, **DRAFT ENVIRONMENTAL STATEMENT AND APPENDICES OF REALISTIC BOMBER TRAINING INITIATIVE, MARCH 1999,** to the Amarillo Public Library. This will help to project Amarillo as a city of people who are literate, who care about education, who appreciate the values of life-long learning, and who love to read. We thank you not only for your gift but also for your active interest in and support of the library.

Sincerely,

(Mrs.) Mary Kay Snell
Director of Library Services

MKS:jas

413 S.E. FOURTH • P. O. BOX 2171 • AMARILLO, TEXAS 79189-2171 • 806/378-3054 • FAX 806/378-9327

009002

REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: La Junta, Colorado
Date: May 19, 1999

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

A serious error has been made in the environmental review that shows no significant effect on the social/economic environment of our community with the potential closing of the local Lockheed Martin facility. At one time this facility employed about 120 people. At the time it was turned over to Lockheed in 1996, the employment was 67. Lockheed employs about 30. In addition to a major loss of payroll dollars to an area that is already economically distressed, other considerations were not addressed. Previously employees had been very active in local volunteer organizations such as the Chamber of Commerce, Police Reserves, Volunteer Firemen, Sheriff's Posse, local church and civic organizations. The loss of these volunteers has been a severe hardship on the social structure of the community. The local school system has also suffered a severe hardship with the substantial loss in

SE-3 funding associated with the loss of the children in the schools. The review process was grossly negligent in addressing these impacts. I am sending a copy of this to our congressional representatives to make them aware of how poorly this environmental assessment was conducted. I am assuming we paid to have this review completed and should expect to get a thorough report.

Over for more space →

Please Print
Name: Daniel F. Noller, City Manager
Address: PO Box 489, La Junta, Colorado 81050

Do you wish to be sent a copy of the RBTI draft EIS? Yes X No____

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

009003

STATE OF TEXAS
OFFICE OF THE GOVERNOR

GEORGE W. BUSH
GOVERNOR

May 14, 1999

Major Brent Adams
Department of the Air Force
HQ ACC/CEVPP, RBTI Project Manager
Langley AFB, VA 23665-2769

RE: TX-R-19990406-0001-50-00 / REALISTIC BOMBER TRAINING INITIATIVE DEIS

Dear Major Adams:

TY Your environmental impact statement for the project referenced above has been reviewed. The comments received are summarized below and are attached.

TxDot-Aviation Division, Texas State Soil and Water Conservation Board, had no comments as well as Rio Grande Council of Governments, sent in an article from a local newspaper in Alpine, Texas where area residents and ranchers told the U.S. Air Force in no uncertain terms that they don't want low flying bombers added to an established flight training route that snakes through the Far West Texas sky. TNRCC reviewed the draft Supplemental Programmatic Environmental Impact Statement prepared by the Air Force related to a proposal to establish realistic bomber training near Barksdale Air Force Base in Louisiana and Dyess Air Force Base in Texas, have no comments to offer on this document.

We appreciate the opportunity afforded to review this document. Please let me know if we can be of further assistance.

Sincerely,

T. C. Adams, State Single Point of Contact

TCA//mhr

Enclosures

POST OFFICE BOX 12428 AUSTIN, TEXAS 78711 (512) 463-2000 (VOICE)/(512) 475-3165 (TDD)

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
COMMITTEE ON BANKING AND FINANCIAL SERVICES

COMMITTEE ON GOVERNMENT REFORM AND OVERSIGHT

009004

Steven C. LaTourette
Congress of the United States
19th District, Ohio

April 13, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVIPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams,

RE: RBTI-Realistic Bomber Training Initiative

It has come to my attention, through a constituent of mine in Northeast Ohio, that the Air Force is currently considering routes for training missions in New Mexico. My constituents have informed me that one of the routes under consideration would take low flying planes over Philmount Boy Scout Ranch in Cimmaron, New Mexico. They are very concerned about the potential dangers to scouts should this route be chosen.

BR-6 On their behalf, I am writing you to inquire about the safety considerations you are looking into in regards to this route over the Boy Scout Ranch. It is my understanding that Senator Bingaman of New Mexico is actively involved in this issue. Please keep me up to date with developments concerning this issue.

Thank you for your time and consideration. If you have any questions, please call my District Director, Chris Hess, at 1-800-447-0529. I remain

Very truly yours,

Steven C. LaTourette
Member of Congress

SCL/cdh

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INDEPENDENCE, OH 44131
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THE CITY OF SNYDER, TEXAS

OFFICE OF THE MAYOR

AC 915 / 573-3520
P. O. DRAWER GG
1925 25TH STREET - 79549

009005

April 8, 1999

The Honorable Charles Stenholm
U. S. House of Representatives
Room 1211, Longworth House Office Bldg.
Washington, D. C. 20515

Dear Congressman Stenholm,

It was a pleasure seeing you at the Air Force hearing last evening. Thank you very much for coming.

BR-4 The purpose of this letter is to put into writing some of my concerns about the realistic bomber training initiative (RBTI). As I stated last night, the economic impact on the value of the ag land concerns me very much. I made reference to a real estate broker in the Big Bend area telling me that more than once he has had people lose interest in buying property after witnessing low flying aircraft in the area.

AF-36 Another concern is the fact that people tell me that the Air force is unresponsive to complaints and resorts to even more low flights over their homes after they complain. I would be glad to discuss this in more detail if you would like.

Lastly, to summarize last nights meeting, I heard 13 elected officials make comments and not one was favorable to the RBTI. I heard over 40 citizens make comments on the record and not one of those were in favor of the RBTI. I am confident that you will see to it that the people of West Texas are treated fairly by the Air Force.

Thank you again for coming.

Sincerely,

David Holt

cc: Senator Hutchison
Senator Gramm
Buster Welch, H.E.P.A.

009006

RESOLUTION IGC 99-2

TY **A RESOLUTION OF THE INTERGOVERNMENTAL COUNCIL OPPOSING THE LOW LEVEL UNITED STATES DEPARTMENT OF DEFENSE MILITARY TRAINING FLIGHTS OVER THE ENVIRONS OF THIS POLITICAL JURISDICTION.**

WHEREAS, the United States Department of Defense has proposed that a military training route through Taos County be expanded for the purpose of military training exercises; and

WHEREAS, the proposed route would go through the Taos Pueblo Wilderness area and in the vicinity of the historic Taos Pueblo which is a world heritage site; and

WHEREAS, Taos County is recognized nationally as a tourist destination and resort community due to its tranquil environment; and

WHEREAS, the noise levels that would be created from such low flying aircraft would result in a nuisance to the citizens of Taos County and have a significant environment impact on the designated wilderness areas.

NOW THEREFORE, be it resolved by the Intergovernmental Council that in order to preserve the cultural heritage and values of this, our unique and diverse community, do hereby declare that low level United States Department of Defense military training flights over the environs of this political jurisdiction are unacceptable to the citizens herein.

BE IT FURTHER resolved that copies of this resolution be submitted to the members of the New Mexico Congressional delegation and the Governor of the State of New Mexico requesting their immediate assistance and support in requesting that the United States Air Force eliminate further consideration of this proposed military training route.

Resolved, this 14th day of April, 1999 at the regular meeting of the Intergovernmental Council.

TAOS COUNTY INTERGOVERNMENTAL COUNCIL

Fredorick A. Peralta, Chairman

Attest

Jake Pierce, Vice-Chairman

009007

State of Texas
House of Representatives

David Counts
State Representative

Member:
Natural Resources, Chairman
State Affairs
Redistricting
E-Mail: david.counts@house.state.tx.us

Capitol Office
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FAX (512) 482-9210

District Office
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Knox City, Texas 79529
(940) 658-5012
FAX (940) 658-3802

April 6, 1999

To: United States Air Force
RE: Realistic Bomber Training Initiative (RBTI)
Public Hearing - Snyder, Texas - April 7, 1999

Gentlemen:

BR-4 My schedule in Austin would not allow me to be here this evening to express my opposition to the use of the eight counties, seven of which I represent, for low level training. This training would diminish property values, increase noise and discourage economic development in an already economic disadvantaged area.

While I am very much for a strong, well trained military, I feel that there are already enough well situated areas to provide adequate training sites.

Your consideration of the wishes of the people of the 70th District is greatly appreciated.

Sincerely,

David Counts
State Representative
70th District

District 70: Borden, Fisher, Garza, Howard, Jones, Kent, King, Knox, Lynn, Nolan, Scurry, Stonewall

Frederick A. Peralta, *Mayor*

Councilmembers:

Bobby E. Duran
Frank J. Cruz
Erlinda S. Gonzales
Meliton Struck

Gustavo Cordova, *Town Manager*

Taos Municipal Building
400 Camino de la Placita

Taos, New Mexico 87571

(505) 751-2000
Fax: (505) 751-2026

009008

April 14, 1999

STATEMENT FOR THE RECORD

My name is Gustavo Cordova, I am the Town Manager of the Town of Taos. I have been asked by the Mayor and Council to present their views on this proposal by the United States Air Force, and how it will affect our community.

As governmental officials and leaders of our community, it is our responsibility to ensure that the quality of life for our citizens is not adversely affected by the actions of our federal, state, and local governments. We have a duty to evaluate proposals from our state and federal partners and determine if they serve the interest of the taxpayers of our state.

This community has long been a strong supporter of our military and the need for a well trained national defense force. A great majority of our citizens have served in the armed forces of the United States, and many serve today. We recognize that military training is critical towards preserving a force that is capable of winning in today's battlefield.

As a field grade officer with the military reserves, I too recognize the importance of training our uniformed forces. I had the misfortune of serving in combat during the Vietnam war, and witnessing first hand the value of military overflights over the forward edge of the battlefield.

PD-39 The United States Air Force proposes to select our community along with others in Northern New Mexico as a training ground to be used for preparation for combat in the battlefield. They also propose to expand current overflights over our community, and do this at all hours of the day.

PD-40 Worst of all, the Air Force proposes to conduct this training at altitudes just a few hundred feet above the ground. This would be a scary thought even using a small airplane. But the proposal goes much further than that. It

4/14/99 A.M.
EXHIBIT
CASE #

009008

proposes that B-52 and B-1 bombers amongst other aircraft, fly at such a low altitude over our community.

Perhaps the United States Air Force is not aware that Taos New Mexico is one of the foremost tourist destination communities in the United States. Taos is well known across the country as the soul of the southwest.

Taos is place where tourism is the number one industry and the number one employer. A place where arts and the creation of art is a haven for some of the country's foremost artists. A place where people come from all over the country to ski, to white-water raft, to vacation, and to enjoy the natural quiet of our beautiful environment.

Perhaps the United States Air Force is not aware that over 80% of the gross receipts of our community come from tourism, and tourism related services. Our fragile tourism base can easily become fragmented through the introduction of high speed bombers flying over the environment we have worked so hard to protect.

BR-4 I do not see anywhere in the draft environmental impact statement where the Air Force proposes to make up the loss of tourism revenue, or the significant economic loss that this bomber route will bring to our community.

SE-4 The proposal by the air force will not create new jobs. It will not result in any economic benefit for our region. It will not protect or enhance the fragile environment we have known all our lives.

BR-7 However, it will take away the natural quiet of our wilderness areas, it will be destructive to our tourism base, and it will change the quality of life in our community.

This morning, the Taos County Intergovernmental Council met in a open session at the Kachina Lodge here in Taos. The Council consists of the elected and appointed officials of Taos, Taos County, Taos Ski Valley, Red River, Angel Fire, Eagle Nest, Questa, the school districts, and the tribal governments of Taos Pueblo and Picuris Pueblo.

By unanimous vote of all the communities, a formal resolution was passed condemning the proposal before you from the United States Air Force. The

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resolution will be mailed to each of our members of the United States congressional delegation.

Our elected officials all agree that this proposal is very bad for Northern New Mexico. It is very bad for our tourism economy. It is very bad for the quality of life of our citizens.

Make no mistake about it. Our elected officials are prepared to fight this proposal. We sincerely hope that our proud members of the United States Air Force see fit to abandon any of the proposed overflight routes over Northern New Mexico. Thank you.

Comment #9009 was misnumbered and is not part of the official document.

009010

TEXAS PARKS & WILDLIFE

COMMISSIONERS
LEE M. BASS, CHAIRMAN, FT. WORTH
RICHARD (DICK) HEATH, VICE-CHAIRMAN, DALLAS
ERNEST ANGELO, JR., MIDLAND
JOHN AVILA, JR., FT. WORTH
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KATHARINE ARMSTRONG IDEAL, DALLAS
NOLAN RYAN, ALVIN
MARK E. WATSON, JR., SAN ANTONIO
PERRY R. BASS, CHAIRMAN-EMERITUS, FT. WORTH

ANDREW SANSOM, EXECUTIVE DIRECTOR

To manage and conserve the natural and cultural resources of Texas for the use and enjoyment of present and future generations.

4200 SMITH SCHOOL ROAD
AUSTIN, TEXAS 78744-3291
512-389-4800
www.tpwd.state.tx.us

May 6, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base, VA 23655-2769

Re: Draft Environmental Impact Statement (DEIS), Realistic Bomber Training Initiative (RBTI)

Dear Major Adams:

The document referenced above has been reviewed by Texas Parks and Wildlife staff and the following comments are provided.

The Department appreciates the incorporation of the location of state facilities within Special Land Use Management Area Maps for use in evaluating the various alternatives.

Flight operations associated with Alternative B, IR-178/Lancer Military Operations Area (MOA) and Alternative C, IR-178/Texon MOA, will occur over portions of Department land. This land was acquired to allow public recreation for an increasing number of people who are seeking quiet solitude within an atmosphere of esthetic landscape beauty, and for wildlife management purposes. Since low level flight operations by high performance jet aircraft have been documented to have definite adverse effects on esthetic recreational pursuits, the Department cannot support these alternatives, unless and until adjustments are made to avoid these areas.

BR-2 As we have stated in previous correspondence, please be aware of flight operation parameters conducted by pilots of this Department. This information is provided to identify potential for midair collisions between Air Force and Department aircraft. Department wildlife surveys and law enforcement flights are conducted under VFR flight rules with single and multiengine STOL type aircraft at altitudes of 100'-300' AGL. These flights typically operate from sunrise to 11:00 a.m. and from 6:00 p.m. to dark at airspeeds below 100 knots

009010

and on routes which follow lines of longitude and latitude by dead reckoning, loran, or GPS over an entire county. The wildlife survey flights occur primarily during the months of August, September, and October. Department aircraft are also used for night law enforcement surveillance during November, December, and January under VFR flight rules at altitudes of 3000'-4000' and at airspeeds below 150 knots. Dissimilarity of aircraft and operational mission dictates caution for aircrews of our organizations.

The Department appreciates the opportunity to comment on the DEIS.

Sincerely,

Andrew Sansom
Executive Director

RGF:dab

State of New Mexico
ENVIRONMENT DEPARTMENT
Harold Runnels Building
1190 St. Francis Drive, P.O. Box 26110
Santa Fe, New Mexico 87502-6110
Telephone (505) 827-2855
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GARY E. JOHNSON
Governor

PETER MAGGIORE
Secretary

009011

June 7, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews St, Suite 102
Langley Air Force Base
VA 23665-2769

Dear Major Adams:

RE: REALISTIC BOMBER TRAINING INITIATIVE: DRAFT ENVIRONMENTAL IMPACT STATEMENT; DEPARTMENT OF THE AIR FORCE, IN COOPERATION WITH THE FEDERAL AVIATION ADMINISTRATION; MARCH 1999

This transmits New Mexico Environment Department (NMED) staff comments concerning the above-referenced Draft Environmental Impact Statement (DEIS).

AIR QUALITY

The areas of the proposed training in New Mexico are currently in attainment for all National Ambient Air Quality Standards (NAAQS). The DEIS, however, does not adequately address impacts to air quality for the reasons stated below.

AO-96 Even though military aircraft operations are not regulated by the State of New Mexico, the proposed Realistic Bomber Training Initiative (RBTI) program apparently significantly increases emissions, especially of NOx, in the air quality control regions over which the flights are proposed. New Mexico will likely be required, by the Regional Haze Rule, to restrict activities in order to protect mandatory Class I areas during the best 20 percent and worst 20 percent of days. Potential for the proposed Regional Haze Rule to affect proposed training operations should be addressed.

AO-97 NOx is a major contributor to regional haze. Potential impacts to two nearby mandatory Class I areas (Pecos Wilderness Area and the Wheeler Peak Wilderness) are not addressed in the DEIS. Both of these areas could be impacted under Alternative D. Under Alternatives B and C, potential impacts to Carlsbad National Park, also a mandatory Class I area, should be addressed. Prevailing wind direction for different times of the year should be included and show where the emissions are being blown.

009011

AO-98 Maps of the alternatives show baseline and proposed concentrations of air pollutants (Figures 4.1-11, 4.1-13, 4.1-15, and 4.1.17). It is unclear from where the baseline concentrations of pollutants are derived. The source of these data should be identified.

Maps of the proposed Alternative D should include the towns of Mora and Las Vegas, which are both very close to the proposed training route. Class I areas should also be shown on maps of the aircraft emissions for all alternatives where appropriate. For example, Figure 4.1-11 should show the Salt Creek Wilderness and the Carlsbad Caverns National Park. The towns of Carlsbad, Artesia, Clovis, Hobbs and Lovington should also be shown on this figure.

OTHER IMPACTS

The proposed action for which the DEIS was prepared to address is the construction and/or expansion (depending on the alternative) of the ground based Electronic Scoring System (ESS) used by the US Air Force as Part of the RBTI.

The proposed action is the construction of manned and unmanned fenced enclosures, sites and pads for the deployment of mobile ESS "emitters" (electromagnetic "radar" type antennas) used during test and training flights to simulate threats, and assess pilot and systems responses accordingly.

Project areas in New Mexico include SE NM from Roswell to Jal, and/or NE NM from Taos to Clayton to Santa Rosa.

The immediate hazard associated with these emitters is possible human exposure to high-energy radio waves during operation. This potential hazard has been addressed in the design of the sites which establish a 400-ft exclusionary perimeter within a chain link fenced compound from the emitter (measured from the center of an 800ft by 800ft footprint).

The other immediate potential hazard associated with the RBTI is increased exposure to aircraft noise, which is meticulously addressed in the document.

Finally, an identifiable long-term environmental impact that may be of regulatory concern is possible surface water erosion due to construction activities associated with site development.

We appreciate the opportunity to comment on this document. Please let us know if you have any questions.

Sincerely,

Gedi Cibas, Ph.D.
Environmental Impact Review Coordinator

NMED File No. 1273ER

009012

SUSAN COMBS, COMMISSIONER

TEXAS DEPARTMENT
OF AGRICULTURE

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June 15, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews Street
Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

Enclosed are the comments of the Texas Department of Agriculture regarding the draft environmental impact statement for the Realistic Bomber Training Initiative, respectfully submitted for your consideration. The comments are being sent both by mail and by facsimile, (757) 764-9199.

Most cordially,

Susan Combs
Commissioner of Agriculture

SC/KAR/BD/dg

Making Texas the nation's leader in agriculture while providing efficient and extraordinary service.

009012

Texas Department of Agriculture Comments
on the Draft Environmental Impact Statement
produced by the United States Airforce
for the Realistic Bomber Training Initiative

Introduction
and
Statement of the Department's Interest

The Texas Department of Agriculture is the Texas agency charged with promoting and furthering the State's agricultural interests. The Texas Department of Agriculture joins in the comments of McCoy Land & Cattle Company, et al., and of Professor William J. Weida regarding the Air Force Draft Environmental Impact Statement (DEIS) for its Realistic Bomber Training Initiative (RBTI), and offers additional considerations on behalf of the agricultural interests of the State. While the Texas Department of Agriculture recognizes the importance of a well-equipped, well-trained military, and fully supports the necessity of bomber training, TDA nevertheless requests the consideration of alternatives that would be less destructive to agricultural interests.

Comments

I. The department concurs with the comments by McCoy Land & Cattle Company, et al., and Professor William J. Weida concerning a lack of citations to and analysis regarding certain noise data and studies. Professor Weida's comments appear to demonstrate that the DEIS evaluation of noise may have been based upon incomplete analysis and out-of-date or unsuitable methodology in order to justify a predetermined decision. According to those comments, the USAF has selectively used noise-modeling methods and data to support a predetermined outcome, rather than employing the type of objective analysis that would lead to the fully-informed, "hard look" decision required by the National Environmental Policy Act (NEPA). In order to ensure that a fully-informed, environmentally responsible decision will be made on the basis of objective criteria, we agree that the USAF should address the issues, data, and studies described in Professor Weida's comments and demonstrate why this information is not relevant or material to the environmental noise issues addressed within the DEIS.

BR-1

II. Recognizing the critical need for adequate training of the USAF's bomber crews, we believe that existing facilities and airspace over public lands could be expanded to accommodate the USAF's training objectives without the significant impact that RBTI would impose on the citizens and private property of West Texas. We note that the DEIS contains only a perfunctory and conclusory discussion regarding Federal Aviation Administration (FAA) approval of additional military airspace in connection with existing facilities at Harrison (Arkansas), La Junta (Colorado), Belle Forche (South Dakota), and Granite Peak (Utah) and the use of airspace over public lands. Because the reasons for rejecting expansion of Harrison, La Junta, Belle Forche, and Granite Peak and for discounting FAA approval of additional airspace are not fully articulated in the DEIS, the department believes that the DEIS does not meet the requirements of NEPA and the regulations of the Council on Environmental Quality (CEQ). With the preceding observations in mind, the department

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requests that the USAF consider more fully the possibility of obtaining FAA approval for additional air space in connection with the aforementioned facilities and restructuring RBTI MOAs and MTRs for airspace over public lands. If after such consideration the USAF maintains its conclusion that expansion of those facilities is not feasible, we ask that the DEIS include a detailed and thorough explanation of that decision as required by NEPA and the CEQ.

III. As an alternative, the department suggests that the USAF consider other reasonable alternatives that would shift a significant portion of the planned RBTI sortie-operations away from West Texas. A careful review of the DEIS clearly shows that it does not address all reasonable alternatives. The only alternatives fully explored by the USAF are the no action alternative and several permutations of a single alternative involving the expansion of certain existing West Texas MOAs and MTRs, while entirely decommissioning the current MOAs and MTRs in Harrison and La Junta, described as having "less varied terrain," and making little or no use of the Belle Forche and Granite Peak facilities. By considering only the alternatives of no action or the complete transfer of all training activities to the West Texas region, the USAF has failed to evaluate alternatives that would provide significant training opportunities while mitigating the impact of RBTI on West Texas.

PD-42

PD-4

PD-43

No alternatives have been considered that settle for something less than the perceived maximization of the proposed training program over varied terrain. For example, alternatives could be developed that provide for continued use of the existing MOAs and MTRs at Harrison and La Junta, having the less varied terrain, and moving only a small portion of the sortie-operations to the West Texas areas with the more varied terrain. This would reduce the impact on West Texas citizens while still providing a significant amount of sortie-operations over areas with the more desirable land features. The DEIS does not explain why existing MOAs and MTRs in Harrison and La Junta must be entirely decommissioned. Reasoned analysis indicates that bomber crews will, from time to time, be required to conduct sortie-operations and combat missions over terrain that is not varied. Conducting some training sortie-operations over the less-varied terrain associated with the Harrison and La Junta facilities would still meet most or all of the training objectives described in the DEIS, while providing additional realistic training opportunities and reducing the negative impacts of RBTI on the West Texas natural and human environments. The failure to consider such alternatives, that incorporate some training over non-variable terrain, would appear to contradict the USAF's stated objective to provide mission realism in bomber crew training.

Additionally, the DEIS describes no alternatives that provide for continued sortie-operations over the longer routes to Granite Peak and Belle Forche. The USAF has itself opined that "bomber crews . . . [have flown] halfway around the world to launch cruise missiles and other ordnance at facilities for weapons of mass destruction in Iraq." Since the justification for the training initiative is to provide mission realism, it would seem reasonable to incorporate such long-range mission training into RBTI objectives, rather than relying entirely on the shorter, varied-terrain missions planned for the proposed modified MOAs and MTRs in West Texas. The necessary realism for such long-range missions (where bomber crews must endure long, relatively inactive and uneventful transit times before fully active combat situations) can only be accomplished by providing for sortie-operations to remote

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locations such as the Granite Peak and Belle Forche areas. Making use of those areas would meet seemingly necessary and vital training objectives. Moreover, by diverting some of the newly proposed short-range, varied-terrain sortie-operations to long-range mission training, the negative impacts of RBTI on West Texas residents could be moderated.

PD-12

In short, the DEIS should, at minimum, be amended to consider alternatives that incorporate additional mission realism objectives while mitigating negative impacts on the West Texas environment. The lack of such alternatives may indicate that the environmental impact statement was prepared with a predetermined outcome in mind, rather than for the purpose of taking a fully informed, "hard look" at the matter as contemplated by NEPA and the CEQ. The department believes that a detailed and thorough evaluation of additional alternatives, based upon the considerations outlined above, will ensure a more complete and sensible decision regarding the implementation of RBTI.

BR-4

IV. The DEIS does not address certain economic and implementation factors which are crucial to a thorough analysis of the potential environmental impacts of RBTI on the West Texas environment. Of considerable importance are the potential impacts of RBTI on property values, recreational activities, and land use. Yet, the DEIS contains no analysis regarding the potential effects on the environment from possible drops in area property values as a result of RBTI.

As known to the department, in its capacity as a state agency involved in the development and implementation of land use policy, and as described by McCoy Land & Cattle Company, et al., many of the affected properties are currently used for traditional farming and ranching activities as well as recreational activities such as hunting, bird watching, wildlife observation, hiking, camping, and other outdoor activities. Decreases in property values as a result of the RBTI could adversely affect the preceding activities by discouraging property owners from continuing to use or make their lands available for these traditional area activities.

Given the USAF admission, in the DEIS, that overflights can produce a high level of annoyance, a reduction of interest in use of these lands for such traditional activities is likely as a result of the proposed increase in sortie-operations. As a result of lost income from such reduced interest, property owners could abandon traditional land uses in favor of commercial ventures designed to overcome lost property value. Thus, area land owners may be forced, by economic considerations, to develop their properties in a manner incompatible with maintaining wildland and wilderness sanctuaries for the birds, wildlife, and plants of the region. In other words, the impact on property values from RBTI could negatively affect the biological diversity and wilderness/wildland resources of the affected West Texas region as property owners are forced away from traditional land use. The department is of the opinion that NEPA and the CEQ regulations require inclusion and evaluation of this potentially significant impact.

Finally, the DEIS does not expressly address the potential problems associated with concentrating an increased number of flights into a smaller area and the possible environmental consequences of such concentration. Under all three alternatives to the no action plan, the airspace to be used would decrease substantially while the number of

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overflights would increase. For example, under Alternative B affected airspace would be reduced by 2674 square nautical miles—a nearly 20% decrease. Even without an increase in the number of overflights, the affected area would experience a concentration of negative impacts. Since an increase of overflights would occur under the proposed RBTI program, the effect of concentration is a highly significant factor that should be expressly and thoroughly evaluated and described. The increase in the number of overflights experienced on average by a person or animal within the affected areas should be expressly stated in a manner that is straightforward and understandable. The DEIS does not provide such analysis and, as a result, prevents meaningful evaluation of RBTI's impact by members of the public.

AO-99

For all of the above reasons, the department is of the opinion that the DEIS shows insufficient consideration of all significantly relevant factors related to the decision to implement RBTI in West Texas. Absent such analysis, we believe the DEIS should be withdrawn and a new DEIS prepared that addresses the issues raised in these comments.

009013

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

JUN 11 1999

Major Brent Adams
HQ ACFC/CEVPP
Realistic Bombing Training Initiative
129 Andrews St.
Suite 102
Langley Air Force Base, VA 23665-2769

Dear Major Adams:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the review of the U.S. Air Force Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement (DEIS), for proposed activities in western Texas and southeastern New Mexico.

Overall we found the DEIS to be a clear, concise document that is reader-friendly and reasonably complete. Our specific comments focus on the need for the Air Force to provide more complete analysis of noise impacts and airspace management issues, and to provide references and citations to support the DEIS analysis.

EPA rates this proposed action as "EC-2," i.e., EPA has "Environmental Concerns and Requests Additional Information in the Final EIS." We have identified several environmental concerns that need to be included in the FEIS to complement and to more fully insure compliance with the requirements of NEPA and the CEQ regulations. Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act, to inform the public of our views on proposed Federal actions.

Detailed comments are enclosed with this letter which more clearly identify our concerns and the informational needs requested for incorporation into the FEIS. If you have any questions, please contact Mike Jansky of my staff at 214-665-7451 for assistance.

EPA appreciates the opportunity to review the DEIS. We request that you send our office five copies of the FEIS at the same time that it is sent to the Office of Federal Activities, EPA, 401 M Street S.W., Washington, D.C. 20460.

Sincerely yours,

Robert D. Lawrence, Chief
Office of Planning and Coordination
Compliance Assurance and Enforcement Division

Enclosure

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009013

DETAILED COMMENTS
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
REALISTIC BOMBER TRAINING INITIATIVE

Background

The purpose of the Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement (DEIS) is to satisfy requirements of the National Environmental Policy Act (NEPA) to evaluate the environmental effects associated with a proposal to establish bomber training assets. The U.S. Department of the Air Force (Air Force) is the responsible federal agency; cooperating agencies include the Federal Aviation Administration (FAA) Southwest Region, Fort Worth Air Route Traffic Control Center (ARTCC), and the Albuquerque ARTCC.

The DEIS describes the environmental effects of establishing assets for the bomber RBTI within approximately 600 nautical miles (nm) of Barksdale Air Force Base (AFB) in Louisiana and Dyess AFB in Texas. The RBTI seeks to improve realistic training opportunities for B-52 and B-1 bomber aircrews while maximizing effective combat training time. Currently, long flight times required to reach existing training assets result in inefficient use of available limited flying hours.

The RBTI is a proposal to develop an Electronic Scoring Site (ESS) system consisting of airspace and ground-based assets that provide a sequence of training activities resembling combat. Specifically, the Air Force proposes to establish and modify airspace and ground-based facilities in either southwestern Texas or northeastern New Mexico to support realistic integrated bomber training.

The proposed project's fundamental purpose and need is to develop and modify the airspace and ground-based assets to provide B-52 and B-1 bombers with training that simulates combat situations to the greatest degree possible. It is the responsiveness, range, and combat capability that make the bomber force a key asset to national defense. Bombers are an integral part of the Air Expeditionary Force mission concept which seeks to provide rapid, responsive, and reliable air power through a bomber's speed, mass, and long-range reach.

Fundamental bomber combat missions involve a range of activities, including air refueling, flying at high-altitudes to the combat theater, avoiding enemy threats by penetrating enemy air defense systems, delivering ordnance from the proper position, maintaining the aircraft's geographic position and timing to stay in formation with other aircraft, and returning safely to base. To accomplish those tasks, bomber aircrews must be constantly prepared. Integrated realistic training requires a combination of airspace and ground-based assets that are linked and arranged to provide a sequence of events resembling actual combat. The RBTI would ensure that bomber aircrews possess the skills and readiness for combat that: (1) mirrors combat events; (2) links a realistic sequence of training activities into a cohesive mission; and (3) hones aircrew teamwork.

Currently, the Military Training Routes (MTR), Military Operations Areas (MOA), and

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associated Air Traffic Control Assigned Airspaces (ATCAA) that are most frequently used for bomber training are in southwestern Texas and northeastern New Mexico; ESS systems in Arkansas and Colorado as well as remote ranges and ESS systems in other parts of the western United States are also part of the existing training network.

Detailed Comments

GENERAL

Alternatives

PD-45 The Purpose and Need of the proposed action and alternatives may support the consideration of other alternatives. Specifically, (1) expansion and/or upgrading of the Smoky Hill Range in Kansas; (2) expansion and/or upgrading of existing emitter and ESS sites in use by adding improved MTR linkages and MOAs; (3) increased use of mobile emitters than can be repositioned as required to optimize training. We suggest that the Final EIS add discussion on why these potential alternatives were not considered or do not meet the stated purpose and need.

Executive Summary

GE-14 On p. ES-3, the table summarizing environmental effects is vague in its use of symbols to identify the "magnitude" of effects. It is particularly unclear as to what "magnitude of potential adverse effects" means. There is no reference provided with this table for the reader to determine the level of "significance" of effects, such as that provided for some resource impacts in Table 2.6-1.

BI-21 Also, based on comments provided by the US Fish and Wildlife Service (FWS) (January 27, 1998) on potential effects to threatened and endangered species (see Table 4.3-1 and Appendix H), it would seem that Alternative D should show a more serious level of adverse effect than is currently reflected in the table. This assumes a double black "diamond" represents a higher level of adverse effect than one black "diamond."

Scope of Study

PD-46 The DEIS does not address the environmental effects of increased flight times from Barksdale and Dyess AFBs to the proposed realistic training areas. The potential impacts on airspace management, air quality, and safety should be discussed in the Final EIS.

Definition of Resource Analysis

GE-15 On pp. 2-58 to 2-59, Sec. 2.5.2 of the DEIS, the justification for the dismissal from further analysis of hazardous materials and waste, transportation, and ground safety requires a more thorough justification, including citations or references to support the decision. For example, the

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document states that "Environmental baseline surveys were conducted at each of the proposed emitter sites..." but does not provide citations for those studies. Such studies should be cited in the FEIS.

NOISE

Noise (Tiering Documents)

AO-100 On pp. 4-2 to 4-14, Sec. 4.1.1, Appendix G, there is no mention in the DEIS of other EISs that have been prepared to address the noise effects resulting from B-52 and B-1 operations. Reference to such reviews should be included in the EIS. For example, reviews of the decision to base those aircraft at Barksdale and Dyess AFBs.

Noise Measurement Metrics and Analysis

AO-101 On p. ES-3, 4th paragraph; pp. 4-5 to 4-14, Sec. 4.1.1; pp. 4-19 to 4-26, Sec. 4.1.2, and pp. 4-29 to 4-34, Sec. 4.1.3, pp. 4-38 to 4-42, Sec. 4.1.4, pp. 4-46 to 4-50, Sec. 4.1.5, and Appendix G, the term DNL should be defined in the Executive Summary as it is used, as well as the rationale for using this metric. The use of DNL and Onset-Rate Adjusted Day-Night Average Sound Level metrics appear to downplay the effects of short duration noise spikes that would

BR-1 occur with low level flights of heavy bombers. Averaging tends to mask the effects of single noise events and of intermittent spikes. The FEIS needs to provide more substantial analysis of single event noise spikes and their effects on humans, livestock, and wildlife, with specifics by sites for the alternatives. Onset rates of up to 150 dB per second, and overflight noise levels of up to 117 dB indicate potentially severe noise events. The FEIS should specifically address effects on

AO-102 residences, farms, ranches, and other assets that lie within the MTRs, MOAs, and IR routes contained within the proposed action and measures to be taken to avoid, minimize, and mitigate any adverse effects.

Noise Thresholds

SE-5 On p. ES-4, 5th paragraph, the FEIS should indicate the statutes and analysis that support the conclusion that there are no adverse impacts at 65 DNL, and that indicate no need for further analysis given maximum expected noise levels of 65 DNL.

Representative Aircraft Noise Levels

AO-103 In reference to p. 4-6, Table 4.1-1 and p. 4-8, Figure 4.1-3, Table 4.1-1 lists L_{max} levels for selected aircraft at various altitudes. Figure 4.1-3 lists sound exposure limits for aircraft at various altitudes. The source(s) for these values should be indicated, as well as whether the B-1 and B-52 aircraft models listed in this table are identical to those that are expected to use the proposed MOAs and MTRs. Please address in the FEIS.

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Noise Operating Procedures

AO-104 On p. 4-60, Sec. 4.2.2, the document states that "the Air Force has established special operating procedures to avoid overflight of specific locations considered to be sensitive to aircraft noise." The FEIS should describe those procedures, identify those locations, and reference the specific guidance or procedure.

BIOLOGICAL RESOURCES

Threatened and Endangered Species

BI-22 In reference to p. ES-4, 2nd paragraph, this paragraph states that "field surveys...did not identify any threatened, endangered, or sensitive plant or animal species; therefore construction and ground operations would not impact these species." This conclusion should be supported by current field surveys that indicate the lack of presence of threatened and endangered species. The conclusions drawn in the DEIS must also be based on an assessment of habitat quality (i.e. whether the habitat is considered to be critical habitat by USFWS and/or state fish and game agencies). A copy of the Biological Assessment prepared for the FEIS should be included to assist the reader in reviewing the Air Force's analytical conclusions. A concurrence letter from the USFWS should also be included.

BI-22 On p. 4-89, the fifth sentence of the first paragraph of this section states that "Surveys of the candidate emitter sites and Electronic Scoring Sites demonstrate that none of these species or their habitat would be affected by RBTI." A reference for the document should be included in the FEIS describing the methodologies used for these surveys. It should also state whether USFWS concurs with such findings.

Wetlands

BI-22 In reference to pp. 4-1 and 4-84, the conclusion that there are no wetlands in the project area that would be effected by the proposed action should be supported with a letter of concurrence from the U.S. Army Corps of Engineers or a wetlands delineation map. Please provide this information in the FEIS.

Biological Resources

BI-23 On pp. 4-89, 4-95 and 4-106, the discussions of environmental consequences of airspace and flight operations do not provide sufficient detail to establish the precise impacts on each of the endangered species within the impact areas of each alternative. This discussion should be revised such that the ranges of each of these species in relation to the affected airspace are shown clearly on maps. Such depictions would allow determination of the total area of each species range that may be affected by the overflights, particularly the areas that may be newly overflown under each alternative. In each case where the range of a threatened or endangered species intersects an

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overflight area, especially new overflight areas, please provide detailed information on the number of overflights, the noise associated with each overflights, and the expected effect on the affected species, based on past studies (e.g., no affect or abandonment of the area). Again, these issues may have been addressed in the Biological Assessment, and it would assist the reader to have the Biological Assessment (and the subsequent USFWS Biological Opinion) for the proposed action. Please address in the FEIS.

Electromagnetic Effects on Wildlife

BI-24 In reference to Sec. 4.0 of the DEIS, the statement does not address the potential effects of the proposed new emitters and of conducting electronic combat operations on wildlife. In particular, the FEIS should address potential radiation hazards to birds.

Biological Resources - Migration Flyways

BI-25 On pp. 4-17, 4-36, 4-44, and 4-50, Sec. 4.1; pp. 4-84 to 4-108, Sec. 4.3, and in Sec. 4.1; Alternatives B, C, and D are noted as not overlying or intersecting "any major migration flyways or water bodies where birds congregate." In Section 4.3, reference is made several times to migratory bird species (e.g., waterfowl, whooping cranes, and bald eagles) occurring within the proposed bomber training areas. If migratory bird routes for this region are well documented, such as those used in developing the Bird Avoidance Model (pp. 4-17), then they should be overlapped with bomber training routes and shown on a map. This would be particularly useful in better understanding the potential impacts on such species and also the potential for bird-aircraft strikes, as described in Section 4.1.

CULTURAL RESOURCES

Number of Identified Sites

CU-9 On page ES-5, 1st paragraph, the DEIS lists the number of National Register-listed properties, but does not address whether there are other sites that may be eligible for listing that require additional investigation. Please clarify in the FEIS.

Mitigation of Impacts on Cultural Resource Sites

CU-10 On p. ES-5, 1st paragraph, the DEIS states that effects on cultural resource sites under Alternatives B, C, and D "could be avoided in most cases or mitigated to insignificant levels" but does not list any mitigation measures that will be taken, or how those measures will reduce or avoid potential impacts on cultural resources. Mitigation measures should be identified in the FEIS.

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Consultation with the Texas and New Mexico State Historic Preservation Offficers (SHPOs)

CU-11 In reference to p. 4-120, Sec. 4.5.1, the DEIS states that the results of field investigations have not yet been submitted to the Texas and New Mexico SHPOs for evaluation and that Section 106 consultations have not been completed. This process should be completed prior to the issuance of a Final EIS so that the public has complete information on the proposed action. If the SHPO consultations are not expected to be done in time for completion of the FEIS, a statement should be added to Section 4.5 identifying that the proposed action will not be undertaken until consultations are completed and that specific measures are taken, as appropriate, to reduce, avoid, or mitigate any adverse effects the proposed action might have on historic properties.

CUMULATIVE EFFECTS

Cumulative Airspace Impacts

On p. ES-5, 3rd paragraph and pp. 2-16 to 2-17, the FEIS should address current and anticipated future civil aviation activities in the affected area to ascertain whether there will be cumulative effects on airspace. For example, an analysis of existing and proposed civil aviation jet routes and instrument flight rules (IFR) and visual flight rules (VFR) routes should be included. The cumulative uses of proposed and nearby airspace identified on pp. 2-16 to 2-17 should be assessed for impact.

AIRCRAFT OPERATIONS

Ordnance Usage

PD-47 In reference to p. 1-2, Sec. 1.2.1,"1st side bar", the FEIS should clarify whether any inert ordnance is expected to be employed under the proposed action. If so, these actions must be assessed for impacts.

Optimum vs. Current Sorties

PD-48 In reference to p. 1-10, Sec. 1.4, Figure 1.3-3 and p. 1-15, Sec. 1.6, Figure 1.6-1, the figures comparing optimum vs. current sorties (and later, optimum vs. current vs. proposed) do not indicate the sources for how an "optimum" sortie was determined, the sources for the characteristics of current sorties, and the sources for the characteristics of proposed sorties. The FEIS should indicate, at a minimum, the year(s), source document(s), aircraft type(s), base origin(s), and training area(s) that were analyzed to produce these figures. Additionally, Figure 1.6-1 should indicate which alternative (B, C, or D) was assumed.

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Low Altitude Flights

PD-49 In reference to p. 1-12, Sec. 1.4.1, Figure 1.4-1 and 1st "side bar," this reference is the first time that the DEIS mentions that aircraft in MTRs may fly as low as 300 feet AGL. This key fact should be disclosed in the Executive Summary.

Required Airspace and Ground-Based Assets

On pp. 2-3 to 2-8, Sec. 2.1.1, the DEIS should indicates sources of the operational requirements that generated the specific needs for airspace and ground-based assets. For example, Operational Requirements Documents (ORD), training manuals, or other such Air Force AF-53 documents that define B-52 and B-1 training requirements. These references are important to establish the lineage of the training requirements stated in the FEIS.

Required Airspace Assets

On p. 2-4, Sec. 2.1.1, the description of the minimum required airspace assets for MTRs, MOAs, and ATCAAs should include a reference to Appendix A which provides a detailed study GE-16 of how these criteria were established. Please clarify in the FEIS.

Aircraft Safety

In reference to p. 4-44, Sec. 4.1.4 and Table 4.1-17, the FEIS should explain the following statement made in the 4th paragraph, "The estimated years equate to 0.02 percent probability of a B-52 Class A mishap per year and a 0.07 probability for B-1s." This conclusion is not clearly supported by the figures for IR-178 in Table 4.1-17 that the estimated years between mishaps for the B-52 and B-1 are 45 years and 15 years, respectively. The probability for B-52 is AO-105 given in terms of a percent and the probability for the B-1 is not given in terms of a percent. It is suggested converting both to a percentage figure of 7 percent and 2 percent, respectively.

Impacts on Civil Aviation

In reference to pp. 4-28 to 4-29, Sec. 4.1.3, pp. 4-37 to 4-38, Sec. 4.1.4, pp. 4-45 to 4-46, Sec. 4.1.5, the DEIS does not provide analysis of the impacts of the proposed action on civil aviation. The referenced section describes proposed changes to the airspace structure in the region but does not address potential impacts caused by the proposed substantial increases in airspace usage. For example, p. 2-35 states that under Alternative B (Lancer MOA), a total of 2,350 annual sortie-operations would occur, as compared to the current usage of 206 annual AO-106 sortie-operations. The FEIS should consider the potential impacts of this increased usage for all alternatives.

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Sortie-Operations

PD-50 In reference to p. 2-21, Table 2.3-2, Appendix B, the figures listed in the referenced table and Appendix B for sortie-operations are not cited for source and dates. The FEIS should indicate the year and time period for the baseline (Alternative A) sortie-operations, the assumed projection year for Alternatives B, C, and D, and provide a comparable projection under PD-51 Alternative A, for all aircraft types. In addition, the Appendix B tables should indicate the number of hours of usage for each area.

Airspace Management, Noise, Aircraft Emissions and Air Quality, Air Safety for Alternative A: No-Action

In reference to pp. 4-19 to 4-27, Sec. 4.1.2, the description of the affected environment and the baseline conditions do not include the areas outside of the primary MTR, IR-178. For example, there is no discussion of the ESSs in Colorado and Arkansas. Analysis of the No-Action GE-17 Alternative should include a full analysis of these areas.

OTHER

Emitter Safe Distance

In reference to p. 2-30, Sec. 2.4.1, the third paragraph under the heading of "Ground Operations" states that: "...For the proposed emitters, the safe distance has been established at 350 feet." A reference for this figure should be added that explains the rationale for this distance, and provides a thorough discussion of any health and safety concerns that are associated with the proposed emitters. Any relevant data on the safety records associated with past uses of the proposed emitter types should be included in the FEIS..

PD-52

Electromagnetic Spectrum Effects

In reference to Sec. 4.0, the DEIS does not address the potential effects of the proposed new emitters and conducting electronic combat operations on the electromagnetic spectrum. In particular, the FEIS should analyze potential impacts on frequency management and frequency allocation, and assess interference issues.

Land Management and Use; Alternative A, No-Action

LU-10 On pp. 4-56 to 4-61, Sec. 4.2.2, the DEIS describes primary land use but does not include population figures or population density statistics under the MOAs, MTRs, and ATCAAs. These figures are important for determining the number of human receptors in the vicinity of the flight path. Please include in the FEIS.

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Post Office Box 649
Albuquerque, New Mexico 87103

IN REPLY REFER TO:

April 30, 1999

ER 99/260

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Dear Major Adams:

The U.S. Department of the Interior has reviewed the Department of the Air Force, Realistic Bomber Training Initiative (RBTI), Draft Environmental Impact Statement (DEIS) of March 1999. In this regard, the following comments are provided for your consideration.

It is our understanding that the RBTI, designed to increase training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base, Texas, and Barksdale Air Force Base, Louisiana, consists, briefly, of the following proposed elements:

Modifications and additions to existing Military Training Route (MTR) airspace in Texas and New Mexico used generally for low-altitude navigation training activities;

Modifications and additions to existing Military Operations Area (MOA) airspace in Texas and New Mexico used for medium to high altitude training and maneuvering;

Increased flights by B-1 and B-52 aircraft in the identified airspace;

Acquisition of several 15-acre parcels under MTR and MOA airspace for construction and operation of an Electronic Scoring Site system; and

Closure of existing Electronic Scoring Site systems in Arkansas and Colorado.

We support the training mission of the Air Force and the expressed purpose of the subject initiative to provide realistic training scenarios to prepare flight crews for real combat. However, our mission and legal mandates cause us to be concerned about the effect of the RBTI on lands and trust resources managed by several Bureaus within the Department of the Interior. These concerns are discussed below.

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Endangered Species

BI-11 We request that the discussion about threatened and endangered species be clarified and corrected. The references to an ongoing consultation with the U.S. Fish and Wildlife Service (FWS) are in error. FWS records indicate that species information was requested from and provided by the FWS Ecological Services Field Offices in New Mexico and Texas more than 1 year ago. The latest, March 25, 1998, communication received by the FWS from Ogden Environmental and Energy Services clearly stated that no determination regarding the need for consultation under the Endangered Species Act had been made. Thus, the statements that the Air Force is currently in consultation with the FWS (page 4-85) should be corrected. It is recommended that a more recent list of threatened and endangered species be used in your analysis; species have been proposed for listing and listed since the original December 1997 request for information. We also recommend that the consultative process required by the Endangered Species Act be completed prior to final decision so that potential options will not be precluded. In this regard, please contact Regional Director (ES-TE), U.S. Fish and Wildlife Service, PO Box 1306, Albuquerque, New Mexico 87103-1306.

Subsequent environmental documentation should also contain data relevant to the northern aplomado falcon. Portions of the proposed action within southeastern New Mexico and west BI-26 Texas overlay historic habitat for the falcon. Without an opportunity to review the field data documenting the surveys conducted for this species in this area, we cannot support the characterization of the species' use of the region as a rare migrant or visitor (page 4-90). The BI-27 same rationale applies to such designated sensitive species as the ferruginous hawk, loggerhead shrike, burrowing owl, white face ibis, swift fox, and Texas horned lizard. The document presents no data concerning the stability of populations of these species, specifically their distribution and abundance within that habitat. We cannot concur with the conclusions presented in the document without reviewing the data upon which the impacts of the proposed action have been assessed.

Identification of Land Units

Land units Congressionally designated and managed by a number of Bureaus of the Department of the Interior should be clearly identified. Maps outlining specific units of National wildlife refuges, National parks and monuments, etc., do not appear in the DEIS. LU-11 Various units, administered by the National Park Service (NPS), that were omitted may be impacted by the proposed action, including Capulin Volcano National Monument, Fort Union National Monument, Big Bend National Park, Santa Fe National Historic Trail, Lake Meredith National Recreation Area and Alibates Flint Quarries National Monument.

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LU-12 Specific references to impacts on units of the National park system are lacking. Neither a negative declaration nor a description of impacts for any unit (except for acknowledging an impact from Alternative A on Big Bend National Park) can be found in the document. For example, Capulin Volcano National Monument appears to be on the edge of the Mt. Dora MOA. Currently, there are few military aircraft operations visible or audible at the National Monument. The National Monument was established in 1916 to protect Capulin Volcano and to provide the public with the opportunity to learn about this classic volcanic feature. Capulin Volcano is the focus of a volcanic field that extends almost 85 miles from Raton to Clayton, New Mexico. The Mt. Dora MOA overlies a large portion of the Raton-Clayton Volcanic Field. Almost 70,000 people visit Capulin Volcano annually. In addition to geology, other important elements of the Monument's significance include air quality, night sky, and the scenic vistas. The panoramic view from the top of Capulin Volcano is a significant part of the visitor experience. Portions of three other states (Texas, Oklahoma, and Colorado) as well as the Sangre de Cristo range of the southern Rocky Mountains, over 50 miles to the west, can be seen from the volcano's summit. The potential effect on the scenic vista and visitor experience at Capulin Volcano from 2,668 annual sortie-operations in the Mt. Dora MOA cannot be evaluated with the information provided in the DEIS, primarily because the exact location of the MOA compared to the National Monument is not clearly presented.

Pages 3-9 to 3-10 acknowledge that people seeking isolation and natural beauty in recreation and tourism in the study areas in New Mexico and Texas may find noise from non-natural sources "unpleasant intrusions." This statement may be true for the effects on units of the National park system. In addition it may be that such noise also adversely impacts the legislated purposes of parks and monuments.

The discussion of Aircraft Noise Assessment Methods (pages 4-5 to 4-14 and pages 4-23 to 4-24) has limited relevance to assessing impacts on federal lands or resources, such as natural quiet (i.e., the natural soundscape unaffected by human noise sources), or on a park visitor's experience, which may range from a few hours to a few days at most and may occur mostly out of doors seeking such things as solitude, tranquility, and the natural environment (including natural sounds). This limited relevance is probably also true for other outdoor recreation and natural areas. While the NPS is still evaluating the utility of noise metrics to

AO-55 assess impacts in the very wide variety of park units, some matters are becoming clear. We support the use of L_{max} and SEL metrics in combination with Percent Time Audible and one-hour L_{eq} metrics which have proven to be important for assessing noise impacts on most National park resources and visitors. The cumulative metric Average Day-Night Sound Level (DNL), which is an annualized 24-hour average relevant to residents of an area, has no relevance at all to impacts on a visitor's experience or federal resources. For example, if a visitor's once-in-a-lifetime visit to a NPS area includes a 100+ dB aircraft event of even a few seconds, it may be one of the most memorable parts of the visit, regardless of the event's effect on the DNL. Whether that memory is positive or negative, it will not be part of the purpose of any of the parks or monuments in the study area, so it will detract from the intended visitor experience.

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PD-53 We are concerned about the cumulative effects of all the military airspace changes being considered in New Mexico and Texas. It is also unclear how aircraft may move from one set of MTR's and MOA's to another and how aircraft may transit into and out of the set of MTR's and MOA's being considered in this DEIS.

In addition, the following specific comments, questions, and concerns relate to Alternative "D" unless otherwise specified:

Military Overflights

The incidents of military aircraft overflights of Capulin Volcano National Monument have been significantly reduced in recent years. We appreciate the willingness of the Department of the Air Force, especially Cannon Air Force Base, to work with the NPS and would count on continued cooperative efforts on the issue of military overflights.

PD-54 We are concerned, however, about an increase in military aircraft overflights at Lake Meredith National Recreation Area by the addition of Instrument Route (IR)-153 section WAWB. The impacts from increased numbers of aircraft following the Canadian River drainage should also be analyzed in subsequent environmental documentation.

Airspace and Aircraft Operations

PD-55 We recommend the elimination of the MOA airspace over Capulin Volcano National Monument by the reconfiguration of the Mt. Dora MOA. It is unclear whether secondary MTR IR107/VR108 and Visual Route (VR)1175/1176 would still continue within former MOA airspace over or near Capulin Volcano, New Mexico. The significant increase in the level of use within the Mt. Dora MOA is not sufficiently considered. Substantial discussion of

PD-56 the increased aircraft activity within the MOA was lacking. For example, how long will aircraft typically operate within the MOA? How many planes and how many sortie-operations would be occupying the MOA at the same time? Annual sortie-operation is projected to increase from 379 to 2,668, almost exclusively by bomber aircraft (2250). There are almost no bomber aircraft currently using the Mt. Dora MOA. Without knowing the distance of the

PD-57 MOA from Capulin Volcano, New Mexico, it is difficult to evaluate concerns about noise and visual impacts resulting from an increase in annual sortie-operations from 379 to 2,668.

PD-58 Aircraft use is concentrated in segment AB-JK of the proposed IR-153. We are concerned about the projected total sortie operations and resulting noise and visual impacts for segments HI/IJ located near Fort Union National Monument. A total of 3,100 operations are projected from a baseline of 440 operations. The effects of this increase should be analyzed in future environmental documentation.

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AO-107 Further discussion of how the DNL ratings were achieved is necessary. Part of the calculations included factoring the annual sortie-operations divided by 12 for a monthly average (p.4-9); yet there will be approximately 260 fly-days (much less than 365 days) per year (p.4-21). Would a daily average rather than monthly average provide a more accurate factor for determining noise effect? Further discussion should also be provided describing how the DNL ratings were determined for sections of IR-153 that are estimated to receive more than 2,668 sortie-operations per year, such as sections HI/IL with 3100 projected sortie-operations.

Land Management and Use

As stated above, it was difficult to identify the affected environment from the maps provided. We were unable to identify federal land units on the map of Special Use Land Management Areas in Figure 4.2-8. Knowing the distance of Capulin Volcano National Monument from the proposed adjustment of the Mt. Dora MOA, the distance of Fort Union National Monument from sections HI/IL, and the distance of Lake Meredith National Recreation Area from section WAWB of the proposed IR-153/Mt. Dora MOA would assist in evaluating impacts and effects in subsequent environmental documentation. It appears that a greater number of special land management use areas (13) will be affected in Alternative D than in the other alternatives, and these areas will experience significant increases of 10 -16 DNL in noise.

Socioeconomic and Environmental Justice

SE-5 We question the analysis and conclusion that adverse impact would not occur because none of the proposed airspace exceeds a noise level of 65 DNL (p. ES-4). There are problems using the DNL standard in a largely rural setting. The changes in noise level affecting some communities or in some cases isolated residents are significant. While there are fewer communities affected in this alternative, the change in noise levels is greater. The rural communities within the affected area are generally composed of low income and minority populations. There has been little involvement of citizens in the rural communities of Union

GE-22 County or the gateway community of Clayton, New Mexico, in the development of this DEIS. Public meetings were held in Angel Fire, New Mexico, which is a 3-hour drive from Clayton, of which at least an hour is on mountainous roads.

Cultural Resources

CU-12 Again, without knowing the proximity of Fort Union National Monument to IR-153 sections HI/IL, it is not possible to properly evaluate the consequences of the alternatives to this National park unit. The assessment focuses on the impact of noise levels and possible physical

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damage to properties listed on the National Register. Some Register-listed structures will be subjected to an 18 DNL increase and some noise levels would reach 62 DNL. This is a significant change. Even though the noise may not physically damage the historic properties, there may be a negative effect on the historic setting and visitor experience of those historic resources.

Within the DEIS, there is insufficient consideration of the noise and visual intrusions to the Santa Fe Trail, a National Historic Trail. Significant segments of the Cimmaron Route and

CU-13 Mountain Route lie within the affected area. Also, there is no mention of the consideration of National Historic Landmark sites, such as the Clayton Complex, which includes McNee Crossing, Rabbit Ears, Turkey Creek Camp, and Mt. Dora. Subsequent environmental documentation should analyze the effects of the alternatives under consideration on the historic setting and visitor experience of these sites.

Thank you for the opportunity to comment on this DEIS. We trust these comments will be of use during subsequent environmental documentation.

Sincerely,

Glenn B. Sekavec
Regional Environmental Officer

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June 16, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Re: Realistic Bomber Training Initiative Draft Environmental Impact Statement.

Dear Major Adams:

The New Mexico Department of Game and Fish (Department) has reviewed the Draft Environmental Impact Statement (DEIS) for the Realistic Bomber Training Initiative (RBTI). Clint Hensen and Mark Watson, Department wildlife specialists, attended public meetings for this project. The RBTI proposes to establish an Electronic Scoring Site System consisting of linked military airspace and ground-based components for B-1 and B-52 bomber training within approximately 600 nautical miles of Barksdale Air Force Base (AFB) in Louisiana and Dyess AFB in Texas. The Air Force proposes to use existing and new military airspace and ground-based components in either west Texas or northern and northeastern New Mexico, depending on which alternative is selected.

Three action alternatives were identified. Proposed locations for Alternative B: IR-178/Lancer MOA and Alternative C: IR-178/Texon MOA are almost entirely in west Texas, with only a small portion of airspace extending into New Mexico. Alternative D: IR-153/Mt. Dora MOA is proposed in northern and northeastern New Mexico, with eastern portions of the Military Training Route (MTR) extending into west Texas.

Should Alternative D be selected, the Air Force anticipates an average of ten B-1 and B-52 bomber flights per day, 260 training days per year, at a minimum of 300 feet above

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ground level (AGL) through the northern New Mexico MTR. Currently, approximately one jet fighter overflight per day at 100 feet AGL or above occurs in the existing MTR.

The Department has three major concerns with Alternative D (primarily with the establishment of the new Instrument Route (IR) 153 within this MTR): 1) the large number of ecological sensitive Special Land Use Management Areas in the flight path and adverse impacts on sportsmen and recreationists; 2) potential direct, indirect and cumulative adverse impacts on wildlife, including big game and threatened, endangered and sensitive species; and 3) a deficient cumulative impacts analysis and the safety of our personnel conducting seasonal aerial wildlife surveys.

1) **SPECIAL USE LAND MANAGEMENT AREAS AND IMPACTS ON SPORTSMEN AND RECREATIONISTS:**

Page 4-81 of the DEIS states: "Flight operations would not likely affect land use, recreation resources, or visual settings under the airspace." Page 4-83 states: "None of the alternatives would have more than minimal effects on land use, recreation resources, or visual settings." The Department strongly disagrees with both statements as explained in the following section.

LU-13 Alternatives B and C would overfly two Special Use Land Management Areas (e.g. state parks and wildlife areas, Wild and Scenic Rivers, etc.), whereas Alternative D would overfly thirteen (or seventeen; the DEIS is contradictory with regard to this issue; see page 4-76). Ecologically sensitive Special Use Land Management Areas in New Mexico in the flight path for Alternative D include: 1) the Urraca, Colin Neblett and Elliot Barker Wildlife Areas owned by the Department and managed for wildlife habitat and hunting opportunities; 2) Villanueva, Cimarron Canyon, Sumner Lake, Chicosa Lake and Clayton Lake State Parks; 3) the Rio Grande Wild and Scenic River; 4) Kiowa National Grasslands; and 5) portions of the Carson and Santa Fe National Forests. Ute and Conchas Lakes State Parks are close to the proposed flight paths, but are not analyzed in the DEIS.

Should Alternative D be chosen, the frequency of overflight disturbance throughout most of the New Mexico MTR and the intensity of overflight noise disturbance will increase substantially. Increased low-altitude overflights of ecologically sensitive Special Use Land Management Areas will subject hunters, fishermen, non-consumptive wildlife users and wildlife to noise levels 10 DNL above current baseline levels (DNL is the Day-Night Average Sound Level, which sums individual noise events and averages noise levels over a 24 hour period). Federal agencies have adopted guidelines for noise analyses, and most consider noise levels at or above 65 DNL unacceptable to residential, recreational, cultural and other human use areas. At 65 DNL, approximately 12% of the exposed population would be highly annoyed. Humans may perceive changes of 3 DNL or more,

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even below 65 DNL, as degrading their environment and/or negatively affecting their quality of life (DEIS p.4-56). For proposed IR153, which contains 38 segments and most of the airspace outside of the higher altitude Military Operations Area (MOA), over half of the segments will have a noise level of 60 DNL or above. Noise levels will increase by more than 10 DNL in 22 segments. The highest noise levels and greatest change would occur in segments AB-GH of the route (northern New Mexico), the most ecologically sensitive segments that include our wildlife areas. In the western half of the MTR, 4 to 10 percent more people could be highly annoyed (DEIS p.4-46).

The Elliot S. Barker, Colin-Neblett and Urraca Wildlife Areas are owned and managed by the Department for wildlife habitat and hunting opportunities. These areas provide habitat for mule deer, elk, turkey, bighorn sheep and numerous other wildlife species. Critical winter habitat areas occur on the Colin-Neblett, which receive concentrated wildlife use during winter months (Colin-Neblett Wildlife Area Management Plan; August 24, 1984). The Elliot S. Barker Wildlife Area is located within the Valle Vidal Management Unit, and contains both summer and winter habitat for big game species. This area provides important winter habitat for a substantial number of residential and migratory elk, which generally occupy the area in December and stay until April (Elliot S. Barker Wildlife Area Management Plan; August 24, 1984).

LU-14 The Valle Vidal Management Unit was not identified within the DEIS as a Special Use Land Management Area. The Valle Vidal is managed by the Department in cooperation with the Carson National Forest as critical elk calving and wintering habitat. The Valle Vidal is designated as a once-in-a-lifetime opportunity elk hunting area, and closures are in effect from January 1 to July 1 in a portion of the unit to prohibit human disturbance. The Valle Vidal falls under segments BC to CD of proposed IR-153, which are only 4

LU-15 nautical miles wide, and would experience 2,660 sortie-operations per year. This increased frequency and intensity of low-level overflights will adversely affect the hunting, fishing and nonconsumptive wildlife experiences for New Mexico sportsmen

BI-28 and recreationists in this area, and possibly adversely affect elk migration and reproduction.

LU-16 The DEIS also fails to identify the Latir Peaks Wilderness Area as a Special Use Land Management Area, which also falls under segments BC-CD. The Latir Peaks Wilderness Area has been identified as suitable Rocky Mountain bighorn sheep habitat and is currently being considered for reintroduction bighorn in 2000. The DEIS should analyze potential impacts to the Valle Vidal and Latir Peaks Wilderness Area and incorporate these areas into the Special Use Land Management Areas tables.

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2) **IMPACTS ON WILDLIFE:**

The Department is concerned with the potential adverse impacts of low-level overflights on big game, waterfowl, and threatened, endangered and sensitive species.

With regard to this issue, page 4-106 of the DEIS states:

> "Potential sources of impacts to wildlife from aircraft overflights are the visual effect of the approaching aircraft and the associated subsonic noise. Any visual impacts would be most likely to occur along those portions of IR-153 that are below 1,000 feet AGL (e.g., segments AB-IJ), the altitude accounting for most reactions to visual stimuli by wildlife (Lamp 1989; Bowles 1995).
>
> "IR-153 would experience an increase of approximately 1 to 10 sortie operations per day, depending upon the segments flown. The potential for impacts to wildlife and birds would be greatest where the segments permit flight altitudes below 1,000 feet AGL but above 200 feet AGL. Of the 38 segments on proposed IR-153, 30 would permit overflights below 1,000 feet AGL (Appendix C, Table C-3). It is estimated that approximately 80 percent of the flight activity along these segments would occur below 1,000 feet AGL. None of the flight activity in the proposed Mt. Dora MOA/ATCAA would be below 3,000 feet AGL and it should not affect wildlife. As a result of the program of consultation, the USFWS has raised concerns regarding the effects of low-altitude overflights on threatened or endangered bird species.
>
> "Studies of subsonic aircraft disturbances on ungulates, in both laboratory and field conditions, have shown that effects are transient and of short duration, and suggest that the animals habituate to the sounds (Workman *et al.* 1992; Krausman *et al.* 1993, 1998; Weisenberger *et al.* 1996). Similarly, the impacts to raptors and other birds from aircraft low-level flights were found to be brief, insignificant, and not detrimental to reproductive success (Smith *et al.* 1988; Lamp 1989; Ellis *et al.* 1991; Grubb and Bowerman 1997).
> Based on these studies, the evidence would suggest that Alternative D flight operations would not result in significant, adverse impacts to wildlife or threatened, endangered or sensitive species. Historically, and at present, most (about 90%) of the area and wildlife under proposed IR-153 has been subject to low-altitude military overflights."

Other literature sources suggest that low-level aircraft overflights can negatively impact wildlife populations. Concerning possible adverse effects of low-level overflights on wildlife, the National Park Service (1994 p.10.2) states:

> "In general, wild animals respond to low-altitude overflights, although the manner in which they do so depends on life-history characteristics of the species, characteristics of the aircraft, flight activities, and a variety of factors such as habitat type and previous exposure to aircraft...The primary concern stemming from these low-level overflights related to wildlife is that the flights may cause physiological and/or behavioral responses that in turn reduce the wildlife's fitness or ability to survive. Overflights may cause excessive arousal and alertness or stress. If chronic, stress can compromise the general health of animals. Overflights may interfere with raising young, habitat use, and physiological energy budgets. Indirect effects on wildlife such as accidental injury, energy losses, habitat avoidance and abandonment are very difficult to detect, but some experts suspect they occur."

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Concerning the effects of low-altitude overflights on wildlife, the National Ecology Research Center (1988 p.13-15) states:

> "Differences in noise from low-altitude subsonic overflight and high-altitude supersonic overflight include the increased duration of noise from a low-altitude overflight, the greater probability that noise from low-altitude overflights will be accompanied by visual perception of the aircraft, and the broad-band frequency distribution of jet engine noise (about 200-20,000 Hz) versus the low-frequency noise of sonic booms (with most of the sound energy between 15-50 Hz).
>
> "Animal species differ greatly in their response to noise of various characteristics and duration. Individual animal response to a given noise event or series of events also can vary widely, due to a variety of factors, including time of day and year, physical condition of the animal, physical environment (such as whether the animal is restrained or unrestrained), the experience of the individual animal, and whether or not other physical stressors (e.g. drought) are present."

BI-29 A substantial body of literature documents impacts to domestic animals and wildlife in laboratory and field settings of simulated and actual aircraft noise and overflights. Borg (1981) found that in general, animals appear to be more sensitive to noise disturbance than humans. Effects to wildlife from low-level overflights and sonic booms may include: 1) direct physical auditory changes such as eardrum rupture and temporary and permanent hearing shifts (Beagley 1965; Majeau-Chargois et al. 1970; Reinis 1976); 2) lowered reproductive rates (Calef 1974; Gunn and Livingston 1974; Harrington and Veitch 1992; and others); and 3) behavioral changes such as decreased ability to obtain food, interference with mating, and habitat avoidance (Stockwell et al. 1991; McCourt et al. 1974a; Schweinsburg 1974a and 1974b; Gollop et al. 1974b). See Table 1 for a partial list of studies of effects of simulated and real aircraft noise and sonic booms on wildlife and domestic animals.

The conflicting research findings on the effect of noise and low-altitude overflights on wildlife populations suggest that extreme levels of noise can have serious adverse effects, but that below a certain threshold no or minimal disturbance is detectable. The Department believes that the intensity, frequency, duration and timing of the proposed low-level overflights may have substantial negative impacts on wildlife populations, should Alternative D be chosen.

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PARTIAL LIST OF STUDIES OF EFFECTS OF SIMULATED AND REAL AIRCRAFT NOISE AND SONIC BOOMS ON WILDLIFE AND DOMESTIC ANIMALS

STUDY	TYPE OF NOISE	SPECIES	EFFECT
Beagley 1965	General noise	Guinea pig	Anatomical hearing damage; hearing loss
Majeau-Chargois et al. 1970	Simulated sonic booms	Guinea pig	Anatomical hearing damage; hearing loss
Reinis 1976	Simulated sonic booms	Mouse	Auditory damage, inner ear bleeding
Calef 1974	General noise	Caribou	Increased incidence of miscarriages; lower birth rates
Gunn and Livingston 1974	Low-altitude helicopters	Lapland longspur	Lower hatching and fledgling success; higher nest abandonment; premature disappearance of nestlings
Harrington and Veitch 1992	Military jets	Caribou	Calves died
Burger 1981	Low-level supersonic transports	Herring gull	More fighting; lower clutch size due to broken eggs during fighting bouts
Shaw 1970	Blasting, drilling, sonic boom, low-altitude aircraft	California condor	Adults flush from nest; some nests abandoned
Wilbur 1978	Blasting, drilling, sonic boom, low-altitude aircraft	California condor	Adults flush from nest; some nests abandoned
Bunnell et al. 1981	Commercial jet aircraft	White pelican	Stampede, panic; eggs lost, abandoned, eaten
Stockwell et al. 1991	Helicopters	Bighorn sheep	Decreased food intake while feeding (interruption)
McCourt et al. 1974a	Fixed-wing aircraft	Grizzly bear	Interrupt activity; leave area
Schweinsburg 1974a and 1974b	Fixed-wing aircraft	Ducks and geese	Abandoned some lakes for more than 4 days
Gollop et al. 1974b	Helicopter	Glaucous gull	Disrupt nesting behavior

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BI-17 Page 4-50 of the DEIS states: "Neither the existing nor proposed airspace in Alternative D would overlie or intersect any major migration flyways or water bodies where birds congregate." This statement is inaccurate, represents a poor understanding of the area under analysis, and is contradicted by information contained in the DEIS. Page 4-103 of the DEIS recognizes the importance of the Rio Grande flyway to migrating whooping cranes. This flyway also supports thousands of sandhill cranes, snow and Canadian geese, waterfowl and other birds in annual spring and fall migrations to Bosque del Apache National Wildlife Refuge and points further south. The DEIS fails to acknowledge the use of Sumner, Conchas, Ute and Clayton Lakes State Parks, and Rio Grande, Pecos and Canadian Rivers as significant wintering areas for migratory waterfowl and eagles. These areas will all be in or near the flight paths for Alternative D if selected. These facts undermine the DEIS assertion (p.4-50) that even with increased sortie-operations, the potential for bird-aircraft strikes in IR-153 and Mt. Dora MOA would be negligible.

BI-14 Section 4.3.5, page 4-101 states: "Most of the wildlife occurring under Alternative D airspace consist of those species associated with mixed grasslands. As described previously under Alternative A: No-Action, many of these wildlife species are habitat generalists able to adapt to a range of habitats…Due to the arid nature of the region, the abundance and diversity of resident and migratory wildlife are greatest around riparian areas, lakes, reservoirs, and ephemeral playas." These statements are inherently contradictory. Many different habitat types will be impacted by the selection of Alternative D, including montane, lacustrine, riverine and riparian habitats. Because most vertebrate wildlife species in New Mexico are reliant on riparian and aquatic habitats for food, water and cover, these species are not able to adapt to a wide range of habitats. Of the 867 species of vertebrates known to occur in New Mexico, 479 (55%) rely wholly or in part on aquatic, wetland or riparian habitat for their survival. Fifty-one of the 96 species that are listed by the state as threatened or endangered are associated with these habitats (NMGF 1997). The reliance of much of the state's wildlife on aquatic and riparian habitats within Special Land Use Management Areas in the proposed MTR emphasizes the potential adverse impacts on wildlife.

THREATENED, ENDANGERED AND SENSITIVE SPECIES

The DEIS cover sheet states: "Alternative D would result in continued and increased low-altitude overflights of known or suspected habitat for federally-listed threatened and endangered bird species: peregrine falcons, Mexican spotted owls, and bald eagles. No cumulative impacts are expected." Table 2.6.1 on page 2-61 of the DEIS states that for Alternative D, the project will increase by 10 low-altitude overflights over three peregrine falcon nest areas, wintering bald eagle areas, and Mexican spotted owl habitat. The table states that the U.S. Fish and Wildlife Service considers low-altitude overflights as potentially significant to these species. The Department is also concerned about the

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potential direct, indirect and cumulative impacts to these species. Several recent reports have suggested that spotted owls may be susceptible to disturbance-induced stress, which could be contributing to population declines (Wasser et al. 1997; Malakoff 1997). Although the literature is again divided concerning the impacts of low-altitude overflight disturbance on certain raptor species, testing for similar intensity, frequency, duration and timing of overflight disturbance is difficult. We believe that extrapolating study results to situations with more intensive low-level overflight conditions would not be valid.

3) **CUMULATIVE EFFECTS AND DEPARTMENT AERIAL SURVEYS**

Due to the incremental increase in low-altitude overflights of northern New Mexico by various branches of the military, the Department has previously requested that cumulative impact analyses be conducted to adequately analyze past, present and reasonably foreseeable future projects. To our knowledge, none have been done. It is our understanding that Sections 1502.16 and 1508.7 of the National Environmental Policy Act (NEPA) regulations require federal entities to consider direct, indirect, and cumulative impacts of the proposed project on the affected environment. CEQ regulation 40 CFR1508.7 states: " 'Cumulative impact' is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

PD-59 Page 5-2 of "Chapter 5-Cumulative Effects" states: "Known past and present actions that might result in cumulative effects are all Air Force activities." We disagree with this statement, since the Air National Guard proposed to establish a low-level training route over northcentral New Mexico, which the Department commented on in a letter dated 24 June 1990. To our knowledge, these flights still occur. The Department also routinely conducts aerial big game population surveys that overlap much of the areas to be overflown by proposed IR-153. These survey flights were not analyzed as part of the

BR-2 cumulative analysis for this project. The Department is concerned that the increased number of low-level flights will pose a hazard to Department personnel conducting routine aerial big-game surveys if Alternative D is selected.

GE-18 Page 5-2 of the DEIS also states: "The flight operations of each of these actions [USAF] have been incorporated into the analysis in this EIS as part of the baseline conditions in the affected airspace environment for the No-Action Alternative and the action alternatives, then incorporated into the analysis for each of the alternatives." It is our understanding that this approach does not fulfill the intent of NEPA cumulative analysis requirements. By considering all existing activities as baseline conditions, past and present activities are not analyzed. If this method were valid, each new project would essentially start with a "clean slate", and have no previous impacts to consider, since any

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previous impacts would now be considered existing baseline conditions. In support of this apparent position, page 5-1 states: "The time frame for cumulative effects starts in early 2000 when airspace changes proposed under RBTI would most likely be implemented and would continue into the foreseeable future."

The Department believes that a more rigorous analysis is needed to determine possible long-term cumulative effects of past, present and future Air Force and other aerial operations in northern New Mexico on sportsmen, recreationists and wildlife. NEPA (40 CFR 1508.27.7) states that: "Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts."

In closing, the Department's primary concerns are the intensity, frequency, duration and timing of proposed low-altitude overflights, primarily in the proposed IR-153 of Alternative D, and the project's potential adverse impacts on recreationists and wildlife, including big game, water fowl, raptors, and other sensitive species. Alternative D will have the most adverse impact on wildlife resources and recreational users of Special Use Land Management Areas and would result in the most change from baseline conditions (page 4-52).

We appreciate the opportunity to comment on this DEIS. Should you have any further questions regarding our comments, please contact Mark Watson, Habitat Specialist of my staff at (505) 827-1210.

Sincerely,

Tod W. Stevenson

Tod W. Stevenson, Chief
Conservation Services Division

TWS/MLW

Xc: Lt. Gov. Walter Bradley
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Jerry Maracchini (Director, NMGF)
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April 6, 1999

Major Brent Adams
HQ ACC/CEVPP
RBTI Project Manager
129 Andrews Street, Suite 102
Langley Air Force Base, Virginia 23665-2769

Dear Major Adams:

This responds to Mr. Alton Chavis's March 12, 1998, transmittal of the Realistic Bomber Training Initiative (RBTI) Draft Environmental Impact Statement (DEIS). The RBTI, designed to increase training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base, Texas, and Barksdale Air Force Base, Louisiana, consists of the following proposed elements:

Modifications and additions to existing military training route (MTR) airspace in Texas and New Mexico used generally for low-altitude navigation training activities;

Modifications and additions to existing military operations area (MOA) airspace in Texas and New Mexico used for medium to high altitude training and maneuvering;

Increased flights by B-1 and B-52 aircraft in the identified airspace;

Acquisition of several 15-acre parcels under MTR and MOA airspace for construction and operation of an Electronic Scoring Site system; and

Closure of existing Electronic Scoring Site systems in Arkansas and Colorado.

Our comments deal solely with the discussion of threatened and endangered species within the document, a narrative that is greatly in need of clarification and correction. The references to an ongoing consultation are in error and should be corrected. Our records indicate that species information was requested from and provided by the Fish and Wildlife Service Ecological Services Field Offices in New Mexico and Texas more than one year ago. Indeed, the latest (March 25, 1998) communication received by the Fish and Wildlife Service from Ogden Environmental and Energy Services clearly stated that no determination regarding the need for consultation under the Endangered Species Act had been made. Thus, the statements that the Air Force is currently in consultation with the Fish and Wildlife Service (Page 4-85) should be corrected. We also recommend that a more recent list of species be

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utilized in your analysis; species have been proposed for listing or are under review for determining if a proposal to list is warranted since the original December 1997 request for information. We have enclosed a current list of species for the following counties: Colfax, Eddy, Guadalupe, Harding, Lea, Mora, Quay, Rio Arriba, San Miguel, Taos, and Union.

BI-26 The Fish and Wildlife Service also requests an opportunity to review the data upon which the statements concerning the northern aplomado falcon in the draft document are based. The portions of the proposed action within southeastern New Mexico and west Texas overlay significant historic habitat for the falcon. Without an opportunity to review the field data documenting the surveys conducted for this species in this area, we believe that the characterization of the species' use of the region as a rare migrant or visitor is biologically unsupported. Without reviewing those data, we also cannot agree with such blanket statements as those in the last paragraph of Page 4-90, concerning such designated sensitive species as the ferruginous hawk, loggerhead snake (we assume this is loggerhead shrike), burrowing owl, white face ibis, swift fox, and Texas horned lizard. The document presents no data concerning the stability of populations of these species, specifically, their distribution and abundance within that habitat. Without reviewing the data upon which the impacts of the proposed action have been assessed, and based on our own records, the Fish and Wildlife Service cannot concur with the conclusions presented in the document.

Should you have any questions concerning these comments, please contact this office at your earliest opportunity.

Sincerely,

Jennifer Fowler-Propst
Field Supervisor

Enclosures

cc(w/o enc):
Geographic Assistant Regional Director, AZ/NM, Fish and Wildlife Service, Albuquerque, New Mexico
Geographic Assistant Regional Director, TX/OK, Fish and Wildlife Service, Albuquerque, New Mexico
Regional NEPA Coordinator, Ecological Services, Fish and Wildlife Service, Albuquerque, New Mexico
Field Supervisor, Austin Ecological Services Office, Austin, Texas
Field Supervisor, Arlington Ecological Services Office, Arlington, Texas

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Colfax

Black-footed ferret, Mustela nigripes, E
Fringed myotis, Myotis thysanodes, SC
Long-eared myotis, Myotis evotis, SC
Long-legged myotis, Myotis volans, SC
New Mexican meadow jumping mouse, Zapus hudsonius luteus, SC
Occult little brown bat, Myotis lucifugus occultus, SC
Swift fox, Vulpes velox, C
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Black tern, Chlidonias niger, SC
Loggerhead shrike, Lanius ludovicianus, SC
Ferruginous hawk, Buteo regalis, SC
Mexican spotted owl, Strix occidentalis lucida,
Mountain plover, Charadrius montanus, PT
Northern goshawk, Accipiter gentilis, SC
Piping plover, Charadrius melodus, T
Southwestern willow flycatcher, Empidonax traillii extimus, E
Western burrowing owl, Athene cunicularia hypugea, SC
White-faced ibis, Plegadis chihi, SC
Arkansas River shiner, Notropis girardi, PE w/CH
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Plains minnow, Hybognathus placitus, SC
Texas horned lizard, Phrynosoma cornutum, SC
Dwarf milkweed, Asclepias uncialis var. uncialis, SC

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Eddy

Arizona black-tailed prairie dog, Cynomys ludovicianus arizonensis, SC
Big free-tailed bat, Nyctinomops macrotis (=Tadarida m., T. molossa), SC
Black-footed ferret, Mustela nigripes, E
Cave myotis, Myotis velifer, SC
Fringed myotis, Myotis thysanodes, SC
Gray-footed chipmunk, Tamias canipes, SC
Guadalupe southern pocket gopher, Thomomys umbrinus guadalupensis, SC
Long-legged myotis, Myotis volans, SC
Occult little brown bat, Myotis lucifugus occultus, SC
Pale Townsend's (=western) big-eared bat, Plecotus townsendii pallescens, SC
Pecos River muskrat, Ondatra zibethicus ripensis, SC
Small-footed myotis, Myotis ciliolabrum, SC
Swift fox, Vulpes velox, C
Yuma myotis, Myotis yumanensis, SC
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Black tern, Chlidonias niger, SC
Ferruginous hawk, Buteo regalis, SC
Interior least tern, Sterna antillarum, E
Loggerhead shrike, Lanius ludovicianus, SC
Mexican spotted owl, Strix occidentalis lucida, T
Northern aplomado falcon, Falco femoralis septentrionalis, E
Northern goshawk, Accipiter gentilis, SC
Western burrowing owl, Athene cunicularia hypugea, SC
White-faced ibis, Plegadis chihi, SC
Lesser prairie chicken, Tympanuchus pallidicinctus, C
Blue sucker, Cycleptus elongatus, SC
Headwater catfish, Ictalurus lupus, SC
Pecos bluntnose shiner, Notropis simus pecosensis, T w/CH
Pecos gambusia, Gambusia nobilis, E
Pecos pupfish, Cyprinodon pecosensis, PE
Plains minnow, Hybognathus placitus*, SC
Rio Grande shiner, Notropis lemezanus, SC
Sand dune lizard, Sceloporus arenicolus, SC
Texas horned lizard, Phrynosoma cornutum, SC
limestone tiger beetle, Cicindela politula petrophila, SC
Mescalero Sands tiger beetle, Cicindela formosa rutilovirescens, SC
Mescalero Sands June beetle, Polyphylla mescalerensis, SC
Ovate vertigo (snail), Vertigo ovata, SC
Pecos springsnail, Pyrgulopsis pecosensis, SC
Texas hornshell (mussel), Popenaias popei, SC
Few-flowered jewelflower, Streptanthus sparsiflorus, SC
Glass Mountain coral-root, Hexalectris nitida, SC
Guadalupe rabbitbrush, Chrysothamnus nauseosus var. texensis, SC
Gypsum wild-buckwheat, Eriogonum gypsophilum, T w/CH

009016

Kuenzler hedgehog cactus, Echinocereus fendleri var. Kuenzleri, E
Lee pincushion cactus, Coryphantha sneedii var. leei, T
Lloyd's hedgehog cactus, Echinocereus lloydii, E
Mat leastdeisy, Chaetopappa hershevi, SC
Tharp's blue-star, Amsonia tharpii, SC
Wright's water-willow, Justicia wrightii, SC

009016

Guadalupe

Black-footed ferret, Mustela nigripes, E
Pecos River muskrat, Ondatra zibethicus ripensis, SC
Small-footed myotis, Myotis ciliolabrum, SC
Spotted bat, Euderma maculatum, SC
Swift fox, Vulpes velox, C
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Ferruginous hawk, Buteo regalis, SC
Loggerhead shrike, Lanius ludovicianus, SC
Mountain plover, Charadrius montanus, PT
Southwestern willow flycatcher, Empidonax traillii extimus, E
White-faced ibis, Plegadis chihi, SC
Lesser prairie chicken, Tympanuchus pallidicinctus, C
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Plains minnow, Hybognathus placitus*, SC
Rio Grande shiner, Notropis jemezanus, SC
Texas horned lizard, Phrynosoma cornutum, SC
Pecos sunflower, Helianthus paradoxus, PT
Wright's marsh thistle, Cirsium wrightii, SC

009016

Harding

Black-footed ferret, Mustela nigripes, E
Swift fox, Vulpes velox, C
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Ferruginous hawk, Buteo regalis, SC
Loggerhead shrike, Lanius ludovicianus, SC
Mountain plover, Charadrius montanus, PT
Western burrowing owl, Athene cunicularia hypugea, SC
White-faced ibis, Plegadis chihi, SC
Lesser prairie chicken, Tympanuchus pallidicinctus, C
Arkansas River shiner, Notropis girardi, T
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Plains minnow, Hybognathus placitus, SC
Texas horned lizard, Phrynosoma cornutum, SC
Santa Fe cholla, Opuntia viridiflora, SC
Spellenberg's groundsel, Senecio spellenbergii, SC

009016

Lea

Black-footed ferret, Mustela nigripes, E
Cave myotis, Myotis velifer, SC
Swift fox, Vulpes velox, C
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Ferruginous hawk, Buteo regalis, SC
Loggerhead shrike, Lanius ludovicianus, SC
Northern aplomado falcon, Falco femoralis septentrionalis, E
Western burrowing owl, Athene cunicularia hypugea, SC
Lesser prairie chicken, Tympanuchus pallidicinctus, C
Sand dune lizard, Sceloporus arenicolus, SC
Texas horned lizard, Phrynosoma cornutum, SC

009016

Mora

Black-footed ferret, Mustela nigripes, E
Fringed myotis, Myotis thysanodes, SC
Long-legged myotis, Myotis volans, SC
New Mexican meadow jumping mouse, Zapus hudsonius luteus, SC
Occult little brown bat, Myotis lucifugus occultus, SC
Pale Townsend's (=western) big-eared bat, Plecotus townsendii pallescens, SC
Spotted bat, Euderma maculatum, SC
Swift fox, Vulpes velox, C
Yuma myotis, Myotis yumanensis, SC
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Ferruginous hawk, Buteo regalis, SC
Loggerhead shrike, Lanius ludovicianus, SC
Mexican spotted owl, Strix occidentalis lucida, T
Mountain plover, Charadrius montanus, PT
Northern goshawk, Accipiter gentilis, SC
Southwestern willow flycatcher, Empidonax traillii extimus, E
Western burrowing owl, Athene cunicularia hypugea, SC
White-faced ibis, Plegadis chihi, SC
Arkansas River shiner, Notropis girardi, PE w/CH
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Texas horned lizard, Phrynosoma cornutum, SC
New Mexico silverspot butterfly, Speyeria nokomis nitocris, SC

009016

Quay

Black-footed ferret, Mustela nigripes, E
Swift fox, Vulpes velox, C
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Black tern, Chlidonias niger, SC
Ferruginous hawk, Buteo regalis, SC
Loggerhead shrike, Lanius ludovicianus, SC
Mountain plover, Charadrius montanus, PT
Western burrowing owl, Athene cunicularia hypugea, SC
White-faced ibis, Plegadis chihi, SC
Lesser prairie chicken, Tympanuchus pallidicinctus, C
Arkansas River shiner, Notropis girardi, T
Arkansas River speckled chub, Hybopsis aestivalis tetranemus, SC
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Plains minnow, Hybognathus placitus, SC
Texas horned lizard, Phrynosoma cornutum, SC

009016

Rio Arriba

Big free-tailed bat, Nyctinomops macrotis (=Tadarida m., T. molossa), SC
Black-footed ferret, Mustela nigripes, E
Goat Peak pika, Ochotona princeps nigrescens, SC
Long-eared myotis, Myotis evotis, SC
Long-legged myotis, Myotis volans, SC
New Mexican meadow jumping mouse, Zapus hudsonius luteus, SC
Occult little brown bat, Myotis lucifugus occultus, SC
Pale Townsend's (=western) big-eared bat, Plecotus townsendii pallescens, SC
Small-footed myotis, Myotis ciliolabrum, SC
Southwestern otter, Lutra canadensis sonorae, SC
Spotted bat, Euderma maculatum, SC
Yuma myotis, Myotis yumanensis, SC
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Black tern, Chlidonias niger, SC
Ferruginous hawk, Buteo regalis, SC
Harlequin duck, Histrionicus histrionicus, SC
Interior least tern, Sterna antillarum athalassos, E
Loggerhead shrike, Lanius ludovicianus, SC
Mexican spotted owl, Strix occidentalis lucida, T
Northern goshawk, Accipiter gentilis, SC
Southwestern willow flycatcher, Empidonax traillii extimus, E
White-faced ibis, Plegadis chihi, SC
Whooping crane, Grus americana, XN
Colorado squawfish, Ptychocheilus lucius, E
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Roundtail chub, Gila robusta, SC
Boreal western toad, Bufo boreas boreas, C
Jemez Mountains salamander, Plethodon neomexicanus, SC
Arizona willow, Salix arizonica, SC
Ripley milk-vetch, Astragalus ripleyi, SC

009016

San Miguel

Black-footed ferret, Mustela nigripes, E
Fringed myotis, Myotis thysanodes, SC
Long-eared myotis, Myotis evotis, SC
Long-legged myotis, Myotis volans, SC
New Mexican meadow jumping mouse, Zapus hudsonius luteus, SC
Occult little brown bat, Myotis lucifugus occultus, SC
Pale Townsend's (=western) big-eared bat, Plecotus townsendii pallescens, SC
Pecos River muskrat, Ondatra zibethicus ripensis, SC
Small-footed myotis, Myotis ciliolabrum, SC
Spotted bat, Euderma maculatum, SC
Swift fox, Vulpes velox, C
Yuma myotis, Myotis yumanensis, SC
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Black tern, Chlidonias niger, SC
Ferruginous hawk, Buteo regalis, SC
Loggerhead shrike, Lanius ludovicianus, SC
Mexican spotted owl, Strix occidentalis lucida, T
Mountain plover, Charadrius montanus, PT
Northern goshawk, Accipiter gentilis, SC
Southwestern willow flycatcher, Empidonax traillii extimus, E
Western burrowing owl, Athene cunicularia hypugea, SC
White-faced ibis, Plegadis chihi, SC
Whooping crane, Grus americana, XN
Arkansas River shiner, Notropis girardi, T
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Plains minnow, Hybognathus placitus, SC
Texas horned lizard, Phrynosoma cornutum, SC
New Mexico silverspot butterfly, Speyeria nokomis nitocris, SC
Chiricahua dock, Rumex orthoneurus, PT
Dwarf milkweed, Asclepias uncialis var. uncialis, SC
Holy Ghost ipomopsis, Ipomopsis sancti-spiritus, E

009016

Taos

Black-footed ferret, Mustela nigripes, E
Fringed myotis, Myotis thysanodes, SC
Long-eared myotis, Myotis evotis, SC
Long-legged myotis, Myotis volans, SC
New Mexican jumping mouse, Zapus hudsonius luteus, SC
Occult little brown bat, Myotis lucifugus occultus, SC
Pale Townsend's (=western) big-eared bat, Plecotus townsendii pallescens, SC
Small-footed myotis, Myotis ciliolabrum, SC
Southwestern otter, Lutra canadensis sonorae, SC
Spotted bat, Euderma maculatum, SC
Yuma myotis, Myotis yumanensis, SC
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Ferruginous hawk, Buteo regalis, SC
Harlequin duck, Histrionicus histrionicus, SC
Loggerhead shrike, Lanius ludovicianus, SC
Mexican spotted owl, Strix occidentalis lucida, T
Mountain plover, Charadrius montanus, PT
Northern goshawk, Accipiter gentilis, SC
Southwestern willow flycatcher, Empidonax traillii extimus, E
White-faced ibis, Plegadis chihi, SC
Whooping crane, Grus americana, XN
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Cockerell's striate disc (snail), Discus shemeki cockerelli, SC
Sangre de Cristo peaclam, Pisidium sanguinichristi, SC
New Mexico silverspot butterfly, Speyeria nokomis nitocris, SC
Arizona willow, Salix arizonica, SC
Chiricahua dock, Rumex orthoneurus, PT
Ripley milk-vetch, Astragalus ripleyi, SC

009016

Union

Black-footed ferret, Mustela nigripes, E
Fringed myotis, Myotis thysanodes, SC
Long-legged myotis, Myotis volans, SC
Pale Townsend's (=western) big-eared bat, Plecotus townsendii pallescens, SC
Small-footed myotis, Myotis ciliolabrum, SC
Swift fox, Vulpes velox, C
Yuma myotis, Myotis yumanensis, SC
American peregrine falcon, Falco peregrinus anatum, E
Arctic peregrine falcon, Falco peregrinus tundrius, E (S/A)
Baird's sparrow, Ammodramus bairdii, SC
Bald eagle, Haliaeetus leucocephalus, T
Ferruginous hawk, Buteo regalis, SC
Loggerhead shrike, Lanius ludovicianus, SC
Mountain plover, Charadrius montanus, PT
Northern goshawk, Accipiter gentilis, SC
Western burrowing owl, Athene cunicularia hypugea, SC
White-faced ibis, Plegadis chihi, SC
Whooping crane, Grus americana, XN
Lesser prairie chicken, Tympanuchus pallidicinctus, C
Arkansas River shiner, Notropis girardi, T
Flathead chub, Platygobio (=Hybopsis) gracilis, SC
Plains minnow, Hybognathus placitus, SC
Texas horned lizard, Phrynosoma cornutum, SC
Regal silverspot butterfly, Speveria idalia, SC
Dwarf milkweed, Asclepias uncialis var. uncialis, SC

009016

Index

E	=	Endangered
PE	=	Proposed Endangered
PE w/CH	=	Proposed Endangered with critical habitat
T	=	Threatened
PT	=	Proposed Threatened
PT w/CH	=	Proposed Threatened with critical habitat
PCH	=	Proposed critical habitat
C	=	Candidate Species (taxa for which the Service has sufficient information to propose that they be added to list of endangered and threatened species, but the listing action has been precluded by other higher priority listing activities).
SC	=	Species of Concern (taxa for which further biological research and field study are needed to resolve their conservation status)
S/A	=	Similarity of Appearance
*	=	Introduced population
XN	=	Nonessential experimental

009017

EDWARD A. PEASE
7TH DISTRICT, INDIANA
JUDICIARY COMMITTEE
SUBCOMMITTEES:
COURTS AND INTELLECTUAL PROPERTY
IMMIGRATION AND CLAIMS
TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
SUBCOMMITTEES:
SURFACE TRANSPORTATION
AVIATION
119 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5805

DISTRICT OFFICES:
107 FEDERAL BUILDING
TERRE HAUTE, IN 47808
(812) 238-1619
107 HALLECK FEDERAL BUILDING
LAFAYETTE, IN 47901
(765) 423-1661
HENDRICKS COUNTY GOVERNMENT CENTER
355 S. WASHINGTON STREET
DANVILLE, IN 46122
(317) 718-0907

Congress of the United States
House of Representatives
Washington, DC 20515–1407

June 14, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

BR-6 I have personally reviewed the Air Force's proposed Realistic Bomber Training Initiative (RBTI) and the Draft Environmental Impact Statement, with appendices, regarding Alternative D in northern New Mexico. As you know, I have been a firm, consistent supporter of the armed forces in the United States, and I believe strongly in the need to further improve training and support for our military personnel. Programs like RBTI are essential to such training, and I support them vigorously.

I could not, however, be more strenuously opposed to the selection of Alternative *D* – and I urge you in the strongest possible terms to consider some other alternative.

I have been a volunteer in the programs of the Boy Scouts of America for my entire adult life. For more than fifteen years, I have been a volunteer at Philmont Scout Ranch in Colfax County, New Mexico – the largest and most famous Scouting facility in the world. I spend several weeks every year in the Sangre de Christo Mountains of Philmont; have hiked, camped and fished there, and know its terrain as well as I know my own back yard.

Philmont lies directly in the path of Alternative D. Low-level overflights by B-1s and B-52s would destroy its usefulness for the wilderness camping and hiking experience that has made it world famous, and from which more than a half million young people have left with a greater appreciation for our natural environment and their own resourcefulness. Though Colfax County is sparsely populated, there are more than 5000 young people in the mountains of Philmont on any given day – some on horseback, some rappelling or mountain climbing, some engaged in spar pole climbing. Their safety would be compromised, and their wilderness experience destroyed should these flights be approved. For all practical purposes, the single largest asset of the Boy Scouts of America would be rendered useless for the purpose it was acquired more than sixty years ago should Alternative D be selected.

Thank you for your consideration of my views. Please contact me personally if you would like to discuss the matter further.

Sincerely yours,

Edward A. Pease
Member of Congress

cc: F. Whitten Peters

009018

COUNTY OF BREWSTER
Val Beard, *County Judge*
P.O. Drawer 1630 • Alpine, Texas 79831 • 915-837-2412

June 16, 1999

Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

RE: Draft Environmental Impact Statement

Dear Major Adams:

Please enter Brewster County's objection, in the strongest possible terms, to the Draft Environmental Impact Statement ("DEIS") for the Realistic Bomber Training Initiative ("RBTI"). Although the Air Force may have complied with the technical requirements of the National Environmental Policy Act ("NEPA"), you have clearly not complied with the spirit or intent of the Act. The intent of the Act is that all proposed governmental actions should be considered in light of their impact on people and the environment; that is the only reason NEPA was passed and continues to have relevance. Both the people of our County and all aspects of our environment will be significantly impacted by the cumulative effect of the RBTI and the activities in Instrument Routes 102, 141, and 178. We urge you to follow the "No-Action Alternative" (Alternative A) and leave the people, livestock, wildlife, values, and quality of life intact in Brewster County.

Although some initially doubted the rationale and justification of low-level bomber training, which was claimed to be critically-needed, the recent conflict in Kosovo has proven the Air Force's logic to be both hollow and false. It is very clear that our military commanders do not consider it an appropriate tactic or risk of war to expose our pilots, our personnel, and our equipment to the hostile responses that low-level flight in combat entails. If, in an actual war or other conflict, our bombers will operate only at 15,000 to 40,000 feet or above, why is it **AF-54** appropriate to terrorize our citizens at an altitude of 300 feet? Why is that training necessary? Aside from the reasons for the conflict in Kosovo, which are unclear, the lessons the conflict taught are crystal clear: The bombers of the United States Air Force are not going to be flying low in war. Why do we therefore need to train them in peacetime to use tactics that they will not be called upon to use in war? Perhaps, rather than acquiring new property rights by utilizing **BR-5** private property for a public purpose, the Air Force should consider rewriting its training manual and revising its tactics.

Since NEPA requires an evaluation of the environmental consequences of proposed action, environmentally it is inane dissembling to claim that a sound level of 117 decibels will have minimal effect on livestock, wildlife, or the quality of life. Too many personal and commercial anecdotes, as well as scientific studies, belie this. The DEIS has taken average noise levels over

Brewster County does not discriminate on the basis of race, color, national origin, sex, religion, age and handicapped status in employment or the provision of services.

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Major Brent Adams, RBTI EIS Project Manager
June 16, 1999
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a prolonged period and within a large area to ameliorate the impact effect by claiming that the build-up and the dying-down of the maximum sound level moderates its effect, as does the fact that there will be lateral variance within the route. This approach may sound logical, but it is not real life. Neither a deer nor a human reacts to the sound of an aircraft approaching or leaving or flying somewhat to the side as detracting from the impact of its flying directly overhead at 300 feet and 550 knots. There are no "averages" in time and space in real life experience that lessen the maximum impact of the noise.

BR-1 The DEIS spends ten pages explaining "the cumulative energy average noise metric" and the "Day-Night Average Sound Level". Your explanations are hard to follow, to say the least. The reason they are hard to follow is that they make no sense to real people in a real life situation. What counts is the maximum sound level. To honestly measure the impact, the DEIS should measure the maximum sound level. You have not done so, as a result of which all of your explanations are irrelevant.

Much of the DEIS ignores the real concerns and real reactions to your proposal by real people. To compare the sound of a B-1 at 500 feet with the sound of a chain saw defies common sense; yet Figure G-1 blithely makes that comparison. Similarly, to claim that an F-16 at 5,000 is like a garbage disposal means to a normal person that the Air Force is merely justifying its preconceived results. The DEIS is a finely crafted document that could just as easily been written before you began the process. Perhaps it was.

Your cavalier dismissal of any problems with aircraft emissions and air quality with the statement that "[b]ecause military aircraft are mobile and cover very long distances over many different areas, they commonly contribute little to the total emissions in a region." This, too, is the explanation of averages, exactly like your amelioration of the sound impact. The fact that

AO-70 emissions will dissipate does not mean much to the family that is forced to smell the emissions emanating directly over their house. Nor does it impress the eco-tourist who thought he was going to one of the last pristine places in Texas.

Also disturbing is the claim that safety is not a realistic concern because "[f]light safety is of paramount concern to the Air Force." Undoubtedly that is true, just as it is true that "[your] aircraft accidents have steadily declined." Nevertheless, you do acknowledge that what you euphemistically call "Class A Mishaps" do occur and, in fact, will continue to occur. Since a Class A Mishap involves "loss of life, permanent total disability, [or] total cost of more than $1 million", the fact that they are rare is of small comfort to the people living under the RBTI route.

It is also revealing that the Air Force presents reams of data to justify its denigrating of any safety concerns and then recites that "[t]hese data are only statistically predictive and actual

AO-61 mishaps result from may factors." Why is it acceptable to inflict the danger of any Class A mishap — any whatsoever — on private citizens?

009018

Major Brent Adams, RBTI EIS Project Manager
June 16, 1999
Page 3 of 3

Typical of the circular logic repeatedly employed by the DEIS is the statement that "[m]ilitary flights have taken place over Texas...for almost 90 years. During this long time, the pilots, their crews, and their aircraft have successfully coexisted with the people and the environment." Yet this misses the point entirely. The point is that during times of national crisis, such as a world war, people will happily make sacrifices; yet this is not a time of national crisis, and the Air Force has, as is admitted in the DEIS, cut back bases and personnel in West Texas drastically. Now you are asking us to increase our sacrifices because we have done it in the past. Sir, if we find ourselves as a nation at war and at risk, I am quite sure everyone in Brewster County will make as large a sacrifice as necessary. But in peacetime we should be allowed to live in peace.

Quite frankly, it is difficult for me to write this objection because of the futility of doing so, which is quite obvious to all citizens of Brewster County. Just as was the case with the series of proposed modifications to Instrument Routes 102 and 141, it is clear that no amount of public concern will deter the Air Force from doing in West Texas what it wants to do anyway. All of the citizens of Brewster County support a well-trained military and the cause of military preparedness. It becomes increasingly difficult to do so, however, when the Air Force forces private citizens to bear the cost of its actions by devaluing their property, their businesses, and their quality of life.

Since it is the environmental impacts of your proposed actions that we are supposed to be considering and that the DEIS is supposed to be evaluating, the actual impact on the environment and on the people who exits in it should be considered. The DEIS does not do that. It rationalizes the impacts and justifies the ensuing moderated impact, which is a fiction not a fact.

AO-109 The only argument presented in the DEIS against conducting realistic, low-level bomber training over federal lands instead of private lands is that it is inconvenient and inefficient for the Air Force. Convenience to private citizens should also be a factor. As should their quality of life. As should the success and prosperity of their businesses. Please choose Alternative A.

Respectfully yours,

VAL BEARD

009019

TOM CRADDICK
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915-682-3000
FAX 915-684-4864

P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
512-463-0500
FAX 512-463-7722

THE STATE OF TEXAS

HOUSE OF REPRESENTATIVES
AUSTIN

MEMBER:
STATE AFFAIRS
WAYS AND MEANS

June 14, 1999

Honorable F. Whitten Peters
Acting Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330-1670

Dear Secretary Peters:

BR-6 It is my understanding that the U.S. Air Force is proposing a new training route for low level B-1 and B-52 bomber flights from bases in Texas and Louisiana under your Realistic Bomber Training Initiative (RBTI). One of the proposed routes, Alternative D, traverses Philmont Scout Ranch in northeastern New Mexico.

I am an advocate of the Boy Scouts of America and their programs. Philmont Scout Ranch provides a great natural resource for Scouts to learn, explore and experience wildlife in its native habitat. The adverse effect of low level flights in this wilderness area could be great. Specifically, I am concerned about the impact the proposal will have on the health and safety of thousands of Scouts attending Philmont each year (summer) and damage to the wildlife and environment. The sudden roar of jet engines could cause a horse to bolt and injure a Scout or distract a Scout while rock climbing.

I urge you to help preserve this national treasure by selecting an alternate training route. Thank you.

Sincerely,

Tom Craddick
State Representative
District 82

cc: Major Brent Adams, RBTI EIS Project Mgr.-Langley AFB
Don Day - FAA, Ft. Worth

~~000951~~

P.O. Box 842
Angel Fire, NM 87710

009020

June 15, 1999

Major Brent Adams
RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Major Adams:

Having reviewed the RBTI draft EIS, I have comments in four areas:

1. Current DEIS analysis results,
2. DEIS analysis deficiencies,
3. Limitations in integrated governmental decision making,
4. The impact of existing lawsuits.

Current DEIS Analysis Results

The DEIS analysis, as it currently stands, indicates that RBTI alternative D is the poorest of the action alternatives presented by the Air Force. DEIS data shows that:

The change from baseline sortie operations will be significantly greater for alternative D than for alternatives B and C.

Alternative D presents increased potential for conflicts from intersections with existing jet routes and federal airways, and with civil aviation, thereby requiring increased airspace management to ensure existing levels of airspace safety. (Questions: Is increased management reflected adequately in costs associated with alternative D? Is this increased complexity taken into affect when determining relative safety or cost conclusions?)

A larger number of communities and Special Use Land Management Areas underlying alternative D will be subjected to substantially larger increases in noise levels.

Alternative D will generate a substantial increase in annoyance generated by noise level increases of 15 DNL above baseline (more than a doubling).

Flight segments where increased noise levels occur are over such areas of special concern to those of us living in Northern New Mexico as Philmont Scout Ranch, falcon nesting areas and major wildlife breeding and calving grounds.

Some of these flight segments are relatively narrow, thus limiting the ability for overflight dispersion.

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There is a larger impact on issues of concern to the USFWS, e.g., existing falcon, eagle and owl habitats.

There will be considerably higher impact on National Register listed properties in terms of both noise levels and sortie rates.

There will be generally lower benefit to the operational outcomes sought by the Air Force should they choose alternative D.

DEIS Analysis Deficiencies

While I believe the DEIS analysis already indicates that alternative D is the least viable choice, I also find the DEIS analysis deficient in other areas when analyzing the impacts of RBTI flights on the area underlying RBTI alternative D.

BR-7

1. Discussions of quality of life (page 3-8) are so benign as to be a cop out. The perspective of native peoples living in Northern NM deserve more specific treatment. So does that of the Hispanic peoples having traditional connections to this area, and of the anglos that have elected to live in this area for other quality of life criteria than the prevailing American "upward mobility" ethic. The comments of a great number of people at the scoping meetings (Sprint '98) and public hearings (Spring '99) in Taos and Angel Fire are minimally reflected in the relatively generic discussion at the beginning of DEIS section 3.3. Further, when discussing Native Americans on page 3-9, no specific reference is made to the Jicarilla Apache (reference the Jicarilla Apache inputs in Taos during the April '98 scoping meetings) and Taos Pueblo sites (e.g., Blue Lake) in Northern NM underlying or adjacent to RBTI alternative D. By making reference only to Mescalero Apache sacred mountain tops and other historic Apache and Comanche displacements, the analysis completely misses the point and avoids the EIS analyst's responsibility to provide a context sufficient for accurate judgements about such criteria as Land Management and Use, Socioeconomics and Environmental Justice, or Cultural Resources.

2. Regarding the DEIS treatment of the Land Management and Use criterion, Northern NM should be considered prime, and increasingly rare, recreation area that is in increasing demand by a significant segment of the American population -- the baby boomers. Failure to recognize this feature of America's current demand for second homes and recreational space and the linkage of this demand to the unique characteristics of the area underlying RBTI alternative D is a substantial omission. This failure limits the DEIS analyst's ability to recognize economic development and regional planning challenges to which RBTI alternative D adds, or to fully address the impact of RBTI alternative D on Socioeconomics criteria.

3. If the Air Force is serious about adhering to FAA avoidance rules (see page 4-5 and reference FARs, Title 14, Code of Federal Regulations, Sec. 91.119,

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PD-60

Minimum Safe Altitudes: General, subparagraphs (b) and (c)), then the ability of RBTI alternative D to satisfy stated Air Force requirements is further limited. These rules will require flights through segments over Philmont Scout Ranch (and other areas like the Colin Neblitt Wilderness and some segments of the CS and Vermejo Ranches) at altitudes considerably above those appropriate to the "threat-avoidance" altitudes associated with the realistic training sought in these areas. This is because of the open-air assembly of persons that are part of normal activities in these regions. The exact locations and frequencies of these assemblies will be unknown to the Air Force, thereby requiring flights through segments over these regions at substantially higher altitudes than are being proposed by the Air Force.

PD-38

4. Added to the above is the USFWS position that overflights should be as much as 1600 to 2000 feet above the bird populations of concern, an operational deviation that would limit Air Force ability to achieve its objectives even more. Not only that, it is a flight deviation that, while potentially promised by the Air Force, could not and would not be monitored for compliance and would be easy to deviate from by accident or on purpose.

5. The impact of aircraft operations in the Northern NM region entails noise impacts equal to the noise made by rock bands, chain saws and diesel trains. These are apt to be more-than-normally annoying because of the higher incidence of people using the region under RBTI alternative D for purely aesthetic reasons to whom such noise events will be unacceptable. The potential for such annoyance cannot be minimized by converting it to a cumulative metric (DNL) that satisfies some general analysis purpose appropriate to "communities" of homes rather than recreational groups. Moreover, the cumulative metric minimizes the hazards associated with the startle impact on individual or group activities going on in the open areas of the area affected by alternative D (horseback riding, rock climbing, hiking in potentially hazardous regimes, youth training, wildlife photography, etc.). This is one of several examples of a relatively persistent tendency in the DEIS to generalize rather than treat the specific characteristics of Northern NM that were amply communicated to the Air Force in both scoping meetings (Spring '98) and public hearings (Spring '99). [NOTE: Although the Air Force did not record any information at the Spring '98 scoping meetings, media footage of the Taos meeting is available, as is a full video of the Angel Fire scoping meeting.]

BR-1

GE-19

6. The comment on page 4-81: "Flight operations could, however, be perceived by the public as negatively affecting their quality of life" is in error. If you review the comments made in Taos and Angel Fire during the Spring 1998 scoping meetings and more recently in public comment meetings, you will note that the term "could" should clearly be revised to "will!" Even people who were not residents, but regularly come to our area for its recreational and aesthetic appeal, indicated such opinions. Are you listening? Are you using the available data and public comment accurately, or are you downplaying their impact by resorting to use of generalizations and the "softest" of available qualifiers?

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AO-110

7. A similar criticism of your analysis can be levied on the data on page 4-82. There you indicate that noise levels of 65 DNL are a guide above which negative impacts may occur in residential areas, a statement that assumes 20dB attenuation because of residential construction. Yet, your analysis indicates significant noise level increases up to 65 DNL in areas that involve uses having human importance that are not occurring in residential areas. Isn't this fact relevant?

8. Many of those impacted by alternative D will be those for whom the discussion on noise-related awakenings (see pages 4-13/4-14) are totally irrelevant. Scouts at Philmont and backpackers in the Colin Neblett Wilderness are not in "the field (in the sleeping quarters of homes)" for which the DNL metric was evaluated, nor are they in the region long enought to get habituated! Thus, the statement on page 4-14 assuming a 20-dB noise insulation level is irrelevant. This kind of analysis is misleading because it uses credible research which is irrelevant to the arena and population being impacted. For example, the comment on page 4-11 that "findings substantiate that community annoyance to aircraft noise is represented quite reliably using DNL" is a wonderful statement that overlooks the fact that in the area underlying RBTI alternative D, a "community" with will not be the only area of concern. As an ancillary comment, Philmont Scout Ranch, with it's unique character and mission, must be considered a "community" underlying IR-153 (added to Table 4.2-11) which will be significantly and adversely impacted by the increase in sortie rates and the increase in noise metrics, whichever metric is used. And the Philmont "community" does not have the advantage of a 20dB attenuation due to housing construction!

> Philmont contributes uniquely to young peoples' development by offering foundation experiences unavailable elsewhere. Having led a group through Philmont on horseback and along steep mountain trails, I can attest first hand to the benefits of the Philmont experience on the character of young people, and concur with the Philmont management's real concern for safety impacts of low-level RBTI flights.

BI-31

9. The comment on p 4-106 that: "Historically, and at present, most (about 90 percent) of the area and wildlife under proposed IR-153 has been subject to low-altitude military overflights" is misleading. Those flights have been much lower in both frequency (historically one/day; proposed over 10/day) and noise impact (historically up to 17 DNL lower) than what is proposed for alternative D. This difference is so great as to make the fact of historical overflight irrelevant.

10. Section 4.4 addresses the impacts of RBTI on Socioeconomics and Environmental Justice factors only in the immediate vicinity of ESS and emitter site constructions/operations. This is overly limiting. The statement that: "given the rural nature of the region and the history of military use of the associated airspace, changes in numbers or types of overflights are not expected to produce measurable impacts on the economic value of the underlying land" is self serving considering the dramatic increases in both overflight frequency and noise levels. So is the statement that: "It is possible, however, that a recreationalist or rancher

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could be startled if an overflight took place at a specific point of time, but such an event is difficult to predict." It's lack of predictability does not lessen the Air Force's responsibility to consider the impact of such events, given the high incidence of demand for recreational use of lands underlying IR-153, and the fact that this startle effect will often occur when the affected individual or group is engaged in potentially hazardous activity. The fact that the authors of the DEIS assert that only construction/operational sites are relevant of consideration does not make it so, particularly when the public comments provided the Air Force about the fragility of the Northern New Mexico economy at scoping meetings and public hearings dictate otherwise.

CU-15

11. Regarding the analysis of affected cultural resources, the data indicates that several sites within the confines of the Philmont Scout Ranch were ignored. I also question whether DNL is the appropriate noise metric to use for noise impacts on some of those resources rather than Lmax or SEL. Again, the note that the area has been previously overflown is misleading or inaccurate. An increase from 1 to 11 per day suggests that the historical frequency is irrelevant. Further, Philmont Scout Ranch and its ignored cultural and archeological sites have not been regularly overflown.

Limitations In Integrated Governmental Decision Making

On page 2-11 of the DEIS, reference is made to public suggestions that the bombers be moved. While this is not an option available to the Air Force as part of this EIS, the DEIS response that eliminates this option because of the Base Realignment and Closure (BRAC) process suggests the need to improve governmental decision processes.

The BRAC process defines and recommends realignment and closure options based on military needs and economic impacts. Given the added costs associated with the BRAC decision to move added bombers to Barksdale and Dyess AFBS that are identified by the RBTI, clearly the BRAC process did not consider all the associated costs of the move. The Air Force should have (and I hope will in the future) pointed out the added costs of ensuring crew readiness associated with this decision to the BRAC committee.

Further, the DEIS states (page 2-8) that sorties must be completed using allocated flying hours based on funding from Congress. If Congress approved the move of bombers to a location requiring more flying hours to existing training routes, they can also approve the funding associated with increased flying hour requirements generated by their approval of the BRAC decision. The Air Force should request these funds and point out to Congressional leaders these adverse economic linkages to Congressional and Presidential decisions. These kinds of downstream connections between what are presented by government agencies, Congress and the President are the kinds of things that reduce the taxpayers' view of governmental credibility.

I suggest there is also another kind of connectivity that needs consideration by Air Force and Congressional leaders. It is the potential connectivity between the RBTI and other

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training routes. Based on BRAC, are there other RBTI-like "adjustments" in training routes being proposed by other than the Barksdale/Dyess contingent that might be synergistic with the Barksdale/Dyess requirements? We don't know the answer to that, although we do know that the US, and especially the Western US, has many training routes, and many major test and training installations encompassing the terrain and threat systems required for military training (e.g., Utah Test and Training Range, the training arenas north of Nellis AFB, Fort Irwin, the Naval Weapons Center). Perhaps it is time to insist on a Programmatic EIS for such training routes and ranges, and, as part of that, require the FAA take a more integrated look at all the requirements that constitute the public interest than just military requirements. While this would be a complex and difficult undertaking, the likelihood of savings from eliminating duplication of capability and the associated costs is potentially in the billions of dollars.

Oh by the way, this was implied by General Colin Powell (then Chief of Staff of the JCS) in his February 1993 report, Roles, Missions and Functions of the Armed Forces of the United States, when he asserted that, "An integrated test and evaluation range structure linking existing ranges across six western states and supersonic areas off the California coast would provide a land, airspace, sea area to accommodate a large portion of our joint training, test and evaluation needs well into the next century." (For those that don't know the history of the national ranges, this notion has it's genesis in the Continental Operating Range concept that surfaced in the mid-1960s.)

GE-20 Isn't it time to prepare a Programmatic EIS that combines the full intent of NEPA with an integrated assessment of military needs and an opportunity to save taxpayer dollars, or will the public continue to be forced to react to piecemeal actions for which the full range of impacts and benefits is unclear?

The Impact Of Existing Lawsuits

GE-21 I understand that the Air Force is engaged in a lawsuit filed against them by West Texas ranchers concerned with RBTI action alternatives B and C. Any settlement that precludes low level training over alternatives B and C followed by a decision to select alternative D would violate NEPA and the purposes of the EIS process, and would add a decision criterion (the power of the legal war chest) that is not addressed in the DEIS. If a lawsuit prior to conclusion of the EIS process sways the Air Force's decision or subverts the conclusion justified by EIS analysis processes, then NEPA and the EIS process is a hoax and a waste of taxpayer dollars.

Respectfully,

Eugene A. Erb
Mayor Pro Tem,
Village of Angel Fire and
Lt. Col., USAF (retired)

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Copies to:
Senator Pete V. Domenici
328 Hart Senate Office Building
Washington, D.C. 20510

Senator Jeff Bingaman
703 Hart Senate Office Building
Washington, D.C. 20510

Representative Tom Udall
502 Cannon House Office Building
Washington, D.C. 20510

F. Whitten Peters
Secretary of the Air Force
1670 Air Force Pentagon
Washington, D.C. 20330-1670

Federal Aviation Administration
Southwest Regional Headquarters
ATTN: Don Day
Fort Worth, TX 76193-0520

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REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: LA JUNTA
Date: 4/19/00

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

GE-22 1) WHY WASN'T THE MEETING ADVERTISED?
2) THE INFORMATION IN THE EIS WAS BASED IN APPENDIX J, SOCIOECONOMICS ON THE IMPACT TO LA JUNTA AFTER THE MILITARY WAS DECOMMISSIONED. THE FACILITY IS FUN BY LOCKHEED WITH MORE OF THE JOBS THAN WHEN RUN BY THE AIR FORCE.

PD-62 3) THERE WAS NO NEGATIVE NTR'S FOR THE LA JUNTA AREA.

PD-63 4) IF YOU WANT REALISTIC BOMBER TRAINING LOOK AT THE FLYING TIME ABOUT BOMBERS LIKE IN VIETNAM AND KOREA.

SE-2 5) ECONOMICS I DOES NOT TAKE IN THE BUSINESS IN THE AREA AS THE SAVINGS OF PERSONNEL AT SITE. (UNEMPLOYMENT INCOME)
6) ECONOMICS DOES NOT TAKE INTO ACCOUNT THE COMMUNITY INVOLVEMENT & SUPPORT (EDUCATION) IN YOUTH GROUPS LIKE FFA & POLICE POSITIVES.

Over for more space →

Please Print

Name: RICK KLEIN, ASST. CITY MANAGER
Address: P.O. BOX 489 LA JUNTA, CO. 81050

Do you wish to be sent a copy of the RBTI draft EIS? Yes___ No X

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

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RESOLUTION

TY **WHEREAS,** Lynn County is a community of almost 7,000 people. The economy of Lynn County has always been primarily agriculture and ranching.

WHEREAS, the **City of Tahoka** is one of four incorporated cities located in Lynn County. The population of Tahoka is approximately 3,000 people. The city's economy is affected by the agriculture and ranching in our community.

WHEREAS, the city's economy has been adversely affected in the past several years because of drought conditions.

WHEREAS, the city council has the responsibility for the safety and welfare of its citizens. The city council feels that allowing the United States Air Force to use the air space over Lynn County would negatively impact the economy to such an enormous degree that the city's economy might never recover. And, there are concerns over the safety of such use of the community's air space.

WHEREAS, there are other areas of the country that can be utilized by the United States Air Force for training purposes. At these other locations no one's safety or economy would be affected.

NOW THEREFORE BE IT RESOLVED, that the city council of the **City of Tahoka** actively supports the Heritage Environmental Preservation Association in opposition to the United States Air Force Lancer Realistic Bomber Training Initiative.

PASSED AND APPROVED by the City Council on this 6th day of April 1999.

APPROVED:

Mayor, City of Tahoka

ATTEST:

City Administrator, City of Tahoka

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April 12, 1999

The Honorable Whitten F. Peters
Secretary
United States Air Force
The Pentagon
Washington, D.C.

Dear Secretary Peters,

Let me first underscore that as an avid proponent of a strong U.S. defense and as Senate Budget Committee Chairman, I understand the Air Force's need to achieve realistic training under existing fiscal constraints. I strongly support the Realistic Bomber Training Initiative's (RBTI) ultimate objective. However, I also believe this objective is attainable without undue negative impact to wilderness areas and New Mexican communities.

I would also like to recognize the fact that the Air Force has taken significant strides to accommodate Native American concerns in Northern New Mexico and has formally extended the comment period. I interpret both of these actions as demonstrative of a good faith effort on the Air Force's behalf to accommodate and compensate for different public interests.

I have previously voiced my concerns to the Air Force about the proposed "Alternative D" for the RBTI. At the same time, I believed it was important to allow the process to proceed in order for any decisions to be based on an accurate and justifiable analysis of the available alternatives. Having now reviewed the Draft Environmental Impact Statement for the Realistic Bomber Training Initiative, I have several questions and concerns regarding the Air Force's analysis and conclusions.

First, the Draft EIS concludes that all three alternatives (B, C, and D) have "no measurable impacts to socioeconomics." Second, I note that for Alternative D the Draft EIS mentions that specific segments of the training route would be over areas that support a number of threatened and endangered species; it also notes that the U.S. Fish and Wildlife Service considers low-altitude overflights as potentially significant to these species. Lastly, the summary chart under the heading "Environmental Consequences" offered on page ES-3 clearly indicates greater adverse effects in three categories for Alternative D than any other alternative, and, again, suggests "negligible" socioeconomic impact for all alternatives.

Given the increased noise levels to areas that the Draft EIS and the different economic base of Northern New Mexico as compared to the impacted communities in West Texas and Southern New Mexico, I would appreciate better understanding how the "negligible socioeconomic impact" conclusion for Alternative D was reached. Is there any quantitative analysis utilized to

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BR-4 determine, for example, that land values, tourism, and recreational activities in this area will not be negatively impacted by the proposed training?

I would also like to know precisely how to interpret the Air Force's Draft EIS in light of the findings offered in the Draft regarding negative environmental consequences. My constituents will no doubt attend your hearings in New Mexico and ask you similar questions, but in order to clarify for my own purposes the Air Force's most recent views on RBTI options, I would appreciate hearing your response to these concerns.

Again, I would like to reiterate my full support for a trained and ready Air Force. Recent operations in Kosovo make the need for realistic training in diverse terrains all the more evident. Simultaneous, as a representative all New Mexicans I believe it is important to remain vigilant as this process moves forward.

Sincerely,

Pete V. Domenici
U.S. Senator

ews Release 009023 000148 CN Pete V. Domenici
United States Senator

FOR IMMEDIATE RELEASECONTACT: CHRIS GALLEGOS
APRIL 12, 1999(202) 224-7082 .
www.senate.gov/~domenici/press

DOMENICI QUESTIONS AIR FORCE'S DRAFT ENVIRONMENTAL PLAN ON PROPOSED NORTHERN N.M. TRAINING FLIGHTS

WASHINGTON -- Senator Pete Domenici today questioned findings in the Air Force's draft environmental impact statement for proposed bomber training missions in northern New Mexico, asking the Air Force to explain several conclusions.

Domenici today wrote Whitten F. Peters, acting Secretary of the Air Force, with his concerns on the Air Force's proposal to begin a Realistic Bomber Training Initiative (RBTI) in northern New Mexico.

"Let me first underscore that as an avid proponent of a strong U.S. defense and as Senate Budget Committee chairman, I understand the Air Force's need to achieve realistic training under existing fiscal constraints. I strongly support the ultimate objective of the Realistic Bomber Training Initiative. However, I also believe this objective is attainable without undue negative impact to wilderness areas and New Mexican communities," Domenici said.

Domenici issued the letter as the Air Force this week embarks on additional public comment hearings on the RBTI in New Mexico, particularly Alternative D which will most affect northern New Mexico.

Having thoroughly reviewed the draft environmental impact statement (EIS) for the RBTI, Domenici questioned some of the Air Force's analysis and conclusions. He sought answers to some apparent inconsistencies, including the fact that:

- All three alternatives (B, C, and D) have "no measurable impacts to socioeconomics,"
- For Alternative D, the draft EIS mentions that specific segments of the training route would be over areas that support a number of threatened and endangered species, in addition to noting that the U.S. Fish and Wildlife Service considers low-altitude overflights as potentially significant to these species; and,
- A summary chart under the heading "Environmental Consequences" clearly indicates greater adverse effects in three categories for Alternative D than any other alternative, and, again, suggests "negligible" socioeconomic impact for all alternatives.

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"I have previously voiced my concerns to the Air Force about the proposed Alternative D for the RBTI. At the same time, I believed it was important to allow the process to proceed in order for any decisions to be based on an accurate and justifiable analysis of the available alternatives," Domenici wrote Peters.

"Given the possible impact of noise levels to the different economic bases of northern New Mexico as compared to the impacted communities in West Texas and southern New Mexico, I would appreciate better understanding how the *negligible socioeconomic impact* conclusion for Alternative D was reached. Is there any quantitative analysis utilized to determine, for example, that land values, tourism, and recreational activities in this area will not be negatively impacted by the proposed training?"

Domenici said he would also like to know precisely how to interpret the Air Force's draft EIS in light of the findings regarding negative environmental consequences.

"Again, I would like to reiterate my full support for a trained and ready Air Force. Recent operations in Kosovo make the need for realistic training in diverse terrains all the more evident. Simultaneous, as a representative for all New Mexicans, I believe it is important to remain vigilant as this process moves forward," Domenici concluded.

The B-1 and B-52 bomber training routes being considered by the Air Force include the northeast part of New Mexico, as well as southeast New Mexico and southwest Texas. Information from the public meetings in New Mexico will be taken into account as the Air Force prepares its final EIS by October 1999. A final Record of Decision on the bomber training routes is expected in November 1999.

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REALISTIC BOMBER TRAINING INTITIATIVE

Public Hearing Comment Sheet

Location: Reagan County
Date: 6-1-99

Thank you for providing your comments on the Realistic Bomber Training Initiative Proposal.

TY In my 20 plus years in local politics I cannot remember a more controversial topic than the RBTI.
People of the land out here are extremely sensitive to any environmental concern that might impact their area. This coupled with the availability of information and the tremendous amount of time they are willing to dedicate will be interesting to the future of your involvement here.

Over for more space →

Please Print
Name: Mike Elkins - Reagan County Judge
Address: PO Box 100 Big Lake, Tx 76932

Do you wish to be sent a copy of the RBTI draft EIS? Yes____ No✓

Please give this form to one of the Air Force Representatives or mail to:
Major Brent Adams, RBTI EIS Project Manager
HQ ACC/CEVPP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

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TEXAS HISTORICAL COMMISSION
The State Agency for Historic Preservation

GEORGE W. BUSH, GOVERNOR
JOHN L. NAU, III, CHAIRMAN
F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

April 26, 1999

Mr. Alton Chavis, Chief
Environmental Impact Analysis Branch
Department of the Air Force
Headquarters, Air Combat Command
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, Virginia 23665-2769

Re: Project review under Section 106 of the National Historic Preservation Act of 1966
Draft Environmental Impact Statement, proposed Realistic Bomber Training Initiative,
Multiple Counties, Texas (Air Force)

Dear Mr. Chavis:

Thank you for your correspondence describing the above referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

The review staff led by Myles Miller has completed its review. We support the selection of an alternative that would result in the least amount of direct and indirect impacts to cultural resources, and therefore recommend the selection of Alternative A (No Action). However, should this alternative prove to be infeasible, we agree with the recommendations for mitigation of effects to cultural resources proposed in Section 4.5 of the draft EIS. On page 4-120 of the draft EIS it is stated that the 22 potential Electron Scoring Sites (ESS) within the State of Texas have been surveyed for cultural resources, although the report of field investigations has not yet been submitted to the SHPO. We will provide our comments and eligibility recommendations upon receipt of this report.

CU-15 We do wish to note that in a previous letter dated January 5, 1998 we requested that your environmental consultant submit copies of the 7.5 minute USGS quadrangle maps showing the locations of the proposed ESS facilities, projected construction impacts, and land ownership status. In this manner we could have provided input on the archeological survey methods, expected resources, site definition criteria, and whether a Texas Antiquities Permit was required for investigations conducted on lands owned by the State of Texas. For example, it is stated on page 4-120 that the archeological survey of the proposed ESS facilities utilized transect intervals of no more than 25 meters. Our state guidelines for West Texas recommend transect interval spacing of 15 meters for archeological surveys.

CU-16

P.O. BOX 12276 · AUSTIN, TX 78711-2276 · 512/463-6100 · FAX 512/475-4872 · TDD 1-800/735-2989
www.thc.state.tx.us

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Mr. Alton Chavis, cont.
P. 2

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. **If you have any questions concerning our review or if we can be of further assistance, please contact Myles Miller at 512/463-5864.**

Sincerely,

for F. Lawerence Oaks, State Historic Preservation Officer

LO/warr/mm

RESPONSE SECTION

Broad Issue: Noise Analysis Methodology (BR-1)

Letter #	Response

0013 0027 0045 0072 0105 0136 0145 0149 0158 0191 0202 Noise is an issue of concern not only for the U.S. Air Force and the Department of Defense, but other Federal agencies such the Federal Aviation Administration (FAA), National Aeronautics and Space Administration (NASA), U.S. Environmental Protection Agency (EPA), Occupational, Safety and Health Administration (OSHA) and the Housing and Urban Development (HUD), among others. These agencies have both independently and collectively studied various sources of noise, including aircraft noise. Particularly since the introduction of jet aircraft, more research has been devoted to aircraft noise than to any other environmental noise problem. Concern over potential effects has prompted many studies on humans, animals and structures. Research focus has included health effects, interruption of activities (e.g., speech interference, sleep disturbance, recreation), wildlife and livestock and property values. Recent concerns over quality of life issues and impacts to solitude and wilderness experiences have emerged in the last few years.

0217 0223 0288 0318 0323 0329 0365 0416 0417 0452 0507 0531 Noise is typically one of the primary concerns voiced when an action involving military aircraft is involved. It is unquestionable that military aircraft generate high noise levels. The levels experienced by an individual or a receptor on the ground vary according to several factors such as location of the receiver (such as a person or sensitive receptor), the distance of the aircraft from the receiver (such as altitude or lateral/slant distance) and how the aircraft is operating at the time (i.e., what is the speed and power setting). In other words, where an individual is in relation to the aircraft and how the aircraft is operating, determines what the noise "dose" will be. The noise levels generated by fixed wing aircraft in the U.S. Air Force inventory, have been measured by noise specialists from Armstrong Laboratories (Wright-Patterson AFB, OH), with sound recording equipment arrays while flying at a variety of speeds and power settings. These measurements are contained within the acoustical data set known as NOISEFILE used in computer modeling.

0634 0674 0713 0784 0827 0828 0877 0906 Predictive computer modeling is standard practice not only in noise analysis, but also in areas such as weather and air quality, transportation, bird avoidance modeling (BAM), personal finance, economic forecasting and urban planning, among others. Computer models utilize a set of known data or information, such as measured noise levels, then make predictions based on the modeled situation (airspeed, power setting, altitude). To determine the correct situational factors for military aircraft noise modeling, information is gathered from aircrews, airspace managers, training requirement syllabi and flying hour allocations. This data collection is performed for each new proposal to ensure the planned training operations are characterized according to the current and future requirements.

0957 0983 01129 01130 01131 08057 08082 08085 08146 08202 08221 08239 08246 08250 08253 The technology used by the Air Force to model aircraft noise is based on the best available technology at the time. Currently, the Air Force uses a computer program known as MR_NMAP (MOA Range NOISEMAP) to model aircraft noise in training areas away from the installation. Over the years as technology has increased, the programs have been refined and updated to reflect the latest information and data. For example, as additional aircraft have been added to the inventory, the acoustical database has changed. Likewise, as our research studies have provided additional information on effects such as annoyance, the modeling programs have been updated to include the additional penalties for intrusiveness above those determined in the previous studies. As technology increases, the programs will continue to evolve as well. The Air Force is often criticized for our efforts in this area, particularly as it relates to the identification of noise related technology needs. It is inappropriate to assume the mere identification of a new research need is an admonition that current technology and modeling procedures are inadequate or inaccurate. The Air Force's continued involvement in the research arena, along with that of other Federal agencies and the scientific community, has brought the understanding of noise exposure, computer modeling and noise effects to its current the level of sophistication.

08255 08279 08303 08331 09012 09013 In light of this ongoing process, we will continue to submit research needs to the USAF Office of Environment, Safety and Occupational Health (ESOH) Technical Planning Integrated Product Team (TPIPT) at Brooks AFB which serves as the central repository for research ideas and needs. ACC and other major commands utilize the Technology Needs Survey program to compile, rank and prioritize the Air Force research needs in order to compete for limited research funding. Additional information on this program can be accessed on the internet at: http://xre22.brooks.af.mil/98 99TNS/TNSintro.htm.

09018 This program, along with locally funded research, helps the Air Force continue to improve our
09020 methodologies and analyze potential impacts in compliance with the National Environmental Policy Act (NEPA).

In accordance with NEPA, each time an action involving military aircraft is proposed, whether it be a realignment or establishment of an aircraft squadron, creation or modification of airspace or a change in the way aircraft operate and utilize training areas, an environmental analysis is accomplished to determine the potential impacts. The noise analysis is a very important part of the overall analysis. The objective of the noise analysis is to present what the current or baseline noise environment is today and to estimate what the change would result if one of the proposed alternatives were selected and implemented. The RBTI EIS noise analysis was prepared with the computer program, MR_NMAP (MOA Range NOISEMAP, 1994), which represents the best available technology for modeling military aircraft training operations. MR_NMAP calculates noise levels under Military Operations Areas (MOAs), Military Training Routes (MTRs) and on air-to-ground ranges. The RBTI proposal only involves a MOAs and MTRs, so a range analysis is not included.

To account for all military activity currently occurring in the affected airspace, each sortie operation in the existing parcels of airspace, including those beginning in the near future, were included in the baseline. In addition, sortie-operations on coincident routes that overlay the primary route and sortie-operations at locations where other routes cross or intersect the primary RBTI route were included. The coincident or intersecting airspace, identified as secondary airspace in the EIS, is important to the overall noise environment. By including each sortie-operation occurring in the affected primary or secondary airspace, all of the contributing noise or the noise "dose" was accounted for. The process was then repeated for each alternative to include the proposed sortie-operations from the various alternatives of RBTI. The results provided not only the new noise levels in the affected airspace, but also provided the change or "delta" to the baseline noise level or how much the noise increased or decreased.

The noise levels in the RBTI EIS are A-weighted which approximates the hearing of the average human ear. Individuals interested in the what the noise exposure may be from a single flyover event should refer to both the maximum noise level (L_{max}), the highest sound level occurring during a single aircraft flyover, and the sound exposure level (SEL) which combines the maximum level of a single event with its duration based on distance. To present the cumulative noise exposure or to account for all the aircraft activity occurring in an area, the Day-Night Average Sound Level or DNL is used. DNL (also known as L_{dnmr}) has been proven applicable to infrequent events and to rural populations exposed to sporadic military aircraft noise. Contrary to the myth that this metric dilutes or diminishes the noise over a 24-hour period, the DNL in fact accounts for all the relevant factors associated with aircraft operations. It accounts for the total number of events occurring, the duration of the events and the maximum noise levels associated with the events.

In addition, the DNL metric includes penalties for operations occurring after 10:00 PM and before 7:00 AM (to account for the added intrusiveness of nighttime operations) and a penalty of up to 11 dB for the startle or "surprise" effect from the rapid onset of aircraft noise (resulting in an onset-rate adjusted DNL, also know as L_{dnmr}). Therefore, the total "noise dose", including penalties, was calculated for each piece of affected airspace. DNL is the principal metric for describing long-term noise exposure of military aircraft and is sanctioned by the Federal Interagency Committee on Noise (FICON). During the most recent federal review of noise methodologies agencies including EPA, Department of Transportation (with FAA participation), Department of Defense (represented by the Air Force, Army and Navy), HUD, the Department of Veteran Affairs, the Department of Justice, the Council on Environmental Quality and the Council on Historic Preservation, concluded in its final report, "[t]here are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric" (FICON 1992). Collectively, the three metrics used in the RBTI EIS provide adequate analysis of both the existing environment as it occurs today and the future noise environment should one of the action alternatives be implemented.

FICON. 1992. Federal Agency Review of Selected Airport Noise Analysis Issues. Federal Interagency Committee on Noise. August.

Broad Issue: Civil Aviation Conflicts (BR-2)

Letter #	Response

00043 08005
00136 08010
00142 08011
00191 08012
00243 08025
00259 08027
00270 08031
00271 08033
00274 08035
00281 08040
00319 08048
00320 08049
00331 08052
00332 08054
00369 08065
00370 08067
00383 08068
00441 08070
00508 08071
00545 08072
00642 08082
00719 08087
00769 08089
00805 08092
00826 08094
00860 08108
00894 08127
00962 08139
00970 08143
01107 08148
01128 08158
01129 08207
08259
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09010
09015

Throughout the areas potentially affected by RBTI, many commentors raised concerns regarding conflicts between civil aviation and the proposed increase in flight activity by the B-52s and B-1s. These concerns ranged from inhibiting civil aviation conducting commercial and agency management activities to a belief that air traffic safety would degrade to the perception that civil aviation pilots would lose the freedom with which they currently operate. Civil aviation activities that have been noted in the areas potentially affected by RBTI include: weather modification (cloud seeding), pest (e.g., boll weevils) eradication, crop spraying, range distribution and water assessments for livestock, emergency medical flights, pipeline surveillance, predator control, wildlife management, drug smuggling interdiction, and pleasure flights.

As described in the EIS (Section 4.1), the FAA manages the entire national airspace system for the collective benefit of all users, general, commercial, military, and other agencies. To accomplish this goal, the FAA has established rules, regulations, and procedures designed to promote safe and effective operations by all types of aircraft. These rules, regulations, and procedures help promote awareness of all pilots' operations and, thereby, promote safety.

One primary way the FAA promotes the beneficial use of the national airspace system for all types of users is by defining different types of airspace for different purposes. The FAA also dictates how aircraft must operate and interact within these different types. Under the RBTI alternatives, two types of military training airspace, MTRs and MOAs, are the focus. As detailed in Section 4.1.1 of the EIS, MTRs and MOAs are designated by the FAA for military aircraft training activities. But this airspace is not exclusive to the military. FAA procedures allow for other aircraft (civilian and non-participating military) to transit in MTRs and MOAs. There is a broad misperception that MOAs and MTRs function like restricted airspace and non-military pilots must fly around these airspace units. No pilot is prevented from flying in an MTR or MOA as long as they follow the rules applicable to the particular situation (i.e., VFR or IFR). This applies to the full range of general and agency aviation activities occurring in the area affected by RBTI.

FAA procedures provide for non-military users to fly safely through MTR and MOA airspace. This is accomplished in three ways. First, scheduling serves as a means to help avoid conflicts between military users of the airspace and others needing to fly through it. As presented in Section 4.1.1 of the EIS, the FAA requires the responsible military organization to publish the hours of operations for each MTR and MOA; these publications are available to anyone and updated every two months. The FAA's Aeronautical Information Manual urges pilots planning to fly in or near a MTR or MOA to consult these publications. The Air Force recognizes that civil aviation pilots do not believe this is a convenient or effective means to get current information on when and where military aircraft would be operating in an MTR or MOA. For that reason, the Air Force proposes to set-up an 800 telephone number that would provide the planned weekly schedule of use for the MTR and MOA used under RBTI (see Mitigations, Section 2.6.2).

Second, FAA procedures for planning to fly in an MTR or MOA provide means to avoid conflicts between civil and military aviation. Military aircrews, in planning training flights, identify airfields under and near an MTR and MOA. By applying FAA order 7610.4, the aircrews then avoid charted and uncontrolled airfields by 3 NM laterally and 1,500 feet vertically. For civil aviation pilots planning to fly through an MTR or MOA, the Aeronautical Information Manual recommends they contact the nearest flight service station for detailed information on the use of military training airspace at that time.

Third, the FAA prescribes procedures during flights to avoid conflicts between aircraft. VFR flights by non-participating aircraft through an MTR or MOA must employ see and avoid techniques. This means that VFR conditions must apply and all pilots, whether civilian or military, must use extreme vigilance to look for and avoid other aircraft. Many commentors expressed a lack of faith that see and avoid techniques would suffice to prevent potential

conflicts between fast moving, large military bombers and small, slower civilian aircraft. However, this technique has been used successfully and safely throughout the country where civil and military aviation interact. Military aircrews flying IFR consistently communicate with air traffic control to ensure avoidance of other aircraft. Similarly, civil aviation pilots flying IFR need to communicate with air traffic control; they must also receive air traffic control clearance to enter and active MOA. Aircraft responding to emergencies, like rescue or medical flights, are given priority by air traffic control.

Broad Issue: Overflight Effects on Livestock (BR-3)

Letter #			Response
00017	00642	00984	Analysis on the effects of noise on livestock have been modified in section 4.3.3 and Appendix G in the EIS. It is possible that aircraft flying below 2,000 feet could startle domestic animals. However, animals have been shown through numerous studies to adapt and habituate to various sound sources, including jet aircraft noise. Under some circumstances aircraft flying at low altitudes may result in incidental livestock startle that could lead to injury if these animals are confined or have not been exposed to aircraft overflights. Overflights could stress cattle, although it is a small portion of the aspects that contribute to the overall stress to cattle and horses. Livestock stress is more likely to occur because of extremes in weather, illness, or predators. A 1956 study found that the reactions of dairy and beef cattle to noise from low-altitude, subsonic aircraft were similar to those caused by flying paper, strange persons, other moving objects (USAF 1993), or even to the sound of a tractor engine (97 dB) (Gladwin *et al*. 1988). Overall, the U.S. Forest Service has concluded (USFS 1992) that "evidence both from field studies of wild ungulates and laboratory studies of domestic stock indicate that the risks of damage are small [from aircraft approaches of 50 to 100 meters], as animals take care not to damage themselves. If animals are simply overflown by aircraft at altitudes of 50 to 100 meters, there is no evidence that mothers and young are separated, that animals collide with obstructions (unless confined) or that they traverse dangerous ground at too high a rate." A study in 1972 by Frazier observed that bison "appeared oblivious" to the aircraft noise and continued grazing throughout all aircraft passes (Gladwin *et al*. 1988). Bowles (1995) cites Kruger and Erath as observing pregnant mares (horses) exhibiting intensive flight reactions, random movements, and biting/kicking behavior. However, no injuries or abortions occurred, and there was evidence that the mares adapted somewhat to the flyovers over a month's time (USAF 1993). Espmark *et al*. (1974) also reported that stock occasionally jumped backwards when startled, but that they ceased responding within a few days. The potential effects of low-altitude flights on horses and cattle could result in short-term behavioral changes, ranging from simply looking at the aircraft or vocalizing to scattering over short distances (up to about 50 yards) and jumping. These reactions may occasionally result in damage to fences or injury to animals. If damage or injury occurs, citizens may lodge a complaint with the Public Affairs Office at Dyess Air Force Base at (800) 699-5169. The Air Force also had established procedures to handle claims, see Broad Issue: Overflight Effects on the Economy and Land Use (BR-4). No evidence was found to justify claims associated with the direct loss of productivity (feed intake, weight, or growth rates) or loss of marketability from overflights, since overflights are sporadic. No effects due to startling would occur under the MOA, where military flights associated with RBTI would occur above 3,000 feet AGL.
00040	00648	00985	
00043	00653	01052	
00044	00660	01078	
00045	00661	01089	
00046	00669	01109	
00068	00673	01127	
00089	00676	01129	
00113	00710	01130	
00137	00711	01131	
00140	00713	08006	
00144	00715	08019	
00165	00719	08025	
00179	00740	08026	
00191	00747	08030	
00231	00763	08039	
00242	00770	08043	
00247	00771	08051	
00257	00774	08069	
00282	00775	08075	
00290	00788	08079	
00292	00793	08091	
00324	00800	08092	
00326	00808	08095	
00327	00812	08096	
00336	00824	08103	
00342	00828	08112	
00351	00835	08115	
00354	00836	08141	
00370	00839	08144	
00374	00840	08145	
00376	00847	08148	
00383	00863	08149	
00387	00868	08171	
00396	00877	08182	
00401	00878	08209	
00404	00884	08215	
00411	00889	08265	
00414	00896	08320	
00500	00927	09000	
00519	00932		
00538	00950		
00565	00953		
00566	00955		
00568	00956		
00612	00979		
00617	00983		

Bowles, A.E. 1995. Responses of Wildlife to Noise. Pages 109-156 *in* R.L. Knight, and K.J. Gutzwiller, eds. Wildlife and Recreationists: Coexistence Through Management and Research. Island Press, Covelo, CA.

Espmark, V., L. Falt, B. 1974. Behavioral Responses in Cattle and Sheep Exposed to Sonic Booms and Low-Altitude Subsonic Flight Noise. The Veterinary Record 94:106-113.

Gladwin, D.N., K.M. Manci, and R. Villella. 1998. Effects of Aircraft Noise and Sonic Booms on Domestic Animals and Wildlife: Bibliographic Abstracts. NERC-88/32. U.S. Fish and Wildlife Service Nation Ecology Research Center, Fort Collins, Colorado.

USAF. 1993. The Impact of Low Altitude Flights on Livestock and Poultry. Air Force Handbook, Volume 8, Environmental Protection, 28 January.

USFS. 1992. Report to Congress: Potential Impacts of Aircraft Overflights of National Forest System Wilderness. U.S. Government Printing Office 1992-0-685-234/61004.

Broad Issue: Overflight Effects on the Economy and Land Use (BR-4)

Letter #			Response
00012	00441	01030	The public hearings raised the concern that military overflights would affect the economies of underlying communities. Many commentors mentioned that noise would negatively affect the economic viability of ranching, hunting, tourist-related, and retirement-related businesses, as well as property values. The issue of noise impacts on various economic resources such as those mentioned above is not new to the Air Force. Studies have been conducted in areas of special use airspace (training airspace away from an installation) to examine the influence of noise. An extensive economic impact study was performed by the Air Force in the early 1980s in association with establishment of the Valentine and Morenci Military (USAF 1980) Operations Areas (MOAs). These MOAs (or certain portions) were proposed for the purpose of conducting supersonic operations, in addition to subsonic training activity. (*Note*: RBTI does not include supersonic operations.) The Valentine MOA is located above portions of Jeff Davis, Culberson, Hudspeth, and Presidio counties in the Trans Pecos region of southwest Texas and the Morenci MOA lies above southwestern Arizona and the southeastern portion of New Mexico (the supersonic area lies entirely within Catron County, New Mexico, and later became Reserve MOA). An analysis of the economic conditions was performed for the two proposed MOAs, as well as for four other existing MOAs authorized for supersonic operations, with focus on the following areas: population, assessed property valuations, real estate development, employment, personal income, retail trade, tourism, ranching, farming, mining, and forestry. Public concerns related to this action were very similar to those expressed by the public during the comment period for RBTI. The Valentine and Morenci (USAF 1980) analysis results showed general net gains in economic health both before and after initiation of the sonic boom activity (and hence, the increased subsonic activity). Overall, there is no evidence to suggest military aircraft training, with or without supersonic operations, significantly or adversely affects the economic health of an area with respect to ranching, tourism, and recreation (including hunting), property value, development potential, or enjoyment of the land. ***Ranching***. As discussed in Section 4.3 (Biological Resources) and Appendix G (Noise) of the EIS, studies have shown that there is no evidence that military overflights increase death rates, reduce productivity rates, or otherwise have long-term negative effects on domestic animal and wildlife populations. Individual animals, especially those unaccustomed to the aircraft noise, or those that may be under stressful situations (i.e., being worked by cowboys or bad weather conditions) may startle when surprised by a low-altitude flying aircraft. However, studies have shown that populations habituate to these overflights and display no long-term, negative effects. In fact, there has been free-ranging livestock grazing at Air Force ranges like Avon Park Range in Florida, Melrose Training Range in New Mexico, and Saylor Creek Range in Idaho for over 30 years. These livestock (cattle and sheep) have been overflown by the full range of fighter and bomber aircraft in the Air Force inventory at altitudes as low as 100 feet AGL and have not shown any negative impacts, nor have ranchers experienced decreases in their operations due to these low-altitude overflights. Please refer to Broad Issue Response 3, *Overflight Effects on Livestock* for further discussion. ***Hunting***. Section 4.2 (Land Management and Use) of the EIS has been modified to include discussion of hunting leases in Texas. While individual game animals may be startled by aircraft noise, especially those unaccustomed to the overflights, the data suggest that populations of animals would not be significantly affected.
00016	00446	01031	
00017	00452	01034	
00020	00458	01035	
00024	00470	01036	
00027	00484	01037	
00032	00494	01039	
00033	00506	01040	
00034	00507	01042	
00035	00517	01044	
00036	00531	01078	
00037	00538	01080	
00039	00547	01089	
00043	00565	01096	
00055	00568	01097	
00059	00591	01110	
00064	00592	01115	
00094	00608	01127	
00101	00611	01129	
00102	00612	01130	
00103	00615	01131	
00105	00619	08002	
00108	00623	08006	
00113	00626	08007	
00118	00628	08009	
00121	00633	08010	
00123	00642	08011	
00125	00647	08013	
00128	00652	08014	
00137	00653	08015	
00141	00654	08016	
00142	00659	08018	
00143	00661	08024	
00147	00666	08030	
00149	00668	08033	
00151	00672	08036	
00152	00674	08037	
00153	00675	08038	
00154	00683	08042	
00168	00684	08047	
00172	00699	08063	
00174	00701	08082	
00175	00706	08083	
00177	00710	08091	
00178	00713	08092	
00179	00715	08095	
00180	00722	08112	
00188	00727	08122	
00190	00729	08129	
00191	00730	08139	
00198	00739	08146	
00199	00740	08163	
00202	00742	08164	

00207 00744 08168
00209 00745 08178
00210 00746 08180
00212 00755 08181
00214 00765 08182
00216 00770 08185
00218 00774 08198
00219 00782 08199
00233 00784 08202
00234 00791 08203
00235 00800 08205
00236 00803 08218
00242 00806 08224
00243 00808 08225
00244 00811 08237
00245 00812 08243
00248 00815 08249
00251 00824 08253
00253 00833 08271
00275 00836 08272
00276 00837 08278
00282 00839 08279
00283 00842 08282
00287 00843 08290
00288 00845 08293
00291 00853 08294
00292 00854 08295
00293 00856 08300
00294 00860 08313
00296 00865 08314
00325 00867 08321
00327 00868 08322
00329 00877 08327
00336 00878 08329
00338 00882 08332
00348 00883 08342
00349 00906 08360
00351 00907 09000
00352 00927 09005
00354 00928 09007
00357 00931 09008
00358 00938 09012
00359 00950 09020
00361 00952 09023
00364 00953
00365 00955
00374 00956
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00385 00971
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00392 00982
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00395 00984
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00399 00993
00400 00994
00404 01008
00405 01010

The behavior of game animals would not be expected to change such that hunting would be affected (personal communication, Rollins and Trail 1990). Also see Section 4.3, Biological Resources.

As discussed in Section 4.1 (Airspace and Aircraft Operations), general patterns concerning the perception and effect of aircraft noise on people have been identified, but attitudes of individual people toward noise is subjective and depends on their situation when exposed to noise. Also, as discussed in Section 4.2 (Land Management and Use), the likelihood of any one location being repeatedly overflown is low. The dispersed military overflights would not be expected to negatively affect hunting in the overflown areas such that the value of land leased for hunting would be significantly affected. While individual hunters may be startled and annoyed by intermittent aircraft overflights, there is little to suggest that hunters as a group would modify or cease their hunting activities as a result of the proposed alternatives.

For example, a MOA and several MTRs overfly Sutton County. Laughlin MOA had over 9,500 sortie-operations in 1997 and over 4,000 sortie-operations in 1998. The MTR s include portions of IR-123, VR-143, and SR-282 and account for 1,002 sortie operations in 1997 and 2,226 sortie-operations in 1998. The MOA and MTRs overlie most of Sutton County; a county that has historically received revenues from hunting leases (Ward 1985). Hunting, therefore, has existed at the same time as thousands of sortie-operations have occurred and these operations have not frightened wildlife away, nor dissuaded hunters from visiting the area.

Tourism and Recreation. Studies of areas where military aircraft training occurs have not shown a decrease in tourism or recreational opportunities due to the occurrence of military overflights. This applies not only to areas where subsonic flights occur, as proposed with RBTI, but also in areas where supersonic operations occur as well. In addition to the Air Force study discussed above, the U.S. Forest Service and National Park Service prepared Reports to Congress pursuant to Public Law 100-91, the *National Parks Overflights Act of 1987.* As discussed in the EIS Section 4.2, research supporting these reports found that wilderness area visitors did not generally notice aircraft noise intrusions. However, if noticed, low-altitude, high-speed aircraft were reported as the most annoying types of aircraft to hear or see due to the startle effect. In general, noise from aircraft can affect the solitude expected by recreationists in wilderness areas and can cause both humans and animals to startle.

There are a number of factors other than aircraft operations that may affect tourism and the use of recreational areas. These could include weather, proximity to other attractions in the area, lack of snow, airport access, and service amenities. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected. In addition, the sorties proposed for RBTI (10 or less per weekday) would not result in a continuous noise source and would not typically be scheduled on weekends. The majority of RBTI airspace has existed for many years and the relevant influences from military aircraft operations are not significantly changing in a majority of the study area.

Property Values. As discussed in Section 4.4 of the EIS, studies have been conducted to assess the change in property values near airports with increasing noise levels. However, these studies (such as the Noise Depreciation Sensitivity Index, NDIC) are specific to the near-airport environment, and are not applicable to the dispersed, higher altitude, episodic noise experienced under an MTR or MOA. In general, there is little evidence to support the estimation of loss in property values due to low-level military overflights in an MTR or MOA. Again, other variables such as drought, market prices, community amenities, and proximity to urban areas are more likely to affect property values than military overflights. Please also refer to response AO-56.

00406 01011
00413 01012
00417 01013
00418 01021
00421 01026
00423

Conclusion. As discussed in Section 4.1 of the EIS, annoyance, which is based on perception, is the primary effect associated with aircraft noise. Given the subjectivity of how noise is experienced, it is difficult to translate overflight-noise-generated annoyance into changes in human behavior, especially for noise events that do not equally or consistently affect groups of people. As discussed in Section 4.2, the likelihood of any one location or person being directly and repeatedly overflown is low. Certain commentors have stated they may become highly annoyed and decide to stop visiting a certain hunting location or tourist attraction, or change their minds about purchasing property because of military overflights. However, other less-annoyed people may not change their behavior and still return to hunting locations, visit a tourist attraction, or buy a home. Military aircraft overflights occur across the United States and overfly public and private lands, including recreational areas. There is little data to suggest these overflights have significantly affected the economies of these underlying communities (Fidell *et al.* 1996 and USAF 1980).

The Air Force has specific procedures that they follow when claims for damages are made against the Air Force. Real property and economic losses are determined by reviewing the circumstances of each individual case and cannot be generalized into an overall impact. Noise and other aircraft operational complaints can be reported by the public by calling the Public Affairs Office at Dyess AFB (800-699-5169). When reporting an incident, the time and place of the incident should be provided. In many cases this information is all that would be necessary to identify the source of the incident. Information such as type of aircraft, tail-numbers, and insignia are often helpful in identifying the cause of a specific incident, but are not necessarily essential.

Fidell, S., B. Tabachnick, and L. Silvati. 1996. Effects of Military Aircraft Noise on Residential Property Values. BBN Systems and Technology. Canoga Park, CA. BBN Report No. 8102, October.

Rollins, D. Wildlife Specialist. Texas Agricultural Extension Service. San Angelo, Texas. June 1999.

Trail, J. Project Development Director. Wildlife Systems, Inc. San Angelo, Texas. June 1999.

USAF. 1980. Economic Impact Study: Valentine & Morenci Military Operations Areas, Final Report. May.

Ward, A. 1985. Hunting Lease Impacts on Rural Communities' Economics. Sutton County Extension Range and Wildlife Committee. Sonora, Texas.

Broad Issue: Airspace Ownership and Compensation (BR-5)

Letter #	Response

00017 00865
00023 00870
00032 00969
00033 00972
00034 00975
00035 00983
00036 01050
00037 01118
00040 01130
00041 08005
00044 08014
00045 08018
00110 08022
00247 08025
00264 08029
00272 08035
00279 08044
00283 08053
00284 08073
00295 08089
00300 08095
00308 08101
00327 08103
00330 08112
00333 08115
00355 08117
00370 08128
00394 08141
00408 08155
00494 08157
00625 08236
00655 08319
00681 08373
00707 09018
00822
00853
00856

Airspace Ownership. Several commentors on the draft RBTI EIS stated that airspace over their private lands was part of their private property. The commentors stated that as private property, any flights crossing through that airspace would be "trespassing," and the landowner should be compensated for that use. Law and regulation, however, demonstrate the federal government's control of all airspace within the United States. According to 49 U.S. Code 49.40103(a), the United States Government has exclusive sovereignty of the airspace of the United States. This sovereignty supersedes all prior claims through mechanisms like Spanish Land Grants.

Federal government sovereignty over all airspace began with the Air Commerce Act of 1926 and the Civil Aeronautics Act of 1938. The Federal Aviation Administration (FAA) originated with the Federal Aviation Act of 1958. This law gave the FAA the authority and responsibility to control airspace in the United States and to operate an air traffic control system. In 1994, this act was replaced without substantive change by Public Law 103-272 and further codified under Title 49, U.S. Code.

Under FAA Regulation Part 71.71(a), the airspace of the U.S. extends from ground level to above 60,000 feet MSL. No upper limit to the extent of the airspace above 60,000 feet MSL has been established. The FAA has established different kinds of airspace for different uses like the MOAs and MTRs to those proposed for use under RBTI. The FAA also established rules and regulations for aircraft operating in the airspace in order to ensure safety and effective operations. For example, the FAA defines and operates airspace under certain circumstances to separate civil aviation from military training activities.

The FAA and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

In addition, the FAA sets rules about the altitude that any aircraft can fly over certain areas. As noted in Section 4.1 of the EIS, FAA rules direct aircraft to avoid congested areas of a city, town, settlement, or open-air assembly by 1,000 feet above the highest obstacle and within a horizontal radius of 2,000 feet of the aircraft. Outside of congested areas, aircraft must avoid visible people, vessels, vehicles, and structures by 500 feet (either horizontally or vertically) (FAA Sec. 91.119(b)). Even though the FAA imposes such restrictions, it does not mean that private citizens "own" the airspace within 500 feet of their house or barn. Rather, the federal government has sovereignty over the airspace and controls its use through the FAA. The imposition of such restrictions by the FAA does not grant private citizens "ownership" of airspace outside of those restricted areas, nor do such restrictions limit federal sovereignty of airspace.

Compensation. Commentors during the public comment period also raised issues concerning compensation for the effects of overflights on underlying private property. These ranged from concerns about property damage to potential impacts to livestock to the concept that property could lose value. Additionally, commentors asked whether the Air Force could pay compensation for the "nuisance of noise." The Air Force can only make payments to members of the public if authorized to do so by law, such as the Federal Tort Claims Act (FTCA). The Air Force considers each damage claim on a case by case basis. Air Force regulations provide an established process through which damage claims can be submitted, investigated, and resolved.

The impact of noise on private property may also be addressed under "takings" law. The seminal case in this area is the Supreme Court *United States v. Causby* case. Briefly, *Causby* established that landowners are entitled to compensation only when overflights are so low and so frequent as to directly and immediately interfere with the use and enjoyment of the land. Subsequent cases have elaborated on this concept so that today, the general rule is that a successful plaintiff must prove: 1) the flights take place directly over plaintiff's property, *and* 2) the overflights are of such a frequency that, 3) plaintiff's use and enjoyment of the land is substantially interfered with, *and* 4) the flights are below navigable airspace (500 feet AGL for uncongested areas and 1,000 feet AGL for congested areas). Our review of the RBTI airspace indicates that flight paths would not impact landowners to this degree.

Broad Issue: Effects on Philmont Scout Ranch (BR-6)

Letter #				Response
00007	00520	00685	00939	Many people, including past and present Boy Scouts, have raised concerns regarding the potential effects of proposed overflights on Philmont Scout Ranch that could occur if RBTI Alternative D were chosen. All of these individuals have expressed their pride in the experience they or members of their family gained when they attended the Ranch or the opportunities future generations would attain when they visit the Philmont Scout Ranch in northeastern New Mexico. ***Safety***. Flight safety is of paramount importance to the Air Force. Safe flying procedures, adherence to flight rules, and knowledge of emergency procedures form consistent and repeated aspects of training for all aircrews, including those at Barksdale and Dyess AFBs. B-52s have one of the best safety records of all aircraft in the Air Force inventory and the B-1s have an excellent safety record as well. B-52s have had 97 Class A mishaps in over 44 years of operation (1955-1999) and over 2 billion flight miles. The B-1 has also flown for 15 years (1984-1999), more than 160 million miles, and has had 11 Class A mishaps. Given these excellent safety records, the probability of future accidents is extremely low. ***Noise***. In Section 4.1.5, Aircraft Noise, the EIS describes the noise resulting from aircraft overflights in Alternative D. While military aircraft have overflown the area for years, noise levels would increase from less than 45 DNL to between 59 and 62 DNL. Over the Philmont area, flight altitudes would range from 400 feet AGL to over 12,000 feet AGL. But, in accordance with FAA regulations, aircraft flying over the ranch headquarters and main camp area would avoid it by 500 feet vertically or laterally. The MTR corridor over the Philmont area would be 8 to 15 nm wide, and flights would be dispersed across this area. The likelihood of one spot being repeatedly overflown on a daily basis would be very low. Staff teaching and student learning should not be impacted by overflights if RBTI Alternative D were chosen. ***Flight Activities***. When flying, aircrews are required by the FAA and Air Force rules to stay within established route boundaries and not fly above any open-air assembly of people or congested areas. These rules are established to protect the public. As they do now, the B-1 and B-52 aircrew members would continue to follow these procedures when overflying the Philmont Scout Ranch structures if Alternative D were chosen. ***Aerial Refueling and Fuel Jettison***. Under the RBTI proposal, aerial refueling would take place using established procedures and aerial refueling routes (only above 10,000 feet AGL) and would not occur on the proposed MTR. When refueling, the aircrews would normally practice the maneuvers and exchange enough fuel to simulate actual aerial refueling procedures. Any amount of fuel that might escape during these training procedures would evaporate before reaching ground level. In addition, if an emergency were to occur at low altitudes, B-52s are unable to eject fuel and the B-1s are required to climb to 10,000 feet AGL (enough height to ensure that jet fuel evaporates before it reaches the ground) before jettisoning any fuel. Therefore, the potential of increasing the probability of catastrophic fires or campfires escaping their boundaries due to aerial refueling procedures are minimal. However, the Air Force recognizes that accidents could happen and established emergency procedures would be followed if any aircraft were to crash.
00008	00521	00688	00940	
00010	00522	00690	00941	
00011	00523	00691	00942	
00015	00524	00692	00943	
00026	00525	00693	00945	
00028	00526	00700	00946	
00030	00527	00702	00947	
00031	00528	00709	00949	
00044	00529	00716	00964	
00247	00530	00723	00965	
00291	00532	00724	00966	
00298	00533	00725	00967	
00299	00534	00726	00991	
00301	00535	00731	00992	
00302	00536	00733	00996	
00303	00537	00734	00997	
00304	00539	00735	00998	
00305	00540	00736	00999	
00306	00541	00737	01000	
00307	00542	00738	01002	
00309	00543	00741	01003	
00311	00544	00743	01004	
00312	00546	00748	01005	
00313	00548	00749	01006	
00335	00549	00750	01007	
00340	00550	00751	01046	
00341	00551	00752	01047	
00349	00552	00753	01048	
00351	00553	00754	01051	
00382	00554	00756	01053	
00384	00555	00757	01054	
00388	00556	00758	01056	
00390	00557	00759	01057	
00422	00558	00761	01058	
00425	00559	00766	01060	
00432	00560	00767	01061	
00433	00561	00773	01062	
00434	00562	00776	01063	
00435	00563	00777	01064	
00436	00564	00779	01065	
00437	00567	00781	01066	
00438	00569	00783	01068	
00439	00570	00785	01069	
00440	00573	00794	01070	
00442	00574	00795	01071	
00443	00575	00796	01072	
00444	00576	00797	01073	
00449	00577	00798	01074	
00451	00578	00799	01075	
00453	00580	00801	01076	
00454	00581	00802	01077	
00456	00582	00807	01079	

00459 00583 00809 01081
00461 00584 00810 01082
00463 00585 00816 01085
00464 00586 00817 01087
00465 00588 00818 01090
00467 00594 00819 01091
00468 00595 00820 01092
00469 00596 00821 01094
00471 00597 00825 01095
00472 00599 00829 01098
00473 00600 00830 01102
00474 00601 00831 01105
00475 00602 00832 01106
00476 00603 00841 01111
00477 00604 00844 01112
00478 00605 00849 01113
00480 00609 00850 01114
00481 00610 00857 01116
00482 00613 00859 01119
00483 00614 00861 01120
00485 00616 00866 01121
00487 00618 00869 01125
00489 00620 00873 01126
00490 00624 00874 01132
00491 00627 00875 08161
00492 00630 00876 08170
00493 00631 00879 08172
00495 00637 00897 08174
00496 00638 00898 08178
00497 00639 00901 08268
00498 00640 00902 08329
00499 00641 00908 09004
00501 00644 00909 09017
00502 00645 00910 09019
00503 00646 00912
00504 00649 00913
00505 00651 00915
00509 00656 00916
00510 00657 00920
00511 00662 00922
00512 00663 00924
00513 00664 00930
00514 00667 00934
00515 00678 00935
00516 00679 00936
00518 00680 00937

Population Numbers and Recreation. The EIS has been modified to recognize the visitors Philmont Scout Ranch receives during the summer season. Section 4.2.5 narrative, discusses the importance of camping, hiking, and other outdoor activities to the area during the Spring to Fall seasons.

Land Use. In the EIS, Figure 4.2-7 depicts general land use of areas overflown under proposed Alternative D, therefore, some of Philmont Scout Ranch may appear as rangeland. This figure is not meant to show terrain elevation, however, Figure 4.3-6 provides information on vegetation found under the proposed airspace and includes montane forests and grasslands. Further, Figure 4.2-8 illustrates the special use areas, including Philmont Scout Ranch. This figure has been modified to clarify the Philmont Scout Ranch location and include the Carson National Forest Valle Vidal Unit.

Threatened, Endangered, and Sensitive Species. These species potentially found under Alternative D, and in particular the whooping crane, bald eagle, mountain plover, and Mexican spotted owl, were analyzed in the EIS in Sections 4.3.1 and 4.3.5.

Livestock. Please refer to BR-3, Overflight Effects on Livestock. In general, a broad range of studies have found that livestock, including horses, may or may not react to noise from low altitude overflights of aircraft.

Philmont Historic Structures. In Section 4.5, the National Historic Register was consulted and sites officially reported on this list were included in the EIS according to type of resource, i.e., no specific names of the structures were reported. Table 4.5-10 lists the sites found under Alternative D. None of the districts or structures was specifically named. The final EIS has been modified to include all National Historic-listed sites.

Mines. Both active and abandoned mines should not be structurally impacted by overflights proposed under Alternative D. Refer to Section 4.5 for further discussion of vibration effects.

Broad Issue: Quality of Life (BR-7)

Letter #	Response Text
00027 00039 00055 00062 00123 00153 00195 00293 00321 00327 00328 00337 00352 00383 00392 00397 00400 00403 00414 00418 00421 00426 00612 00634 00730 00763 01118 01130 08011 08025 08032 08033 08047 08125 08154 08161 08176 08184 08185 08191 08205 08244 08250 08251 08256 08266 08272 08280 08294 08295 08296 08297 08304 08305 08309 08330 08336 08356 09008 09020	Many citizens at both the public scoping meetings and the public hearings have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy in western Texas and northeastern New Mexico, will be changed by implementation of RBTI. Quality of life, traditional lifestyles, and the effect of overflights and noise on solitude, recreation, and wilderness are discussed in the EIS in Sections 3.3 and 4.2. Measuring quality of life can be very subjective. Even within a single community, notions on quality of life can vary a great deal. Each individual has a different perspective on how his or her quality of life has been affected by changes within the community. Some of the components that define quality of life include: population density, traffic, ethnic or social character, businesses, recreation, education, and crime level. The ability to maintain their traditional lifestyle may also be an important element in determining quality of life. There are many kinds of traditional lifestyles in the region, including ranching, oil exploration, Native American, and military. The Air Force has been conducting military aircraft operations in this region for over 50 years. Citizens may notice changes in military overflights in certain areas associated with RBTI, in other areas however, changes would not be discernible. The number of sorties is proposed to increase from 1 to 10 per weekday in some areas and decrease in others. An increase of overall sorties would not exceed 2,660 per year under the action alternatives. Less than 5 percent of the time, RBTI aircraft overflights could extend as low as 300 feet AGL in the MTRs in some areas, but in the MOA would not go below 3,000 feet AGL. With an average corridor width of 8 to 16 nautical miles, the likelihood of repeated overflights above a specific area is low. Many other factors, including fluctuations in the national and regional economy, population changes, land investment by urban interests, and changes in cultural amenities could affect the quality of life. External economic fluctuations in the cattle market, decreases in income, or changes in weather could affect local ranching and recreation industries to a greater degree than aircraft overflights. As under current conditions, noise from military aircraft operations may periodically disturb citizens and affect their enjoyment of solitude; however, opportunities for abundant periods of peace and quiet would continue as under present conditions. Rural lifestyle could be characterized as having shared traditions and values, emphasis on personal relationships, family orientation, and ties to the land. Increase in overflights and noise would not affect these characteristics. Additional military use of the airspace would not preclude civil use of the area or restrict access to areas for recreational or economic activities. In fact, these activities have coexisted in the area for half of this century. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Therefore, existing quality of life should not be degraded. Nevertheless, public concern about reductions in quality of life due to the project will be considered in the decision-making process.

Thank You (TY)

Letter #							Response
00002	00126	00268	00571	00892	08004	08252	Thank you for your comment during the public comment period for the draft EIS for RBTI. Public and agency involvement is an important part of the NEPA process. You and many others can be proud that your participation and comments have become part of the record and will contribute to the decision-making process.
00003	00127	00269	00572	00893	08045	08257	
00004	00129	00273	00590	00895	08055	08260	
00006	00130	00278	00593	00900	08056	08261	
00009	00131	00280	00607	00903	08058	08267	
00014	00132	00282	00621	00904	08059	08269	
00022	00146	00285	00622	00905	08060	08270	
00025	00150	00286	00629	00911	08062	08273	
00029	00159	00289	00650	00917	08064	08275	
00038	00160	00310	00658	00918	08066	08281	
00047	00162	00314	00665	00919	08074	08283	
00048	00163	00315	00670	00921	08077	08284	
00049	00164	00316	00671	00923	08080	08286	
00050	00166	00317	00677	00925	08102	08298	
00051	00169	00339	00687	00926	08104	08302	
00054	00170	00343	00695	00933	08106	08306	
00056	00171	00344	00696	00948	08109	08316	
00058	00173	00346	00697	00958	08110	08317	
00060	00176	00347	00698	00961	08114	08325	
00061	00182	00350	00705	00963	08118	08326	
00063	00183	00353	00708	00968	08119	08328	
00065	00184	00362	00714	00978	08120	08334	
00066	00185	00363	00717	00980	08121	08335	
00067	00186	00366	00718	00981	08123	08339	
00069	00187	00367	00720	00986	08130	08340	
00070	00192	00368	00732	00987	08134	08346	
00071	00193	00371	00762	00988	08135	08350	
00073	00197	00372	00764	00990	08136	08351	
00075	00201	00373	00768	01009	08137	08354	
00077	00203	00377	00778	01022	08140	08358	
00078	00204	00378	00787	01023	08142	08362	
00079	00205	00379	00789	01024	08150	08365	
00081	00206	00380	00790	01028	08169	08366	
00082	00211	00381	00804	01029	08173	08368	
00083	00213	00386	00823	01049	08175	08369	
00084	00221	00389	00834	01059	08183	08371	
00086	00229	00402	00848	01067	08194	08372	
00087	00238	00415	00851	01083	08197	08374	
00091	00249	00420	00852	01084	08200	08375	
00093	00251	00424	00855	01086	08212	08376	
00095	00252	00428	00858	01088	08213	08380	
00096	00254	00429	00864	01093	08214	08382	
00098	00255	00430	00872	01101	08216	08383	
00099	00256	00450	00885	01117	08219	08385	
00100	00258	00457	00886	01122	08226	09003	
00107	00260	00460	00887	01123	08238	09006	
00109	00261	00462	00888	08000	08241	09022	
00117	00262	00479	00890	08001	08245	09024	
00122	00263	00488	00891	08003	08248		

General (GE)

Letter #	Response #	Response
00019 01130 00983	GE-1	Under NEPA and CEQ Guidelines, a fiscal cost-benefit analysis for training or training assets is not required.
00046 08146 00954 08156 01131 08289 08013 08290 08041	GE-2	Selecting locations for public hearings was based on the affected area, where scoping meetings had occurred, and on providing sites offering reasonable access to the greatest number of people. Meetings were scheduled for evenings in many locations to accommodate people working during the day. The Air Force conducted 15 hearings in 11 locations throughout west Texas, northern New Mexico, Colorado, and Arkansas. See also response GE-22.
00080 08177 00194 08201 00232 08217 00296 08246 00447 08276 00871 08321 01130 08338 08126 08348 08168	GE-3	Through the NEPA process, the public has numerous opportunities to help shape proposals and influence decision-making for a project. While public comments under NEPA are not a "vote" on whether to proceed or not with a proposed action, substantive comments on this EIS can and do influence the decision and final outcome.
00080	GE-4	The Air Force has solicited input on the RBTI proposal since 1997 through a public involvement process detailed in Chapter 6 of the EIS.
00085	GE-5	Each public hearing included an open house where Air Force representatives were available to answer questions.
00085 08113 00976 08231 08105	GE-6	The time limit placed on comments was designed to ensure that all people who wished to speak had that opportunity. At every public hearing, the hearing officer permitted those individuals with additional or longer comments to speak again.
00110 08355	GE-7	The analysis is performed objectively, fairly, and in accordance with NEPA requirements. Proponent agencies are responsible for preparing NEPA analysis for their proposed actions. Agencies commonly seek specialized technical support in performing analyses and preparing NEPA documentation.
00245 08168	GE-8	Completion of the environmental impact analysis process involving an EIS commonly requires two or more years. In addition to the necessary analysis, consultation with agencies, and writing, this process includes several steps required by regulation and law. Each of these steps has a specified duration.
00246	GE-9	Analysis in the EIS considered the principles of biodiversity.
00283 01129 00970 08299	GE-10	This EIS has been prepared in accordance with NEPA to analyze potential environmental consequences. Detailed analyses of potential impacts are presented in Chapters 4.0 and 5.0 of the EIS. Section 2.5.4 demonstrates the conformance of the analysis to NEPA requirements.
00296 08206 00970 08254	GE-11	The Air Force reviewed each comment. Responses to comments are presented in this volume of the EIS. No decision regarding RBTI will be made until after publication of the EIS. The decisionmaker will use all the analysis in the EIS plus public and agency comments to arrive at a decision.
00334	GE-12	Federal, state, and local government officials in the affected communities were all sent newsletters announcing the time and location of public hearings.
00387 09009	GE-13	The suggestion you made will be forwarded to the decisionmaker for consideration.
09013	GE-14	The table is merely a qualitative summary intended to provide the reader with a basic understanding of the difference magnitude of impacts among the alternatives. Table 2.6-1 in the body of the EIS provides a detailed comparison of impacts.
09013	GE-15	The Air Force analyzed and considered the effects of the RBTI proposal on these resources. The Air Force believes the summary presented in the EIS is adequate to understand the lack of effects.

09013	GE-16	Appendix A is referenced in this section on page 2-5 of the draft EIS.
09013	GE-17	Analysis of all primary and secondary airspace under Alternative A is included in the referenced section. For example, Table 4.1-4 includes noise levels for all these airspace units and the preceding text describes these conditions.
09015	GE-18	Cumulative impact analyses were prepared in accordance with NEPA and CEQ guidelines. The inclusion of current and recent past activities in Alternative A (No Action) allows analysis of the cumulative effects.
08170 09020	GE-19	The Air Force attended those meetings at the invitation of Senator Bingaman. The format and recording of comments were established by the Senator's office, not by the Air Force. The Air Force did, however, have four representatives present. Comments from those meeting were considered in preparing the RBTI EIS.
09020	GE-20	The variety of Air Force activities in the region and throughout the nation are not part of a single program or policy initiative regarding training and airspace use. Separate analyses of these various activities will adequately address their combined cumulative effects. Consequently, a programmatic EIS is not needed.
09020	GE-21	The settlement in the referenced lawsuit includes no requirement to preclude assessment of Alternatives B and C.
00046 08041 00288 08082 00334 08093 00635 08103 00786 08127 00846 08146 00881 08206 00899 08215 00962 08381 00970 09014 00982 09021 01100	GE-22	The Air Force performed a comprehensive public involvement process. Chapter 6 of the EIS details this process. Advertisements for the meetings were run in local newspapers 1 to 2 weeks prior to the meetings. Over fifty newspapers in the affected areas were also sent press releases detailing the time and location of each meeting. In addition, over 900 newsletters were sent out to individuals that participated in scoping. These newsletters described the time and location for each meeting. In addition, over 900 copies of the draft EIS were sent to the public and agencies.
00486 00962 00970	GE-23	Two meetings were held at Alpine, Texas on two consecutive days. The location and starting time for each meeting was advertised well in advance (see response GE-22). At the referenced meeting, all attendees were given multiple opportunities to comment for the record. The meeting was adjourned only after no one wished to speak further.
00713 00786 00806 00846 00906 00971 00977 01131 08050	GE-24	Descriptions of the field surveys for biological resources, cultural resources, and hazardous waste for the candidate emitter and Electronic Scoring Sites are presented in Appendix E. Analysis in the EIS used the most recent, available data. Data were collected from federal, state, and local agencies and an extensive examination of available literature pertinent to the area was conducted. Pertinent studies were reviewed and used in the analysis irrespective of their implications for the project. Note the discussion of overflight effects on wildlife in Section 4.3 as an example. NEPA and CEQ Guidelines do not require original studies or research in preparation of an EIS.
00786	GE-25	The referenced officials originally told the Air Force that the cafeteria location would be adequate for the meeting. When informed later of potential limitations with the cafeteria, the Air Force acquired use of the auditorium.
00786 08041 08041 08127 08171 08278	GE-26	More than 900 copies of the draft EIS were mailed out at least two weeks in advance of the first public hearing in April 1999. Copies were express shipped to the repositories prior to that time. The repositories were located in the communities within the affected area and were ones that were reasonably accessible from other nearby communities. The Air Force also sent copies of the draft EIS to four additional repositories in the area under the proposed Lancer MOA. Those individuals receiving a draft EIS either requested one or were participants in the scoping process.
00786 01130	GE-27	This comment is inaccurate. Air Force officials informed every landowner that the sites were being evaluated as part of the RBTI proposal. The right-of-entry

		was granted by each landowner to allow survey of their land included this information. In addition, each landowner was contacted by telephone and several met with Air Force representatives.
00868 01131	GE-28	It is neither a CEQ requirement nor the standard practice of federal agencies in New Mexico to publish EISs in Spanish. Based on the extensive public participation and comments, the Air Force believes that a broad cross-section of the public had access to the EIS and expressed their concerns. The Air Force provided a Spanish-speaking representative at each public hearing.
00962 08085 00983	GE-29	Any future proposals to change the nature or amount of use of the airspace would require assessment in accordance with NEPA.
00970 08231 00976 08258 08113 08277 08124 08364 08211	GE-30	The purpose of a public hearing under NEPA is to provide the opportunity for the public to comment on the adequacy of the draft EIS. The format of the RBTI public hearings fulfilled this requirement and the open house prior to the hearing allowed for discussion.
00983	GE-31	Proposed IR-153 would be scheduled by Dyess AFB and Cannon AFB would continue to schedule the Mt. Dora MOA.
00983 08026	GE-32	All projected airspace users are documented in Section 2.4 and Appendix B.
01001	GE-33	All project records would be available at Dyess AFB, Public Affairs Office.
01129	GE-34	Mitigation measures have been added into Section 2.6.2 of the EIS.
01131 08179 08206	GE-35	Detailed maps and Geographic Information Systems analysis were used in assessing impacts. The maps presented in the EIS reflect summaries of that information, and fulfill the requirements of NEPA to inform and disclose.
08177 08232	GE-36	A court reporter recorded (verbatim) all statements made at each public hearing. The transcripts are presented in Volume II of the EIS.
08190	GE-37	The counts used in the EIS were relatively accurate estimates. See also response GE-19.
08199	GE-38	The opinion of the FWS is presented in Section 4.3.1 of the EIS.
08263 08276 08319	GE-39	Under NEPA, the agency proposing the action also makes the decision concerning the action. The Secretary of the Air Force or a designated representative will make the final decision with substantial input from other members of the Air Force staff. A decision will be made only after reviewing all the environmental analysis, comments, and other pertinent factors (e.g., training requirements).
08289	GE-40	The public had several ways to provide comments: oral comments at public hearings, written comments submitted at public hearings, or written comments mailed to the Air Force. Information on how to submit comments was provided at each hearing, in newsletters, and in the Notice of Availability for the draft EIS.
08129	GE-41	The No Action Alternative is thoroughly described in Section 2.2 of the EIS.

Editorial (ED)

Letter #	Response #	Response
00324 00326 00326	ED-1	This has been modified in the EIS in section 4.2.5.
00906 08215 08139 08355 08180	ED-2	Valle Vidal Management Unit has been added to section 4.3.5.
08139	ED-3	Clayton Lake State Park was discussed in Table 4.2-12. The discussion of migratory birds and waterways was modified in section 4.3.5.
08170	ED-4	The Air Force conducted a number of informal meetings with communities, agencies, and public organizations for RBTI. Although not discussed directly in the document, the concerns expressed during these meetings were considered during the environmental impact analysis process.
08170 08178	ED-5	Figure 4.2-7 represents general land use information from the U.S. Geological Survey. The mountainous coniferous forest of the Philmont area is presented in Figure 4.3-6.
08170	ED-6	The effects of noise on structures are discussed in section 4.5.1.
08179	ED-7	The relationship of the proposed route under Alternative D to the boundaries of the town of Angel Fire is accurate based on the best available information at the time the DEIS was produced. The exact distance of the town to the proposed route is not discussed directly in the EIS.
08188 08282	ED-8	The letter has been included in Appendix H.
08215	ED-9	These sites are incorporated into the Special Use Land Management areas in Figure 4.2-8.
08237	ED-10	Given the vast region covered by the proposed airspace, every community was not identified by name in the EIS. However, the EIS has been modified to reflect the total number of people overflown under each proposed alternative.
08254	ED-11	The impact analysis process examines project effects on the environment, resources, land management and use, and on people. There is no requirement to analyze the effects on individual private property owners.

Purpose and Need, Description of the Proposed Action and Alternatives, and Cumulative Effects (PD) and (CE)

Letter #		Response #	Response
00001	00983	PD-1	Sections 1.2 through 1.4 of the EIS detail the need for RBTI, including the specific airspace and ground assets associated with the RBTI proposal. This section provides basis for the need for low-altitude training. It also demonstrates that refueling the bombers to access distant training assets would not resolve the deficiencies prompting the RBTI proposal.
00021	01013		
00076	08047		
00121	08138		
00506	08202		
00538	08247		
00625	08301		
00772	08356		
00929			
00015	01129	PD-2	Section 2.1.3 of the EIS explains that basing the additional bombers at Dyess and Barksdale AFBs was a decision of Congress and the President through the Base Realignment and Closure process. Moving the aircraft to other locations would require a similar authorization or basing decisions outside of the scope of this analysis.
00019	08083		
00085	08254		
00291	08347		
00296	08355		
00019		PD-3	As described in the EIS, a MOA meeting the realism requirements for RBTI must overlie lands suitable for the placement of electronic emitters.
00018	00721	PD-4	Chapter 1.0 and Section 2.1 define the rationale and the process defining the alternatives. As this shows, the Air Force examined over 70 MTRs located within approximately 600 nm of Barksdale and Dyess AFBs as possible candidate alternatives. All locations outside the 600 nm radius from the bases were excluded from consideration. Those presented in the EIS are the only three candidates that wholly or partially meet the purpose and need. All others, as specified in Section 2.1, failed to meet one or more of the criteria for inclusion.
00112	00722		
00121	00772		
00161	00800		
00224	00813		
00231	00914		
00236	00931		
00237	00969		
00266	00974		
00275	01021		
00277	01110		
00291	01130		
00293	08010		
00295	08014		
00360	08016		
00385	08030		
00390	08036		
00401	08069		
00419	08122		
00500	08131		
00517	08162		
00538	08217		
00619	08242		
00634	08318		
00632	08320		
00682	08324		
00686	08333		
00694	09012		
00704			
00052	08300	PD-5	The EIS addresses the use of simulators, and demonstrates that they can provide a small proportion of training, however, they lack the realism necessary to fulfill the purpose of RBTI.
00409	08307		
00579	08310		
00112		PD-6	Requirements for military readiness derive from the National Command Authority with the President as its leader.
00144	00770	PD-7	The alternative identification process focused on identifying existing MTRs and MOAs meeting the needs defined for RBTI. Out of the more than 70 MTRs evaluated, only 3 met the needs. They were selected as
00257	00814		
00267	00870		

00284 00336 00359 00370 00374 00404 00484 00587 00652 00654 00668 00715	00927 00928 01052 01055 08006 08017 08028 08037 08050 08061 08116 08144		alternatives irrespective of the underlying land ownership. The alternatives overlie a mixture of federal, state, and private lands. Alternatives B and C overlie more private lands than Alternative D; Alternative D overlies more federal lands.
00215 00217	00296 00760	PD-8	Section 2.1.3 describes why simulators alone would not provide adequate realism or training. See also response PD-5.
00321		PD-9	To meet the training requirements for all aircrews and ensure readiness for combat, training needs to occur throughout the year. Training tempo may vary season to season.
00334 08229		PD-10	Section 2.1 describes the size and location requirements for emitters and electronic scoring sites. A thorough evaluation of these requirements was performed before identifying locations and alternatives. Section 2.4.1 describes emitter operations.
00342		PD-11	Section 2.3.1 of the EIS indicates that flights would occur on weekends only occasionally.
00369 09012		PD-12	The RBTI alternatives were designed to provide training realism while also reducing the potential effects of the action. A first priority in identifying alternatives was a requirement to maximize the use of existing airspace. By using more than 75% existing airspace in each of the alternatives, the Air Force sought to reduce the potential to affect lands and resources not previously under military airspace.
00370		PD-13	As described in Sections 1 and 2 of the EIS, no requirement exists for variable terrain under a MOA.
00983		PD-14	Depending upon conditions, training requirements, and airspace type, aircrews could fly IFR or VFR. Night vision goggles would normally be used during night operations.
00983		PD-15	Aircrews would include those from Formal Training Units and those from operational units conducting Continuation Training.
00983 01020 01033		PD-16	Section 2.3.1 of the EIS describes the proposed hours of use for the MTR and MOA. The B-52s and B-1s would fly 80 to 85 percent of the time during the day.
00417 00792 08081 08268		PD-17	The alternative identification process focused on identifying existing MTRs and MOAs meeting the needs defined for RBTI. Out of the more than 70 MTRs evaluated, only 3 met the needs. Selection of these alternatives used operational criteria. No particular location was defined for the alternatives other than those meeting the operational needs as described in Section 2.1 of the EIS.
00191 00194 00291 00421	00486 00899 08254	PD-18	In the draft EIS, all alternatives were evaluated equally; none received preference over another. In the final EIS (Section 2.1.5 and Appendix K), the Air Force recommended a preferred and environmentally preferred alternative. However, no decision to select or not select a particular alternative has been made at this time. Such a selection will be presented in the Record of Decision.
00494		PD-19	The RBTI proposal is designed to provide realistic training on a daily basis. Such training includes both low and high altitude training activities. Aircrews could not achieve this level of training through temporary duty assignments at other bases.

00589 00944 08295	PD-20	As detailed in Chapter 1.0 and Section 2.1 of the EIS, the training needed by the B-52 and B-1 aircrews requires terrain following and terrain avoidance. MTR airspace used for such training must overlie lands offering terrain variability. Flying over the ocean or using simulators would not fulfill this need.
00727	PD-21	Both the federal budget and past decisions related to base closures or realignments are beyond the scope of this EIS.
00962	PD-22	The FAA, under its authority to manage airspace over the United States, has charted all existing MTRs. See also response PD-1.
00970	PD-23	The No Action Alternative, as presented in Section 2.3, includes only existing airspace and would support only baseline sortie-operations.
00983	PD-24	Section 2.4 details the proposed process for obtaining the land for emitter sites and Electronic Scoring Sites.
00995	PD-25	Section 2.1.3 of the EIS explains why increasing funding to provide more flight hours is not a reasonable alternative to the RBTI proposal.
01130	PD-26	Refueling for the B-52s and B-1s is a training activity that includes set-up along a refueling track, linking to the refueling aircraft, disengagement, and flight to the next training activity. Even if no fuel or a nominal amount of fuel is delivered, the training to accomplish the refueling is essential.
01130	PD-27	Should the Air Force propose to fly at lower altitudes in an MTR or MOA than those assessed in this EIS, the proposal would be environmentally assessed under NEPA. See also Response AF-2.
01130	PD-28	Average sortie duration is derived by dividing the number of required sorties for a unit into its total annual flying hours. As stated in Section 1.3.3, average sortie durations do not always correspond directly to the time needed to achieve realistic training. To achieve such training, the aircrews from Barksdale and Dyess AFBs would need to fly slightly longer durations. These durations are hours less than current flight times that include substantial low-value transit time.
01130	PD-29	Section 1.2.3 of the EIS clearly describes the relationship between a sortie and a sortie-operation. Total sortie-operations are presented for each alternative and used in all appropriate analyses.
01130	PD-30	Additional detail on emitter operations and safety is presented in Section 2.4 of the final EIS. See also Response AO-32.
01130	PD-31	Section 2.4.2 clearly states that all existing segments of IR-178 north of proposed segment ZAA would be eliminated. This includes the segments under the proposed Lancer MOA.
01130	PD-32	All secondary MTRs intersecting or overlapping with primary airspace were analyzed in all pertinent resource categories. No part of the RBTI proposal includes changing the use of VR-1116 or IR-154. For IR-128/180, the EIS indicates that sortie-operations would decrease under Alternatives B, C, and D.
00827 01130 08133	PD-33	The baseline sortie-operations legitimately include activities resulting from analyzed and approved actions affecting the same study area as RBTI. All of these sortie-operations were accounted for in the analysis. To eliminate these sortie-operations from baseline would also necessitate eliminating them from projected flight activities for Alternatives B, C, and D. Thus, the amount of change in noise levels (from baseline to proposed action) would remain the same as that reported in the EIS. NEPA requires analysis to focus on the affected area. Section 2.2 of the EIS clearly defines the affected area and describes the primary and secondary airspace units within that area. Sortie-operations for all the airspace units are analyzed under each alternative and the synergistic effect of the interaction of those units is analyzed. In this way, the EIS accounts for the airspace use in the affected area. No programmatic treatment of additional areas is required under NEPA or CEQ Guidelines.

08032	PD-34	Very little land would be involved in RBTI. Only about 200 acres would be affected, and the Air Force would compensate private landowners through lease or purchase payments. See also response BR-4.
08103 08176	PD-35	The EIS considers the cumulative effects of both primary and secondary airspace use within the study area. It also accounts for all users of the primary and secondary airspace. Sections 2.3 and 5.1.2 describes how past, present and baseline sortie-operations were incorporated into the analysis.
08177	PD-36	Accurate, scaled maps are provided throughout the EIS to provide the reader the ability to find specific towns or locations in relation to the alternatives. Angel Fire is approximately 5 nm distant from the nearest part of the proposed IR-153.
08202	PD-37	Operational considerations defined the need for the RBTI proposal and directed the alternative identification process. In that process, environmental considerations were used. The EIS is devoted to assessing the environmental impacts of the proposal.
08313 09020	PD-38	The Air Force is familiar with the noise sensitive areas in northeastern New Mexico. Locations of these areas are included on the operations supplements at Cannon AFB who manage the majority of the airspace where the sensitive sites occur. Should Alternative D be selected, the established flight restrictions and/or operating procedures would be incorporated into the RBTI operations.
01018 08229 01027 09008 01039	PD-39	As shown in the EIS (Figure 2.4-11), no portion of the proposed MTR (IR-153) in northern New Mexico would occur over the City of Taos. The proposed MTR would lie more than 30 miles away from the City of Taos and behind mountain ranges.
08113 09008	PD-40	The EIS states that the proposed flight activities would occur between 300 feet AGL and 15,000 feet. Flights could occur anywhere within that range of altitudes, but flights would be between 300 and 500 feet AGL for only 5% of the time. For an average training flight along the MTR, this 5% would represent roughly 2 to 3 minutes within the total flight time for the route. In the portions of the MTR in the region north and east of Taos, B-52 and B-1 flight levels would be no lower than 400 feet AGL.
01130 08037 09012	PD-41	Sections 1.2, 1.3, and 1.4 in the EIS describe in detail the requirements for the airspace to meet the training needs of the B-1s and B-52s. Section 2.1 details the application of those requirements to existing airspace in order to identify potential alternatives to meet the need. Over 70 MTRs were evaluated, including those associated with La Junta and Harrison. The EIS in Section 1.3 establishes that neither La Junta nor Harrison have the integrated assets required for the training and the areas lack required terrain variability. As such, even with airspace modifications, neither would fulfill the purpose and need for RBTI. These sections of the EIS also demonstrate why use of the Belle Fourche and Granite Peak assets would not fulfill the purpose of reducing low value transit time and increasing combat training time. Both of these sites lie well outside the 600 nm area in which frequent realistic training could occur.
08132 09012	PD-42	There is more than a single alternative. The EIS includes analysis of three action alternatives, with two in west Texas and one in northern New Mexico.
09012	PD-43	NEPA and CEQ guidelines require that a proponent of a major federal action present the decision-maker with reasonable alternatives. If reasonable, these may include alternatives not meeting the full need. Use of the Harrison and La Junta facilities and associated airspace would not even fulfill part of the need for RBTI. Furthermore, all of the proposed alternatives include continued training in airspace associated with La Junta, Harrison, Belle Fourche, and Granite Peak. As such, the existing alternatives incorporate the important aspects of the alternative concept suggested in the comment.

08067 09012	PD-44	Realism in training is important, as stated in the EIS Section 1.0. However, the requirements for realism must focus on the crucial combat activities rather than transit time that yields only low-value training. Under RBTI, aircrews would continue to fly a proportion of their training with longer distance sorties to locations like Belle Fourche and Granite Peak. As such, they would receive that portion of training requiring long-range missions.
08247 09013	PD-45	Defining reasonable alternatives was a focus of RBTI, as shown in the draft EIS in Section 2.1 and in Appendix A. As this information demonstrates, over 70 MTRs were examined for operational suitability. These included MTRs associated with the Smoky Hill Range, as well as those associated with the existing ESS's at La Junta and Harrison. The systematic and rigorous process used to identify RBTI alternatives (Section 2.1) demonstrated that none of the suggested potential alternatives met the purpose and need.
09013	PD-46	As shown throughout Section 1.0, particularly in Section 1.6, the goal of RBTI would be to reduce the overall flight times from the bases to the training assets. Section 1.3 details the reasons why these assets need to be closer to the bases and how this would reduce overall flight time.
09013	PD-47	The same "side bar" discussed in the comment states that "all ordnance delivery would be electronically simulated". This clearly indicates that nothing of any type would be released from the aircraft.
09013	PD-48	The section preceding Figure 1.3-3 describes, in detail, the current situation of flying activities for the B-52s from Barksdale AFB and the B-1s from Dyess AFB. The sentences leading up to this figure "call out" state the locations to which the current sorties fly. Optimum was determined based on the Air Force syllabi and training requirements of the B-52s and B-1s.
09013	PD-49	This has been modified in the final EIS.
09013	PD-50	Section 2.2, Description of the Study Area, details each source and date for the data used to define the sortie-operations in Table 2.3-2 and in Appendix B. For Alternatives B, C, and D, the estimated timing of implementation has been added to the EIS.
09013	PD-51	Additional information on average hours of use are included in 2.3.1. Typically, 1 to 2 bomber aircraft would operate in the MOA over a 30 to 45 minute period. On average, about 5 periods would be scheduled per day. A two-aircraft formation would require 45 to 60 minutes to complete a training flight through an MTR. On average, about 5 periods would be scheduled per day.
09013	PD-52	This has been modified in the final EIS.
08086 09014	PD-53	The analysis in the EIS accounts for the primary (those used or proposed for use by the B-52s and B-1s) MTRs and MOAs affected by the alternatives as well as the secondary (not used or proposed for use, but intersected by primary airspace) MTRs and MOAs within the entire study area. Data tables in Section 2.2-2.4 and in Appendix B detail the projected sortie-operations in each airspace unit by aircraft type. Movement from one airspace unit to a separated unit will follow the same FAA regulations to which all air traffic must adhere.
09014	PD-54	Proposed segment WAWB of IR-153 does not overlie any portion of Lake Merideth National Recreation Area. The segment terminates approximately 6 nm west of the area. The Canadian River drainage is not assessed in specific in the EIS because it does not include any designated special land use management areas. Effects of Alternative D on recreation activities such as those that could occur in the river drainage are assessed for all lands underlying the affected airspace.
09014	PD-55	Their use would remain unchanged as shown in Appendix B of the EIS.
09014	PD-56	Flight activities in MOAs are detailed in Sections 1.4, 2.1.1 (including an example of a mission in Figure 2.1-1), and 2.3.1. All of these discussions

		apply to the Mt. Dora MOA as well as the other alternatives. Typically, 1 to 2 bomber aircraft would operate in the MOA over a 30 to 45 minute period. On average, about 5 periods would be scheduled per weekday.
09014	PD-57	As shown on Figure 4.2-8, this NPS unit would lie 4 to 5 nm outside the proposed Mt. Dora MOA.
09014	PD-58	As shown on Figure 4.2-8, this NPS unit would lie 2 to 3 nm outside the proposed IR-153.
09015	PD-59	As described in Section 2.2, all aircraft activities in the affected primary and secondary airspace are analyzed in the EIS.
09020	PD-60	The Air Force has and will continue to adhere to all pertinent FAA regulations. Military pilots flying over sparsely populated areas will avoid all visible persons, vessels, vehicles, and structures by 500 feet. Over congested areas, pilots will overfly no lower than 1,000 feet above the highest obstacle within 2,000 feet. Meeting these requirements would not degrade the training effectiveness of the MTR.
09021	PD-62	Sections 1.2, 1.3, and 1.4 in the EIS describe in detail the requirements for the airspace to meet the training needs of the B-1s and B-52s. Section 2.1 details the application of those requirements to existing airspace in order to identify potential alternatives to meet the need. Over 70 MTRs were evaluated, including those associated with La Junta and Harrison. The EIS in Section 1.3 establishes that neither La Junta or Harrison have the integrated assets required for the training and the areas lack required terrain variability. As such, even with airspace modifications, neither would fulfill the purpose and need for RBTI.
01124 09021	PD-63	Realism in training is important, as stated in the EIS Section 1.0. However, the requirements for realism must focus on the crucial combat activities rather than transit time that yields only low-value training. Under RBTI, aircrews would continue to fly a proportion of their training with longer distance sorties to locations like Belle Fourche and Granite Peak. As such, they would receive that portion of training requiring long-range missions.
00868	CE-1	Sections 2.4 and 2.5 of the EIS present information on the location and use of both primary and secondary airspace under each alternative. All secondary airspace that intersects or overlaps with primary airspace is included in the analyses. In this way, the cumulative effects of other, non-RBTI flight activities are addressed.
00113 00292 01129	CE-2	Cumulative impact analyses were prepared in accordance with NEPA and CEQ Guidelines. The EIS considers the cumulative effects of both primary and secondary airspace use within the study area. It also accounts for *all users* of the primary and secondary airspace. Section 5.1.2 describes how past and present actions were incorporated into the analysis.
01129	CE-3	Section 4.3 of the EIS addresses the impacts of construction, loss of habitat, and aircraft overflights. The first two factors are related. The EIS demonstrates that less than 20 acres would be affected by construction, so less than 20 acres of habitat would be affected. All of the candidate sites have been subject to previous disturbance that has degraded the habitat. Since the potential impacts to wildlife are negligible to nonexistent, they would not add to any potential impacts from aircraft overflights.

Airspace and Aircraft Operations (AO)

Letter #		Response #	Response
00001 00045 00088 00106 00119 00140 00149 00217 00297 00327 00336 00466 00846	00983 01020 01027 01034 01041 01118 01130 08086 08103 08108 08265 08292 08303	AO-1	Section 4.1 of the EIS presents the air emissions projected to result from implementation of RBTI. All emissions of criteria pollutants monitored by the EPA would be less than one tenth of one percent (0.1%) of the standards set by the EPA to protect human health, the environment, and visibility.
00005 00398 01129 08023 08035 08078	08082 08095 08128 08157 08337	AO-2	Section 4.1 of the EIS discusses the effects of wake turbulence. This analysis establishes that vortices from B-1s or B-52s flying at 300 feet AGL would produce no more than a temporary, light breeze incapable of damaging structures, livestock, or people. Wake turbulence from one aircraft can affect another aircraft that is trailing it too closely. The FAA has established guidelines for separation of aircraft in flight. Adherence to these guidelines by all pilots, military and civilian, would prevent any problems.
00005 01130		AO-3	IR-178 has been used by low-flying bomber aircraft for roughly two decades. Prior to that time, its predecessor routes, IR-144 and IR-165, covered much of the same area. Bomber aircraft used these routes since their inception. All changes to the use of IR-178 have been assessed in accordance with NEPA. Prior NEPA documentation shows that as early as the 1970s, use levels were equal to or greater than baseline sortie-operations. Established avoidance procedures for airfields would remain in force. See also response AO-2.
00013 00383 00517	00938 08005 08097	AO-4	The EIS addresses noise effects on humans (Section 4.1) wildlife and livestock (Section 4.3 and Appendix G), special use land management areas (Section 4.2), and cultural resources (Section 4.5).
00020 00042 00200 00365 00983	08108 08167 08170 08337	AO-5	B-52s are unable to eject (dump) fuel. For B-1s, if an emergency were to occur, B-1s are required to climb to 10,000 feet AGL or higher before jettisoning fuel. This provides enough altitude to ensure that jet fuel evaporates before it reaches the ground.
00042 00057 01129	08166 08247	AO-6	Air Force aircrews are the most highly trained in the world. These aircrews regularly deal with the effects of winds and turbulence both at high altitude and low altitudes without any effects on safety or navigation.
00043 00097 00113 00120 00292 00361 00393 00399 00405 00416	00448 00507 00538 00625 01011 08186 08187 08190 08193 08331	AO-7	The safety records of B-52s and B-1s are both exceptional and the probability of a mishap is extremely low. If a crash did occur, its potential to start a fire would be dependent on many factors including the season, wind, moisture, terrain, as well as the nature and density of the vegetation. No restrictions on flight activities would be expected. See also responses AO-16 and AO-49.

00044 00247 08172		AO-8	As described in Section 4.1 of the EIS, speech interference could occur. Most people when faced with an outside noise raise their voices sufficiently to be heard. The potential for overflights to "interfere" with instruction would be extremely low since the number of direct, low-altitude overflights would be less than 10 per weekday and flights would be dispersed within a broad MTR corridor. In addition, low altitude overflights currently occur over at least two areas with very difficult rock climbing routes: Joshua Tree National Monument and City of Rocks (Idaho). The Air Force is not aware of any evidence of an effect on climbing safety in either area.
00044 00247		AO-9	The EIS in Section 4.1 addresses sleep disturbance and indicates that it is a function of myriad factors, not only noise.
00044 00247		AO-10	Military aircraft communications and electronic combat equipment operate at different frequencies than other radio and communication equipment, so no effects are anticipated.
00046 00466 00625 00969 01129	08023 08084 08086 08088	AO-11	The EIS describes the emissions from the jet engines in Section 4.1. All emissions of criteria pollutant monitored by the EPA would be less than one tenth of one percent of the standards set by the EPA. These would also include water vapor, but not unburned fuel.
00053 00218 00325 00407 00694 00765 00803 00811	00835 00837 00845 08012 08165 08309 08352	AO-12	Vibrations to structures from low-altitude overflights are addressed in Section 4.5 of the EIS. The analysis in the EIS demonstrates that the proposed overflights would not cause structural damage to homes, historic structures, or other structures.
00062 00349 08218 08249 08344		AO-13	No airspace associated with the RBTI alternatives overflies Taos, Taos Pueblo, or the Taos Ski Valley. Figure 2.4-9 shows the distances of the airspace to these areas. Taos lies 30 or more miles from the nearest portion of the proposed MTR. Noise from aircraft would not be audible at that distance.
00068 00293	01108 01130	AO-14	Flight activities under RBTI would not involve supersonic speeds or produce sonic booms.
00074 08228		AO-15	Figure 2.4-11 presents the increase in sortie-operations per MTR segment for Alternative D.
00092 00105 00120 00124 00140 00144 00165 00200 00225 00227 00240 00241 00295 00308 00322 00355 00361 00370	00427 00445 00447 00458 00466 00500 00566 00760 00784 00906 00983 01019 08012 08016 08096 08218 08287 08311	AO-16	As demonstrated in the EIS (Section 4.1), the safety records of B-52s and B-1s are both exceptional and the probability of a mishap is extremely low. Should the Air Force implement one of the RBTI action alternatives, it would prepare the necessary plans and procedures to deal with responses to mishaps.

00374 00382 00391 00410	08331 08343 08377		Continued from AO-16.
00101 00441 00800		AO-17	The analysis of noise annoyance addresses community noise effects and the basic research considered people from a wide range of occupations. Additionally, the probability of repeated overflights of a single location is small.
00101 00118 00120 00125 00500 00611 00800 00826 00862 08006	08090 08223 08247 08265 08278 08307 08323 08337 08367 08370	AO-18	The effect of aircraft noise on children is a controversial area. The reactions and behaviors of children described in the comments have not been documented in any research on the effects of aircraft noise on children or supported by anecdotal evidence. Also no evidence has been reported about these kinds of reactions to military overflights that have occurred over the last 30 years. It has been proposed that children are potentially more sensitive to noise sources as compared to adults, however, studies completed to date have produced no unequivocal evidence of auditory or non-auditory impact due to aircraft operations. Further, many studies (which have occurred primarily in Europe around airports) have been plagued with serious design problems including failure to incorporate control variables and account for exposure to other loud noise or small sample sizes. Numerous studies have also concluded no likelihood of permanent hearing loss, psychological or physiological health effects on children or young people. The RBTI proposes a small increase in sortie-operations (up to 10 per day) primarily in areas where military activity has occurred for many years. Neither children nor adults exposed to noise levels associated with either the existing military aircraft operations occurring today (Alternative A) or any of the actions alternatives (Alternatives B, C, or D) are anticipated to suffer serious health effects. Mental and emotional effects, as well as hearing loss due to the low noise exposure levels associated RBTI, can generally be ruled out. The Air Force has reviewed the referenced study entitled, "Jets over Labrador and Quebec: noise effects on human health," by Jeannie Rosenberg. The paper focuses on the issue of effects of low level flights on human health (hearing loss, annoyance, startle, and physiological effects). These issues are addressed in Sections 4.1 and 4.2 of the EIS. Also, see above for a discussion of effects on children. The other unnamed German study referred to, was not specifically reviewed, however, the preponderance of scientific literature indicates no long term health effects, including "post traumatic stress syndrome," result from occasional overflights such as those associated with the RBTI.
00105 00207 00223 00245 00274	00323 00643 01131 08163	AO-19	The potential for bird-aircraft strikes is analyzed in the EIS (Section 4.1). That analysis demonstrates the very low probability of such occurrences.
00113 00124 00136 00137 00219 00292 00374	00399 01011 01104 08011 08263 08337	AO-20	Section 4.1 of the EIS addresses health effects and aircraft noise. The body of scientific evidence does not support the commentor's claim concerning the aircraft noise generated under the RBTI proposal and hearing damage, physical ailments, and pain.
00114		AO-21	The FAA has the responsibility for establishing, modifying, and eliminating airspace. The duration that such airspace continues to exists is also up to the FAA. Airspace is not permanent. For example, should the

			Air Force implement Alternative B, hundreds of miles of IR-178 would be eliminated and portions of existing MOAs would also be eliminated.
00120		AO-22	Depending upon the nature and location of the training mission, the Air Force has pre-designated alternate landing locations. Aircrews are highly trained to respond to difficult emergency situations and would plan for all possible contingencies.
00134 08085		AO-23	Analysis in the EIS accounts for all aircraft using the defined airspace units irrespective of their base of origin or service affiliation. Appendix B shows all current and projected airspace use.
00138 00412 00547	08192 08341	AO-24	Life flights and other emergency aircraft activities are always given priority over training activities when the two may be in conflict. For fires involving aerial fire fighting, the FAA transmits a Notice to Airmen to avoid the area of operations.
00156 08019		AO-25	Section 4.1 of the EIS presents the noise levels associated with all aircraft associated with the RBTI proposal. See also response BR-1.
00157 00531 01044 01045 00130	08043 08099 08320 08321 08361	AO-26	Sleep disturbance studies have used both the DNL and the SEL metric in evaluating noise-related awakenings. As such representative studies using both metrics are discussed in the EIS in Section 4.1. It has been determined that arousal from sleep is a function of a number of factors including age, gender, sleep stage, noise level, frequency of noise occurrences, noise quality and pre-sleep activity. Under the RBTI proposal, a maximum of 15% and 20% of the B-52 and B-1 sortie operations, respectively, would potentially be flown at night, i.e., after 10:00 PM. Additionally, nighttime sorties are required to land back at their home station no later than 2:00 AM during the summer and prior to 1:00 AM during the winter season, which effectively reduces the overall potential for sleep disturbance to some degree. The SEL for a single overflight varies depending on the altitude, the lateral distance from the receiver and the aircraft operating characteristics. At the lowest operating altitude band of 300 to 500 feet AGL, accounting for 5% of the proposed operations, the SEL ranges from 116 to 113 dB for a B-1 and 111 to 107 dB for the B-52. In some situations, sleep awakenings have occurred, however studies have shown noise-related awakenings are far less than spontaneous awakenings. The variability of the aircraft position within the airspace structure also reduces the probability of repeated awakenings and significant impact.
00167 00220 00387 00689	00977 08217 08255 08285	AO-27	As presented in Appendix G, the body of scientific knowledge reveals no instances of subsonic aircraft overflights causing landslides, rock slides, or avalanches.
00195 00625 00806 08067		AO-28	The potential effects of aircraft noise on people, livestock and wildlife due to current and proposed operations are discussed in the RBTI EIS Sections 4.1, 4.2 and 4.3. Additional, information on the effects of noise is found in Appendix G, pages G-9 to G-17. Although individual situations can not be predicted, overall, studies have shown that the noise levels associated with RBTI do not cause catastrophic, long-term impacts. Individual overflight events are temporary intrusions into the local environment and do not represent lasting effects. Also see responses BR-1 and AO-42.
00198 00360		AO-29	The presence and use of military airspace over wilderness areas is not in conflict with any stipulations in the Wilderness Act of 1964. Numerous wilderness areas were established under existing military airspace that is still used today.
00243 08164 08181		AO-30	As shown in the EIS, Section 2.4.4, no airspace associated with Alternative D would occur within 5 nm of the Angel Fire airport. No restrictions on the use of that airport would be expected as a result of

		RBTI.
00265 00333 08034	AO-31	Jet fuel (JP-8) does not contain ethylene dibromide.
00267	AO-32	The systems within military aircraft do not emit at frequencies that could affect automobile operations.
00267	AO-33	The aircraft would be training and would not carry nuclear weapons of any kind.
00272	AO-34	As stated in Section 2.4.2 of the EIS, the MOA airspace in the vicinity of Big Lake, Texas would have a floor (base) of 3,000 feet above ground level, not sea level.
00283	AO-35	Section 4.1 of the EIS details both baseline and potential direct and indirect impacts for noise and air quality. Section 5.0 discusses cumulative impacts.
00291	AO-36	Proposed IR-153 would overlap and intersect with numerous existing MTRs that are used for low-altitude training by a variety of aircraft, including some B-1s and B-52s. Appendix B presents the breakout of all current aircraft users of these MTRs.
00291	AO-37	The EIS does show that much of the airspace over the area including Philmont Scout Ranch would be newly established airspace. Refer to Figure 2.4-9 in the EIS.
00324 00326 01129	AO-38	The EIS cites the findings of the National Forest Service accurately. The EIS goes on to note that low-altitude, high-speed overflights were considered most annoying and that the associated startle effect can negatively affect wilderness experiences.
00324 00326	AO-39	The EIS shows the projected amount of change in noise levels as described in the comment. The EIS also defines this amount of change as an adverse impact.
00334	AO-40	In Section 2.4.1, the EIS discusses RF emissions and the safety zone to be established around the emitters. This zone provides more than sufficient separation for the RF emissions from the emitters. Additional discussion of RF emissions has been presented in the EIS.
00334 00983 08087	AO-41	The basis for the sortie-operations is presented in Section 2.2 of the EIS. Actual counts of sortie-operations flown were used based on the records of the airspace managers for the appropriate airspace units. All proposed users are accounted for in these data.
00342 00383 08046	AO-42	It is possible that aircraft noise could startle domestic animals. However, animals have been shown through numerous studies to adapt and habituate to various sound sources, including jet aircraft noise. Likewise, human response to jet aircraft noise can also include startle or "surprise" effect. While the experience may be annoying in the short-term, no long-term health effects have been shown to occur. The overflights and associated noise levels from current operations or those that would result from an RBTI alternative, are intermittent and short in duration as opposed to regularly scheduled flights, such as at an airport. Additionally, the varied altitude structure and horizontal distribution of the flights make repeated overflights of the same location infrequent.
00354	AO-43	The EIS details the potential impacts of the RBTI proposal from noise, air emissions, and safety in more than 50 pages in Section 4.1.
00361	AO-44	The low probability of mishaps as presented in the EIS reflects the number of proposed flights under RBTI.
00361 08210	AO-45	The analysis of the effects of noise on humans is presented in Section 4.1 of the EIS; analysis of the effects of noise on wildlife is presented in Section 4.3.
00365	AO-46	The use of live ordnance for training is not part of the RBTI proposal.

			Rather, aircrews would electronically simulate ordnance delivery training.
00448 00517 00636 00894	08048 08126 08321	AO-47	No part of the RBTI proposal involves flights by B-1s or B-52s at 200 feet AGL; the lowest altitude flown by these aircraft is 300 feet AGL.
00531		AO-48	The noise analysis presents information on the cumulative exposure in the form of DNL that is appropriate for community response. Noise levels for single events, i.e., single overflights, provided by the L_{MAX} and SEL metrics supplement this.
00538 01104 01130 08337		AO-49	While the probability of a mishap is extremely low, it could occur. When an aircraft crashes, it may release fuels, oils, lubricants, and other materials that could enter the ground. The potential for contamination would depend upon many factors including the nature of the accident, porosity of the soil, geologic features, and season of the year. As part of the Air Force's accident response, the presence of contamination would be investigated and, if found, the affected area would be cleaned-up according to Federal standards.
00565 08016 08100 08166 08167		AO-50	B-52s are unable to eject (dump) fuel. For B-1s, if an emergency were to occur, B-1s are required to climb to 10,000 feet AGL or higher before jettisoning fuel. This provides enough altitude to ensure that jet fuel evaporates before it reaches the ground. Jet fuel (JP-8) contains no ethylene dibromide.
00689		AO-51	The OSHA standard applies to sustained noise over a 30-minute period. As shown in Figure 4.1-2 and Table 4.1-1 of the EIS, the maximum sound levels of 117 dB (B-1) and 110 dB (B-52) would be instantaneous and not sustained. This noise level would occur for a fraction of a second. As the aircraft recedes from the receiver, the noise levels decrease with distance.
00689		AO-52	The EIS in Section 4.1 discusses studies on aircraft noise and hearing loss. These studies indicate that RBTI flight activities would neither generate noise levels nor occur with such frequency as to affect hearing.
00712		AO-53	As shown in Figure 4.1-2 and Table 4.1-1 of the EIS, the maximum sound levels of 117 dB (B-1) and 110 dB (B-52) would be instantaneous and not sustained. This noise level would occur for a fraction of a second. As the aircraft recedes from the receiver, the noise levels decrease with distance.
00727 00827 01129		AO-54	No "rural" or "wilderness"guidelines exist, however the referenced guidelines are useful in evaluating the impact of aircraft noise. Additionally, use of the DNL metric is has been recommended as the principal means for describing long-term noise exposure of civil and military aircraft operations.
00742 00744 00745 00746 00853 00856 00865 00878 00896 00950 00953 00955	00956 00970 00984 00985 00993 00994 01078 01089 08182 08237 09014	AO-55	Use of the DNL cumulative metric, as recommended by the Federal Interagency Committee on Noise (FICON), is accepted as the principle metric for describing environmental noise exposure. DNL is appropriate because it not only accounts for the total number of events occurring and the time they occur, it also accounts for the duration of the events and the maximum levels noise levels associated with the events. There are no new descriptors or metrics of sufficient scientific standing to substitute for the DNL cumulative noise exposure metric. As noted, inclusion of the L_{max} and SEL metrics is useful to further describe the noise levels attributed to an individual overflight. Collectively, these three metrics provide adequate analysis of the existing environment as it occurs today and the future noise environment should RBTI be implemented. Although DNL can be supplemented with other metrics to characterize specific effects, to date there is no consensus among various agencies on the desired metrics relative to the new field of wilderness psychoacoustics. Additionally, the RBTI action alternatives were structured to avoid NPS properties to the

		maximum extent, however public feedback on the proposal has indicated a preference for overflights to occur over Federal property verses private lands. See also response BR-1.
00827	AO-56	In the RBTI EIS, the AF has presented the noise levels of the existing environment, i.e., that occurring today, and presented the resulting changes if one of the three action alternatives were implemented. It is intuitive that if property values have not suffered due to the historical activity (which includes not only military activity, but management agency flights as well as general and commercial aviation), the addition of 10 flights per day at varied horizontal and vertical distribution will not suddenly result in drastic impacts to property values. Factors which are likely to contribute to fluctuations in property values is the economy, employment opportunities, community amenities, community and education services, as well as historical ties to the land. These factors drive property values, not sporadic military overflights.
00868 08126 08193	AO-57	As stated throughout the EIS, the analysis was based on a floor of 300 feet AGL for proposed MTRs. The floor altitudes of 200 feet AGL noted in Appendix C are structural remnants of the existing MTRs from which the proposed MTRs were developed. See also response for AO-47.
00868	AO-58	The sortie-operations presented in Tables B-1 through B-4 are yearly. As stated in the titles for Tables B-6 through B-8, the sortie-operations denote average daily use. Section 4.1 of the EIS addresses the potential effects of the RBTI alternatives on civil aviation. See also response BR-2.
00894	AO-59	It is possible that aircraft noise could startle domestic animals. Animal responses may vary but generally large, studies have failed to provide conclusive evidence of any serious effect except trauma due to panic reaction. Animals have been shown through numerous studies to adapt and habituate to various sound sources, including jet aircraft noise. In the literature review of Manci *et al.* (1988), behavior reaction observed in livestock exposed to low-altitude subsonic overflights have generally consisted of startle reactions that were considered minimal. The RBTI low-level overflights may result in incidental livestock startle that may or may not lead to livestock damage. The expectation that overexertion of cattle raised for food purposes would result in death or weight loss, is speculation.
00827 00906 08021	AO-60	The data set from which the "Schultz curve" is synthesized is not a model, but rather a dose-response relationship for noise exposure levels and the prevalence of annoyance. The original curve was derived from a body of 161 paired observations in the 1970's (T.J. Schultz, "Synthesis of Social Surveys on Noise Annoyance," *Journal of the Acoustical Society of America*, 64(2):377-405, 1978). The set of data was updated from 161 to 453 data points by Dr. Sanford Fidell and colleagues in a 1991 publication (Fidell, S., Barger, D.S., and T.J. Schultz, "Updating a Dosage-Effect Relationship for the Prevalence of Annoyance Due to General Transportation Noise," *Journal of the Acoustical Society of America*, 89:221-223, 1991). The expanded analysis revealed only minor differences in the prevalence of noise-induced annoyance as predicted by Schultz and by the newly derived relationship for all transportation noise. This research also pointed out that the prevalence of aircraft noise is somewhat greater than that attributable to surface traffic (e.g., street/highway traffic and railroad noise). This finding was acknowledged by the Air Force in the article entitled "Community Annoyance and Sleep Disturbance: Updated Criteria for Assessment of the Impacts of General Transportation Noise on People" (Finegold, L.S., C.S. Harris, and H.E. von Gierke, *Journal of the Acoustical Society of America*, 42(1):25-30, 1994). According to the 1992 Federal Interagency Committee on Noise

		(FICON), "the dose-effect relationship, as represented by DNL and 'Percent Highly Annoyed' (%HA), remains the best available approach for analyzing overall health and welfare impacts for the vast majority of transportation noise analysis situations." The RBTI EIS provides this information to assist the public and decision-makers in understanding the degree of community annoyance resulting from the noise levels associated with the alternatives. Additional single event noise metrics have been provided to fully describe the potential noise environment.
00950 08262 00955 08272 00956 08288 00984 08303 00985 08310 01078 08312 01089 08315 08020 08337 08187 09018	AO-61	No human endeavor is entirely without risk, yet the potential for aircraft mishaps (as reported in Section 4.1 of the EIS) is extremely low. The EIS describes the nature of Class A mishaps, provides the overall history of Class A mishaps for the life span of B-52s and B-1s, and presents the estimated rate of mishaps. All sources and causes of mishaps are included in the calculations used in the analysis. On average, B-52s have had a Class A mishap for every 28 million miles flown; B-1s have a record of one mishap per 14.5 million miles flown.
00970 01041 01130 08034 08076 08100 08100 08132	AO-62	Section 4.1 and Appendix F details the methods and assumptions used for the MAILS modeling. The MAILS air quality analysis used a conservative approach by assuming all aircraft would fly at 300 feet AGL for the entire duration of flight in an MTR segment. This distribution over-emphasizes the lowest altitudes whereas only 5 percent of flight activity would actually occur there. An altitude of 5,000 feet AGL was not used as a mixing height for the MAILS model. Even using this conservative approach, the criteria pollutant concentrations would be less than one tenth of one percent of the human health standards set by the EPA.
00983	AO-63	Section 2.4.4 and Appendix C (Table C-2) present information on the length, corridor width, and altitude structure of the airspace associated with Alternative D.
00983	AO-64	Section 2.4.4 and Appendix D present data on the number and location of emitter sites. Section 2.4.1 indicates that all emitter sites would be located on leased or purchased private land and that the emitters would be unmanned.
00983 08363	AO-65	On average, the B-52s would fly at 360 knots and B-1s at 420-550 nm/hour. No supersonic speeds would be employed.
00983 08337 01130 08100	AO-66	The fuel used by B-52s and B-1s is JP-8. JP-8 is basically low-grade kerosene with other additives totaling less than 1 percent. The Air Force switched to JP-8 a few years ago, in part, to reduce jet fuel's potential effects on the environment and to standardize with NATO forces.
00983	AO-67	Table 2.3-2 in the EIS presents information on current sortie-operations on existing MTRs associated with the RBTI proposal. Tables 2.4-5, 2.4-9, and 2.4-13 present the proposed use of the MTRs under each alternative in comparison to current usage. Appendix B provides additional data on sortie-operations within the airspace.
00983	AO-68	As shown in Section 4.1 of the EIS, the analysis of noise emphasizes the differences in noise levels under existing and projected conditions.
01033	AO-69	No landings would occur in northern New Mexico. Landings would occur at Barksdale AFB, Louisiana, and Dyess AFB, Texas.
01044 01130 09018	AO-70	In section 4.1, the EIS details the emissions from the proposed aircraft activities and compares them to standards established by the EPA for human health. As the analysis demonstrates, the aircraft emissions would represent less than 1% of the threshold for 15 of 16 categories, and about 2.5 percent of the threshold for the other category. These emissions would not affect human health and would not be "smelled" by people on the ground.

01128	AO-71	Establishment of a MOA would not limit civil or agency VFR air traffic. FAA regulations permit non-participating VFR traffic to transit a MOA. See also Response BR-2.
01129	AO-72	Sortie-operations associated with IR-102/141 have been eliminated from all four alternatives and affected resource categories have been re-analyzed to reflect this change.
01130	AO-73	Section 2.4 of the EIS demonstrates that all of the MTRs mentioned in the comment were considered in the noise analysis.
01130	AO-74	Information on average speeds of aircraft has been added to the EIS. The altitude distribution per aircraft type is presented in Table 2.3-3.
00827	AO-75	The noise analysis and modeling performed in the EIS represent the best available, scientifically validated methods. The Air Force's approach to characterizing noise exposure consisted of summing the acoustic energy produced by individual aircraft operations over a period of time, and expressing this quantity in terms of time-weighted sound levels. Expressing aircraft noise exposure in time-weighted average sound levels has been standard practice since the early 1970s. Although variant methods have been proposed, none has received the scientific or agency validation of time-weighted sound average for noise exposure. No other method of assessing aircraft noise impacts is demonstrably superior. Many of the concepts and arguments presented in the comments have been reviewed by Dr. Sanford Fidell, world renown noise expert and cited as such by the commentor. Dr. Fidell's assessment concluded that the comments are incomplete, internally inconsistent and misleading. The assertion in the comments that DNL is inappropriate as a measure of noise impacts and annoyance is not borne out by the scientific literature or agency procedures. The Federal Interagency Committee on Noise, as late as 1992, validated the use of DNL for analysis of aircraft noise impact and community annoyance. No credible alternative to DNL for prediction of human response to noise exists. Neither the literature review (which is incomplete) nor the invalid replacement for the Schultz curve presented in the comment demonstrates that the analysis in the EIS is inaccurate or inappropriate. See also response AO-60.
01131	AO-76	Although "surges" can generate an unusually large number of sorties for fighter aircraft, the maintenance and coordination requirements, along with the limited number of airframes make a "tremendous increase in daily flights" improbable for bombers. Both Barksdale and Dyess AFBs conduct a few exercises annually designed to strengthen maintenance and operational practices. Barksdale AFB conducts exercises approximately twice a year, with a typical exercise involving a total of 10 aircraft taking off within 1 to 2 hours and following predetermined routing. Dyess AFB exercises approximately four times per year during a three to four day time frame, typically using six sorties per day. Normally, these exercises take place on non-routine MTRs and the MTRs are closed to non-participating aircraft during the time of the exercise. In addition, these MTRs are chosen to develop the operators' experience, therefore, the routes commonly traversed for training would not be used. Since RBTI proposed airspace would be routine training, these exercises could reasonably result in fewer sorties within RBTI airspace during these times.

	AO-76	If RBTI airspace were the designated routing during an exercise, the six sorties per day for Dyess AFB or the ten from Barksdale AFB are already accounted for and analyzed in the RBTI EIS.
08007	AO-77	The EIS in Section 2.4.2 states that the proposed Lancer MOA would not expand the area currently under MOA airspace, and indicates that airspace use would increase substantially.
08007	AO-78	As indicated in Table 2.3-3, different types of aircraft would operate at different percentages of time within the MOA. For example, out of a 45-minute sortie-operation in a MOA, a B-1 would spend, on average, 18 minutes (40%) between 3,000 and 5,000 AGL. The remaining 27 minutes would involve flight above 5,000 feet AGL. Since noise decreases with altitude, and 35 to 80 percent of the flight activities would be above 20,000 feet AGL, noise levels in the MOA would remain low.
08011	AO-79	Speech interference sometimes occurs when background noise levels exceed 65 dB. Within houses, which usually provide insulation that reduces noise levels by 20 dB or more, the potential for speech interference decreases.
08019	AO-80	B-1 aircraft already fly on the MTRs mentioned in the comment. Refer to Appendix B of the EIS. Any changes to the altitude of flights within the MTRs or to the amount of sortie-operations performed by specific aircraft would need to be assessed through the NEPA process.
08027	AO-81	The maximum A-weighted sound level (L_{max}) of a B-1 overflight ranges from 117 dBA at 300 feet above ground level (AGL) to 75 dBA at 10,000 feet AGL. The A-weighted sound exposure levels (SEL) which is the single number representation of the noise energy dose, ranges from 116 dBA at 300 feet AGL to 83 dBA at 10,000 feet AGL. The data are found in Section 4.1.1, Tables 4.1.1 and Figure 4.1.3. The referenced levels of 45 and 62 dBA are the Day-Night Average Sound Levels or DNL. Refer to Appendix G for additional information on various noise metrics.
08085	AO-82	The analysis uses the most recent data on aircraft operations, noise factors, and emissions. B-52s have been flying since the 1950s and B-1s have been flying since the mid-1980s. Past use of the airspace has included sortie-operations by these aircraft types.
08094	AO-83	As detailed throughout the EIS, an average of 10 sortie-operations would occur on a daily basis in the parts of the MTR proposed for the heaviest use.
08103	AO-84	All flight activities proposed under RBTI are reported in the EIS, Section 4.1. The Air Force has no additional proposals with regard to the affected airspace. Should such proposals arise in the future, they would be assessed through the NEPA process.
08103	AO-85	The EIS details aircraft emissions throughout Section 4.1. Information on increases in PM_{10} is presented for each alternative. $PM_{2.5}$ was not assessed as the EPA has yet to establish a standard for this metric. The analysis does evaluate aircraft activities at 300 feet AGL. See also response for AO-62.
08103	AO-86	No refueling tracks associated with RBTI occur over the area mentioned in the comment. See also response to AO-50.
08122	AO-87	The baseline for the RBTI noise analysis correctly presents the noise levels attributed to existing or previously approved aircraft operations. Each of the proposed alternatives are analyzed to determine the change in the noise levels (increases or decreases) resulting from the addition of the RBTI. Evaluation of the changes in the noise environment against a non-existent baseline would present an inaccurate characterization of the impacts.
08122	AO-88	Since its designation in the early 1990s, IR-178 has encompassed the same

		area. Predecessor MTRs such as IR-165 also overlay much of the same area and supported bomber sorties since the 1970s.
08170	AO-89	Approximately 12 average daily sortie-operations (260 days/year) could occur in the segments of proposed IR-153 overlying Philmont Scout Ranch. As detailed in the EIS, these flights would be dispersed horizontally and vertically, thereby minimizing the potential for a single location to be overflown repeatedly.
08184	AO-90	Noise will not be trapped in the valleys of northeastern New Mexico. Noise traveling in rays away from aircraft reaches the surface of the earth at an angle relative to the position of the aircraft. The noise level experienced in the valley would depend upon the altitude and lateral distance of the aircraft from the valley as well as the location of the receiver. Dispersion of overflights across a Military Training Route corridor and vertically within its altitude structure, limit the probability of exclusively flying over the same spot.
08193	AO-91	Balloon and glider flight activity must also adhere to FAA regulations. Pre-planning of such activities to avoid areas of other civil and military aviation would prevent conflicts.
08196	AO-92	The cumulative noise levels (DNL) presented in EIS are complimented by single event noise levels for the B-1 and the B-52, as well as other aircraft who use the affected airspace. Data on A-weighted maximum sound levels (L_{max}) are found in Tables 4.1.1; A-weighted sound exposure levels (SEL) are presented in Figure 4.1.3.
08227	AO-93	Use of all airspace is managed by the FAA. All proposed sortie-operations for RBTI are presented in the EIS and detailed according to airspace units. Should the Air Force propose to use other airspace units not environmentally assessed for a particular type or number of aircraft, it would undertake an analysis governed by the NEPA process.
08323 08331	AO-94	As demonstrated in the EIS (Section 4.1), the safety records of B-52s and B-1s are both exceptional and the probability of a mishap is extremely low. The coincidences necessary to result in an event such as described in the comment would reduce the probability of occurrence to the infinitesimal level.
01130 08337	AO-95	Neither the B-52 nor the B-1 carry hydrazine. F-16s, which carry small canisters of hydrazine, would represent a minor (about 2%) user of the airspace.
09011	AO-96	The Air Force has reviewed the recently adopted Final Regional Haze Rule. Analysis in the EIS shows that the amount of particulate matter (PM_{10}), a common source of haze, generated in New Mexico would be less than 0.3% of the PSD Class I increment. Similarly, NO_x emissions from RBTI would represent approximately 2% of the PSD Class I increment (Section 4.1.5 and Table 4.1-21). These small amounts would only occur in the most intensively used segments which account for about 10% of the proposed MTR. All other segments would contribute less PM_{10} and NO_x based on fewer daily flights and/or use of higher altitudes. For this reason, and because the flight activity would be dispersed over thousands of square miles, it is unlikely that RBTI aircraft emissions would represent a factor affecting New Mexico's compliance with the Regional Haze rule.
09011	AO-97	The Pecos Wilderness Area would lie 17 to 18 miles from the edge of the proposed MTR, Wheeler Peak Wilderness Area would be roughly 7 miles from the MTR's edge, and Carlsbad Caverns National Park would lie more than 30 miles from any of the airspace units proposed for increased use under RBTI. Given this distance, the infrequency of flight activities, the volume of air in which the emissions would dissipate, and the

		extremely low concentrations of emission (see Section 4.1 of EIS), these PSD Class I areas are not expected to be affected.
09011	AO-98	Section 4.1.1 (Aircraft Emissions and Air Quality) describes that total emissions of criteria pollutants were derived for all alternatives by calculating military aircraft emissions for affected MOAs and MTRs in each alternative. All military aircraft flying in the airspace were included. Appendix B provides information on the total number and type of sortie-operations for each affected airspace unit.
09012	AO-99	The EIS does account for the effects of increased numbers of sortie-operations within the defined limits of the airspace units, whether they would be expanded or decreased under a particular alternative. For example, the DNL noise analyses (section 4.1) accounts for the horizontal and vertical "concentration" of aircraft sortie-operations within the MTRs and MOAs. The model used in this analysis incorporates the "concentration" and/or "dispersal" of aircraft within the particular airspace unit and the results of the analysis reflect the size of the airspace unit. In addition, for each alternative the EIS does describe the probability of any single location being overflown based on the size of the airspace unit and the nature of its proposed use.
09013	AO-100	The referenced section and appendix describe the methodology used to assess noise from all types of Air Force aircraft, including B-52s and B-1s. This methodology addresses the noise from B-52s and B-1s specifically for the airspace affected by the RBTI alternatives. Other, older reviews, such as those prepared for basing of aircraft would not be pertinent to the analysis in this EIS.
09013	AO-101	The definition of DNL in the Executive Summary has been enhanced.
09013	AO-102	In Section 4.1.1, the draft EIS did address the noise generated by single event overflights at altitudes ranging from 300 feet AGL to 25,000 feet AGL. It details how the both instantaneous (Table 4.1-1) and single overflight noise energy doses (Sound Exposure Levels) generate noise and are perceived by observers on the ground. Under each alternative in Section 4.1.1, the probability of any single location is discussed along with existing FAA procedures for avoiding overflight of persons, structures, and vehicles. Section 4.1.2 also addresses the potential effects of noise on communities underlying the affected airspace and on other types of land uses. The EIS shows that flights within MTRs would be dispersed and sporadic. For MOAs, the flights would be dispersed within a large volume of airspace. In either case, the probability of repeated, low-altitude overflights over a specific location would be unlikely.
09013	AO-103	This has been modified in the final EIS.
09013	AO-104	These locations and procedures for each noise sensitive area under each MTR are published in the AP-1A/B circulars. This reference is included in the final EIS.
09013	AO-105	The percentages of potential mishaps per year are correct as published in the draft EIS.
09013	AO-106	For each alternative in Section 4.1, the EIS discussed the potential effects of the action on civil aviation. See also response BR-2.
09014	AO-107	Section 4.1, Aircraft Noise Assessment Methods, presents the methodology used to model noise for all airspace units. Appendix G provides further detail on this and other noise topics.
01130	AO-108	These references are available at the Air Force's project files at Dyess AFB, Public Affairs Office.
09018	AO-109	The EIS does not make this argument. The alternatives for RBTI overlie federal, state, and private lands. Alternatives B and C overlie more private lands, but identification of these alternatives was based on operational

		factors (Section 2.1) and did not "target" any particular land ownership.
09020	AO-110	The use of 65 DNL in the referenced section of the EIS was not used as a threshold for impacts. It simply provided a point of reference. The same paragraph recognizes that the aircraft noise would be expected to affect wilderness and solitary experiences.
01129 01131	AO-111	The EIS recognizes that neither 65 DNL nor 55 DNL is a standard or threshold used solely to determine potential impacts. Many factors were considered in addressing the effects of aircraft noise from RBTI. The amount of change in noise conditions, the number of overflights, the timing of those overflights, the vertical and horizontal dispersion of overflights all formed a part of the analytical process. Description of the potential effects of noise on sleep disturbance, speech interference, and other factors is presented in Section 4.1 of the EIS. Various noise levels are discussed in regard to evaluating these effects.
01130	AO-112	The airspeeds reported in the EIS and used in the analysis are those which the aircraft are expected to fly. Use of maximum airspeeds would be inappropriate for the type of training and airspace.
01130	AO-113	Figure 4.1-2 is an illustrative example. The airspeed used for the B-52 is 10 nm/hour less than the aircraft would be expected to fly in an MTR and MOA.
01130	AO-114	All the requested information is presented in the EIS in Chapters 2.0 and 4.0.
01130	AO-115	Both nighttime and startle penalties were used, as appropriate, in the noise analysis. See also response BR-1.
01130	AO-116	Other aircraft users would represent minor users (less than 2%) of the MOA. With such minor use, the probability of mishaps for such aircraft would be even lower than that defined for the B-52s and B-1s.
01130	AO-117	Halon 1211 and 1301 are being replaced with an EPA approved agent.
01130	AO-118	Refueling for B-52s and B-1s occurs at altitudes above 10,000 feet AGL. Although the potential for minimal leakage during refueling exists, fuel would evaporate before reaching the ground.
01130	AO-119	The low noise levels and associated lack of change in annoyance are a result of the emphasis on use of higher altitudes. See Table 2.3-3 in the EIS.
01130	AO-120	Aircraft would avoid emitters since they represent threats. See also response AO-60 and AF-6.
01130	AO-121	Section 4.1.1 describes the rationale for using less than 45 DNL rather than lower, potentially inaccurate values.
01131	AO-122	L_{max} and SEL metrics apply to a single overflight irrespective of the location or alternative. A B-52 at 500 feet AGL generates the same sound level in Alternative A, B, C, or D.
01131	AO-123	The percent probability of mishaps already accounts for the total annual sortie-operations for the B-1s and B-52s. Also, the mathematical operation performed in the comment is inaccurate, since the probability of both events occurring is derived by multiplying the percent probabilities, not adding them. Thus the combined probability of a Class A mishap would be 0.0014 percent.
01131	AO-124	The analysis, in Section 4.1, addresses hearing loss, speech interference, sleep loss, and physiological health.
08076 08088 08103 08103	AO-125	This issue has been addressed in Section 4.1 of the EIS. Aircraft emissions are not anticipated to effect soils, surface waters, or ground water.
01130	AO-126	The EIS describes that hearing loss occurs due to consistent, long duration exposure to noise, such as that in a factory. The noise from aircraft using

		an MTR or MOA would be sporadic, brief, and dispersed. Moreover, no noise levels generated by aircraft would approach those noted in hearing loss studies. The studies used in the EIS are pertinent to the kinds of noise generated under the RBTI proposal. See also response BR-1.

Air Force Policy (AF)

Letter #	Response #	Response
00001	AF-1	Although there was no way of telling the exact years you were in the Air Force, we queried the Luke AFB Airspace Management Office to find the Range you referred to in your comment. As far back as the 1960s, one range was used by both Williams AFB and Luke AFB and it was known as the Luke Range; it is still in use, but has been renamed as the Barry Goldwater Range.
00005 08083 00189 08090 08067 08126	AF-2	Aircraft observed at low-altitude are likely on military training routes that already exist in this area (see Figures 2.4-3, 2.4-6 and 2.4-9). However, when individuals observe military aircraft that they feel are in violation of a federal air regulation should report them to the Dyess Air Force Base at (800) 699-5169. See also response BR-5.
00019	AF-3	See Sections 1.3 and 1.4 of the EIS.
00020 00039 00349 00365	AF-4	Aircrews are governed in their flying practices by both Federal Aviation Administration rules and Air Force regulations. "Zooming up" inhabited ski slopes is not acceptable. The Air Force takes disciplinary measures for breaking flight rules. These can vary from a reprimand, establishing an Unfavorable Information File, taking a pilot's wings, grounding a pilot, to dismissing a pilot from the Air Force. Whenever a citizen sees an Air Force aircrew member breaking flight rules, the Air Force encourages you to note your location, exact time, and nature of the incident and report it as soon as possible to the nearest Air Force Base Public Affairs Office. If you can identify the type of aircraft it helps, but the time and location are essential in helping track the responsible party. The Air Force's relationship with citizens and communities are important to us.
00023	AF-5	There are presently two large ranges, over mostly government owned land, that are used on a limited basis by both Barksdale and Dyess AFBs. These ranges are the Nellis Range Complex near Las Vegas, Nevada, and the Utah Test and Training Range (UTTR) near Salt Lake City, Utah. The problem with using either, or both of these ranges exclusively is the transit distance, range accessibility, and available flying hours. Under the budget constraints of today's environment it is incumbent on the Air Force to make the most out of every training dollar. Traveling these long distances on a regular basis to achieve limited training objectives would not allow us to train the number of crew-members essential to sustain our forces at even the present levels. Since several other bases use Nellis and UTTR, range access is limited. While developing the RBTI alternatives every effort was made to use existing airspace. Alternatives B and C would use existing IR-178 (which is already flown approximately 6 times per day) for low-altitude, terrain avoidance training and would expand existing MOAs for high altitude training. Even if RBTI were not adopted, the use of IR-178 and the MOAs would continue at present levels. For a more thorough comparison of the existing airspace versus the RBTI proposal see Section 2.4 of the EIS.
00042 08097 00137 08129 00152 08171 00983 08208 08006 08220 08083 08222 08094 08314	AF-6	Aircraft observed at low-altitudes below or around the proposed military operations areas are likely on military training routes that already exist in these areas (see Figures 2.4-3, 2.4-6 and 2.4-9). Aircraft operating within a military training route or military operations area are required to remain within the confines of their assigned airspace. Military pilots flying over sparsely populated areas will avoid all visible persons, vessels, vehicles or structures by 500 feet. Air Force aircraft operate under instrument flight rules to the maximum extent possible (AFI 11-202V3, Chap 8), and will be under an air traffic control clearance and on an assigned radio frequency. See also response BR-5.

00074	AF-7	RBTI flights would occur on weekdays, 260 days out of the year. Dyess AFB airspace management office is planning to record a schedule that can be reviewed by calling (800) 699-5169.
00094 08157 00345 08222 00983 08233 08039 08357 08044	AF-8	Aircraft observed at low-altitude are likely on existing military training routes that already exist in this area (see Figures 2.4-3, 2.4-6 and 2.4-9). However, when individuals observe military aircraft that they feel are in violation of a federal air regulation should report them to the Cannon Air Force Base, Public Affairs Office, (505) 784-4131.
00111	AF-9	Selection of the RBTI proposed alternatives was based primarily on operational criteria, Chapter 2 describes these in detail. Also, see Section 4.4 for a discussion on Socioeconomics and Environmental Justice.
00116 08127	AF-10	The flying unit that manages the airspace over that particular area determines areas designated as noise sensitive. Determination is based on many factors including mission requirements, overflight rules and good neighbor policy. Once it is determined to designate an area noise sensitive, the appropriate coordination is accomplished to publish it.
00156	AF-11	Pilots wear two forms of ear protection, depending on the situation. One set serves as protection during ground operations while preparing for flight. The second form is in the helmets that pilots wear for protection during flight.
00244 00266 00598	AF-12	In case of an Air Force mishap (accident) there are, in most cases, mutual aid agreements between geographically located Air Force Bases and local fire fighting departments. If RBTI were implemented the Air Force would address this issue and enter into agreements with the appropriate federal, state, and/or local fire fighting and emergency response organizations.
00246	AF-13	The purpose of the Partners in Flight program is to establish a mechanism to bring together federal, state, and non-governmental organizations involved in the conservation and management of neotropical migratory birds. The objectives of the program are to determine the status and causes of population changes, to maintain habitat for healthy neotropical migratory bird populations, and to facilitate a cooperative partnership effort among concerned groups. In contrast, the objective of the environmental impact analysis process is to anticipate impacts. However, while not specifically working through the Partners in Flight Program, the Air Force's process has involved federal, state, and non-governmental organizations which are involved in that program.
00283 08195	AF-14	The National Environmental Policy Act ensures the public is actively involved and informed during the environmental impact analysis process. The EIS does include a discussion of cumulative effects (Section 5.0) to ensure the public is informed of all actions that could possible be impacted by the RBTI proposal. In addition, the Federal Register provides a public record of all EISs published by the federal government. See also response AF-13.
00044 08008 00247 08026 00296 08034 00333 08051 00721 08153 00973 08308 01130	AF-15	Compensation claims for damages associated with aircraft overflights are handled on a case-by-case basis. If damage occurs, affected citizens should contact Dyess AFB legal office. The address is 7BW/JA, 466 5th Street, Suite 224, Dyess AFB, TX 79607. The telephone number is (800) 699-5169 and ask for the claims office or (915) 696-2034. See also response BR-5.
00331	AF-16	No restricted airspace is planned or proposed as part of this project. The airspace proposed near Angel Fire is an MTR that is located over an already existing training route.
00332	AF-17	No restricted airspace is planned or proposed as part of this project. The airspace that is proposed is an MTR and a MOA. To the maximum extent possible, in selecting the locations for this airspace, the Air Force used existing airspace.
00334	AF-18	ACC/SCCF is the office responsible for frequency-related requests. Formal requests for RBTI have been submitted and are currently awaiting approval. ACC/SCCF will ensure all ACCR 11-456 requirements are met.

00334	AF-19	This issue has been identified and is being addressed, along with other construction-related issues, by a team of operational and design experts. Construction design with equipment raised to required heights should remedy the issues raised.
00334	AF-20	Technicians working at an associated Electronic Scoring Site typically maintain mini-MUTES. Parts for RBTI Mini-MUTES would be supplied through the Dyess AFB supply system. Technicians would transport the parts to the various Mini-Mutes in specially designed trucks that also serve as maintenance work areas. In the past, Mini-MUTES have been successfully maintained and logistically supported in numerous places with varying climate conditions.
00334	AF-21	If RBTI were implemented, the ESSs at La Junta, Colorado and Harrison, Arkansas would be closed because the training available now would be available in the RBTI airspace complex. The money, manpower, logistics, etc. needed to maintain those sites would not make fiscal sense. La Junta and Harrison both lack the desired variable terrain and/or assets needed to fully optimize and integrate aircrew training. Belle Fourche (now known as Colony) offers both the terrain and, with its associated Powder River MOA and Mini-MUTES, the training opportunities desired. The Colony complex, however, is too distant to meet the daily training requirements of Barksdale and Dyess AFBs on a regular basis. The main customers of the Colony Range are Ellsworth AFB, located within 75 nm, and Minot AFB located within 250 nm. These two bases will still use Colony extensively, while Barksdale and Dyess AFBs would be the main users for the RBTI airspace complex.
00387	AF-22	Training at low altitudes through mountainous terrain has been a regular part of Air Force training for many years. While not flawless, the safety record for this type of training has been extremely impressive. Special routes, called MTRs (Military Training Routes), are designed to allow low-altitude training with as little impact on surrounding communities as possible. When developing the RBTI alternatives every effort was made to use existing MTRs whenever possible, and/or link already existing routes to avoid any undue burden on areas not already under military airspace. For a comparison of existing special use airspace versus the RBTI proposed airspace for Alternative D (New Mexico alternative), see Section 2.4 of the EIS.
00689	AF-23	The Air Force does not set aside funds for defense or compensation of lawsuits.
00846	AF-24	Dialogue has and will continue to occur with federal, state, and local agencies. The Air Force is currently consulting with the U.S. Fish and Wildlife Service. Other state and local agencies have been notified of the RBTI proposal and their comments reviewed and addressed.
00962	AF-25	Please refer to Section 1.2 of the EIS for a description of the current mission and training requirements. However, tactics that were used in the Persian Gulf are still used today and will be into the future.
00970	AF-26	There have been no recent modifications to MTR IR-178. There are, however, several options available to the aircrew (see Figure 2.3-1 in the EIS). For example, one option would enter at point "A" and exit at point "CK," another could exit at points "AT" or "BK." Since aircrews will often not include on their flight charts parts of the route that will not be flown, it is possible to view several different maps of IR-178.
00983	AF-27	The electronic equipment that would be used for RBTI is carefully controlled to not interfere with radio, television, satellite dishes, microwaves, and other similar devices.
00983	AF-28	No weapons or ordnance would be stored at the emitter sites.
00983	AF-29	As indicated in Section 2.0 of the EIS, ordnance delivery training would be electronically simulated and no ordnance of any kind would be involved in these training missions.
01130	AF-30	Refer to Section 2.1.3.

00983	AF-31	Both the MTR and MOA could be used under instrument meteorological conditions.
00983	AF-32	Specific altitudes are mission-dependent. In Section 2.3 (Table 2.3-3) there is a discussion and the table shows the proposed altitude distribution for the RBTI proposal.
01131	AF-33	Aircrews fly within the corridor, not necessarily along the centerline.
01131	AF-34	The EIS has been prepared in accordance with NEPA and CEQ regulations, neither of which establishes a requirement to consider a national cope for the proposed action. Therefore, a national needs assessment is beyond the scope of what is required for decisionmaking.
00983	AF-35	Under RBTI, no training would involve supersonic flight. However, all Air Force pilots that engage in supersonic flight are required to log the time, altitude, and position at the time they go supersonic. All supersonic activity has occurred within current authorized guidelines.
08008 09005	AF-36	For the areas in Texas associated with the RBTI proposal, the Dyess AFB Public Affairs Office (800) 699-5169 is available to address aircraft noise complaints. This office takes all such calls seriously.
08009 08095 08152 08160 08233	AF-37	For complaints within Texas, the Dyess AFB Public Affairs office 1-800-699-5169 is available to address aircraft noise complaints. All calls are taken seriously. For complaints within New Mexico the Cannon AFB Public Affairs office (505) 784-4131 is available to address aircraft noise complaints.
08050	AF-38	Both surface-to-air and air-to-air threats were analyzed and risks associated with those threats were determined before our aircrews were sent into harms way. Initially, during Desert Storm, it was safer for B-52 aircrews to accomplish low-altitude bombing missions against Iraqi targets. As Desert Storm progressed, the risks associated with high-altitude bombing were lessened and B-52s were mainly used at the higher altitudes. B-1s and B-2s were not used in Desert Storm. In contrast, B-1s and B-52s were used mainly for higher altitude bombing missions in Desert Fox (Iraq) and Operation Allied Force (Yugoslavia). The B-2s were also used for the first time in Operation Allied Force (Yugoslavia) at high-altitude.
08094	AF-39	Balmorhea is inside the boundary of the existing IR-178 military training route. Officials at Barksdale and Dyess AFBs have modified their aircraft flight paths to avoid Balmorhea and Saragosa. Should RBTI Alternative B or C be chosen, avoidance of these towns would continue.
08103	AF-40	Thank you for your request to participate as a cooperating agency in the preparation of the Realistic Bomber Training Initiative (RBTI) Environmental Impact Statement (EIS), however, we respectfully decline your offer. The Air Force welcomes and encourages the cooperation, contributions, and participation of local citizens, agencies, and governmental entities at any time during the EIS process. We have found the scoping, public hearings, and the public participation process as set forth at CFR Part 1501.7 and 40 CFR Part 1503 to be effective in gaining the valuable input we need to complete such documents.
08103	AF-41	No such records exist to base legitimate estimates. Analysis in this document was accomplished using programs accepted by the Federal Aviation Administration and Environmental Protection Agency. See response BR-1 and Appendix G for how the actual flight aircraft noise levels are measured.
08103	AF-42	Anticipated sortie-operations are provided in Appendix B. Each alternative has a detailed description of aircraft flight operations in a section entitled "Airspace and Flight Operations, see Sections 2.3 and 2.4. Section 4.1 provides an analysis of the topics you have described.
08107 08363	AF-43	The FAA has made a provision for military training below 10,000 feet MSL at speeds above 250 knots. This exemption is allowed on military training routes and in special use airspace (restricted areas and military operations area). These areas are charted on civil aviation sectional charts so those civilian pilots will know where this training is being accomplished. See also

		response BR-2.
08129	AF-44	All known aircraft at Dyess AFB, who would participate in the RBTI proposal, are addressed in the EIS and would fly on the routes described in the EIS.
08151	AF-45	The Air Force does try to accommodate traditional and recreational land uses as much as possible. When agencies, like Game and Fish, coordinate with the Air Force, these needs may be accommodated depending upon Air Force mission requirements.
08188	AF-46	The entry point for the proposed IR-153 avoids the Chama River Canyon Wilderness Area and other sensitive areas. Aircraft would be entering the route at 17,000 feet MSL or as assigned by air traffic control. They would not be descending to low altitude until after they enter the route and are heading away from the Chama River Canyon Wilderness Area.
08188	AF-47	The RBTI proposal involves only simulation of ordnance delivery. See Sections 2.4.1 and 4.1 of the EIS.
08234	AF-48	Military training airspace is scheduled in accordance with agreements between the Federal Aviation Administration and the scheduling authority. When the airspace is scheduled for use, the Federal Aviation Administration is notified and if this time is outside that already published on the aeronautical charts, the FAA is responsible for publishing a Notice to Airman. This notice provides the active time of the airspace. The Air Force also proposes to establish an 800 number to provide the planned weekly use of the RBTI airspace.
08246	AF-49	Under RBTI, the B-52s (or B-1s) would not be taking-off or landing in the MTRs or MOAs. The FAA, however, does state that controllers are required to apply separation of at least 5 miles to aircraft operating directly behind a heavy [e.g., B-52] jet at the same altitude or less than 1,000 feet below due to the possible effects of wake turbulence (Aeronautical Information Manual 99 [AIM] para. 7-3-9. In addition, AIM 99 (para. 7-3-8) states that the flight disciplines necessary to insure the pilot must exercise vortex avoidance during VFR operations.
00431 08182 08251 08313	AF-50	We appreciate your request to extend the public comment period for the draft EIS for RBTI. However, the Air Force has already extended the comment period from 45 to 90 days. We believe the additional 45 days allowed adequate time for individuals to provide comments on the draft EIS.
00566 08301	AF-51	(Part 1) Commercial airlines replace aircraft quicker due to their higher use when compared to the average number of service hours of the B-52. The B-52s service life is estimated to last until 2048. Two of the factors that contribute to this longevity are the number of years that the B-52 remained on the ground for generated alert during the Cold War and the structural upgrades received by the B-52. (Part 2) B-52 maintenance uses parts from decommissioned aircraft. All parts used are thoroughly tested to the same standards as new parts. (Part 3) The B-52 started flying low-altitude, high-speed flight in 1961 due to the development of Soviet fighters having the capability to destroy high-altitude flying aircraft. By August 1964, all B-52s were structurally modified to increase wing strength to handle the additional stresses of low-altitude flight. (Part 4) Flying at low altitude gives the B-52 several tactical advantages. All radar is line-of-sight and cannot see through terrain or over the natural curvature of the earth—the lower an aircraft can fly, the greater reduction of the range of detection by the radar, therefore, less time for an enemy to react. This also allows the B-52 to achieve one of the most basic principles of combat—surprise. Concealing one's intentions creates an opportunity to strike the enemy when they are unaware or unprepared.
08384	AF-52	Analysis in the EIS did review the complete mission of both sites that are

		proposed for decommissioning under RBTI, including C-130 use from Little Rock AFB.
09013	AF-53	Operational requirements for B-52s and B-1s are detailed in the Air Force's Description of Proposed Action and Alternatives which is part of the project file. The information is synthesized in Sections 1.0 and 2.0 of the EIS.
09018	AF-54	Assuming that the tactics applicable to one conflict, like Kosovo, will apply to a different future conflict would be a costly mistake. Each conflict and each tactical situation within a conflict calls for identifying the best tactics capable of achieving the mission safely. The use of low altitude flight provides important tactical advantages. For example, all radar is line-of-sight and cannot see through terrain or over the natural curvature of the earth. By flying at low altitudes, aircrews can hide from enemy radar and achieve surprise—an important factor in war. Many aircraft, including B-52s, used these tactics during the Gulf War. Since the need for low-altitude tactics continues, aircrews must receive realistic training in their use.
00375 08111 08092 08174 08096	AF-55	The Air Force does comply with federal aviation regulations. Over sparsely populated areas, pilots will avoid all visible persons, vessels, vehicles, or structures by 500 feet. Over congested areas, pilots will overfly no lower than 1,000 feet above the highest obstacle within 2,000 feet.

Land Management and Use (LU)

Letter #	Response #	Response
00104 00105 00245	LU-1	Under Alternative D, aircraft would fly over a portion of the Wild and Scenic Rio Grande River. FAA regulations do not prohibit flight over such designated rivers, however, FAA does suggest that flight altitudes of greater than 2,000 ft AGL be maintained when flying over these areas.
00191 01131 00244 08176 00328 08179 00531 08190 00565 08237 00906 08256 01103 08332	LU-2	Communities under the airspace were identified using databases from the states of New Mexico and Texas, as well as U.S. Geographic Services maps. Analyses were done using a Geographic Information System (GIS). Not all communities were included in these data sources. Given the vast region covered by the proposed airspace, every community was not identified by name in the EIS. However, the EIS has been modified to reflect the total number of people overflown under each proposed alternative.
00361 01131	LU-3	As stated in Section 4.2.5 of the EIS, all the special use land management areas under proposed IR-153 would experience changes in noise levels greater than 10 dB. Most visitors in these areas would notice the change in noise level and noise could be expected to adversely affect the recreational experience. As also stated in the EIS, visual intrusion of military aircraft could adversely affect the recreational experiences of visitors to public recreation areas underlying the proposed airspace.
00780	LU-4	While Nature Conservancy lands were not specifically recognized in the EIS resource maps, state and federal special use land management areas were identified and the vegetation delineated in west Texas. In Section 4.3, the habitat and biological diversity of west Texas, whether private, state, or federally owned was described.
01130	LU-5	As stated in the EIS, the proposed emitter sites are not immediately adjacent to any recreational areas. Site #88 would be 3.5 miles from Big Lake, site #59 about 10 miles from Lake Toyah, and site #65 approximately 3 miles from Lake J.B. Thomas. The emitters themselves should not represent visual intrusions for recreationists nor would overflights occur directly above any of these sites. As described in Section 2, the emitters are simulating enemy threats, therefore, the aircraft are training to avoid such threats.
01130	LU-6	Emitters would be placed more than 400 feet from the highway. The maximum height of the emitter would be about 17 feet high, lower than most windmills found along this route.
01130	LU-7	Aircrew members must follow Air Force and FAA regulations that dictate the altitudes aircraft can fly over buildings and people. Whether over private, state, or federal property, the regulations are the same so that everyone is protected equally.
01130	LU-8	As described in the EIS, airspace was proposed over less populated areas and to take advantage of existing routes. Visitors, because of their short-term stay would be flown over less than permanent inhabitants would be overflown.
08279 08332	LU-9	The special use land management areas (e.g., national parks and forests, wildlife refuges) are listed in Section 4.2.5 of the EIS. The Chama River Canyon Wilderness Area is located in the Santa Fe National Forest. The Valle Vidal Unit is located in the Carson National Forest. The EIS has been modified to reflect the Valle Vidal Unit. Alternative D proposed airspace does not overlie Santa Rosa State Park.
09013	LU-10	This has been modified in the final EIS.
09014	LU-11	Maps in the EIS do include the locations of: Capulin Volcano National Monument and Fort Union National Monument (Figure 4.2-8) and Big Bend National Park (Figure 4.2-4 and others). The legend coding these sites includes national parks and monuments. Information on the Sante Fe

		National Historic Trail has been added to Section 4.5 of the EIS. Lake Merideth National Recreation Area and the Alibates Flint Quarries National Monument were not depicted because they lie well outside the affected area.
09014	LU-12	In accordance with NEPA and CEQ guidelines to focus on those aspects of the environment potentially affected by an action, the EIS addressed only those potentially affected NPS units. Fort Union National Monument, Lake Merideth National Recreation Area, and the Alibates Flint Quarry National Monument all lie more than 4 nm away from the edge of any affected airspace unit. Therefore, these sites are not addressed in the EIS. In contrast, the document has been modified to include discussion of Capulin Volcano National Monument because it underlies the existing Mt. Dora MOA. The Sante Fe National Historic Trail is discussed further in Section 4.5.
09015	LU-13	Review of the referenced section did not reveal the contradiction in the number of special land use management areas addressed for Alternative D.
09015	LU-14	This has been modified in the final EIS.
09015	LU-15	While individual hunters may be startled and annoyed by sporadic overflights, there is nothing to suggest that hunters as a group would modify or cease their hunting activities as result of the proposed alternatives. For example, the Laughlin MOA situated over Sutton County, Texas, (a county that has seen increased hunting revenues over the past 15 years) had over 9,500 sortie-operations in 1997, over 4,000 sortie-operations in 1998. The increase in hunters and hunting that has occurred, at the same time as thousands of sortie-operations, indicates that aircraft overflights have not frightened wildlife away nor dissuaded hunters from using the area.
09015	LU-16	Based on available map data, the northern limits of the Latir Peaks Wilderness Area lies 3 to 4 miles south of the proposed corridor of IR-153.

Biological Resources (BI)

Letter #		Response #	Response
00012	00828	BI-1	Scientific evidence suggests that the effects of noise on large mammals (deer, elk, bighorn sheep, bear, bison, and others) is transitory and of short duration and that the animals appear to habituate to noise through repeated exposure without long-term discernible negative effects. Animals unaccustomed to noise can be startled and may injure themselves, especially confined. The discussion on the effects of noise and overflights on wildlife in section 4.3 and Appendix G has been clarified in the EIS. Even though the RBTI under Alternative D may overfly the Valle Vidal area, studies indicate that aircraft overflights should not have a long-term effect on the elk herds.
00024	00846		
00046	00863		
00105	00954		
00116	00979		
00209	01017		
00222	08156		
00239	08162		
00245	08180		
00507	08203		
00565	08204		
00615	08230		
00634	08291		
00674	08353		
00773			
00023	01020	BI-2	The discussion of bird migration routes, such as those of the sandhill crane and the whooping crane, has been modified in the EIS. Even with increases in sortie-operations, the potential for bird-aircraft strikes in IR-178 and proposed IR-153 would be negligible, however, there is a small potential for impacts to migratory birds from overflights. Few bird-aircraft strikes have occurred in IR-178 and the secondary MTRs that overlap and intersect proposed IR-153. Use of the Bird Avoidance Model by the Air Force for planning and flying training sorties is expected to further reduce the number of strikes. Migratory birds often make brief flights in response to aircraft overflights, although they are unlikely to leave a food source. If individuals startle and injure themselves, then impacts due to overflights may occur. Monarch butterflies, which are not a species of concern, threatened or endangered, migrate through central Texas and New Mexico in October and March to reach winter and summer breeding areas. They may fly in groups of up to millions, as low as 3 feet above the ground, or singly, to over 3,000 feet depending upon the direction of the prevailing winds (Brower 1996). If aircraft overflights correspond to specific areas of butterfly migrations, then some butterflies may be affected by direct contact, but should not affect the monarch populations as a whole. The effects of noise on large mammals are discussed in response BI-1 and on wildlife in BI-3.
00097	01103		
00189	08010		
00215	08012		
00219	08027		
00223	08091		
00245	08096		
00323	08098		
00416	08133		
00441	08187		
00565	08221		
00611	08228		
00703	08274		
00826	08282		
00880	08332		
00960	08337		
00977	01130		
00043	00399	BI-3	The effects of noise on wildlife have been expanded and are discussed in detail in section 4.3 and Appendix G. Although some conflicting results exist, when using recent, applicable studies, the majority of the scientific evidence suggests that effects are short-term and that animals habituate to noise through repeated exposure without long-term effects. Military aircraft presently overfly most of these areas. See response BI-2 for a discussion of Bird-Aircraft Strikes and BR-3 for a discussion of the effects of noise on domestic livestock. No effects to plants from overflights have been demonstrated. The construction of the emitter and scoring sites would disturb less than 20 acres of native and cultivated vegetation.
00055	00400		
00064	00405		
00092	00413		
00105	00414		
00149	00423		
00168	00547		
00177	00612		
00181	00619		
00190	00623		
00202	00689		
00212	00719		
00224	00784		
00225	00808		
00226	01008		
00227	01011		
00228	01014		
00230	01025		
00243	01038		

00283 00342 00351 00354 00385 00392 00393 00395 00398	01052 01107 08098 08162 08168 08190 08296 08309		See BI-3
00045 00045 00711 00804 08084		BI-4	Like many other species, doves or owls may be momentarily startled or be flushed from trees, but they are unlikely to permanently leave a food source. Owls have been known to roost and nest near runways and under overflight paths on military installations. They habituate to overflight noise and have not been known to abandon such areas because of aircraft effects. They are more likely to be upset by ground-based activities. Please see section 4.3 and Appendix G for the effects of noise on wildlife.
00104 00113 00157 00178 00181 00188 00195 00208 00209 00210 00287 00288 00292 00294 00356 00418 00421 00507 00565 00950 00953 00955 00956 00979	00984 00985 00989 01016 01030 01031 01036 01037 01042 01078 01089 01099 01103 08178 08180 08199 08240 08264 08297 08343 08349 08355 08359 08378	BI-5	As stated in the EIS, federally listed threatened and endangered species, such as spotted owls and eagles, are found in the area. Numerous studies regarding these and similar species have not found aircraft overflights to affect the breeding success or the survivability of these species. See response BI-2 for a discussion of bird-aircraft strikes and the effects of noise and overflights on migrating birds. However, the FWS considers aircraft flights below 1,600 feet AGL in the months of March through August to be potentially harmful to Mexican spotted owls and flights below 2,000 feet AGL from October to March to be potentially harmful to bald eagles. Please see response BI-2 for effects to migratory birds, BI-3 for the effects of noise on wildlife, BR-3 for effects on livestock, and BI-1 for effects on large mammals.
00191 08228		BI-6	The EIS has been changed to reflect the Rio Grande as a bird migration flyway.
00246 08180		BI-7	Although fish do startle in response to low flying aircraft noise and probably to the shadows of aircraft as well, they have been found to habituate to the sound. See BR-4 for the effects of noise and overflights on the economy.
00568		BI-8	As is preferred by the FWS, the biological impacts analysis for RBTI is included within the EIS. Effects from noise, overflights, other aircraft operations, construction, and ground operation are discussed in section 4.3.
00868 00868 00868 01129 01130 01131		BI-9	An expanded version of the effects of noise on wildlife is presented in section 4.3 and Appendix G. Several authors, in addition to Ellis *et al.* 1991, have been cited to support the conclusion that raptors and other animals habituate to noise. As stated in the EIS, naïve animals, or those not previously exposed to noise, may be startled by sudden loud sounds and as a result could occasionally be injured. However, military aircraft currently overfly the area. A number of articles, including more recent studies on bighorn sheep and others, support the interpretation that the effects of noise on large mammals such as deer, elk, bighorn sheep, bear, and others are transitory and of short duration and that the animal habituate to noise

		through repeated exposure without long-term discernible negative effects. However, particular responses may vary by individual or species.
00983 08195	BI-10	The Air Force complies with the intent of the Migratory Bird Treaty Act as a stipulation under Attachment 4 of AFI 32-7064. They participate in the "Partners in Flight" program as a part of this compliance. Please see response AF-13.
01130 01131 09014 09016	BI-11	Although the FWS has given the project a consultation number, the information regarding FWS consultation has been clarified in the EIS to reflect that the Air Force informally discussed RBTI with the FWS prior to publication of the draft EIS. Since that time the Air Force has identified a preferred alternative and entered into further consultation with the FWS.
01130	BI-12	The effects of noise on game animals such as deer, quail, migratory birds, and other game birds is similar to effects on other wildlife. Scientific evidence suggests that the effects of noise on wildlife is transitory and of short duration and that the animals appear to habituate to noise through repeated exposure without long-term discernible negative effects. However, animals unaccustomed to noise can be startled and may injure themselves, especially if confined. Migratory birds often make brief flights in response to aircraft overflights, although they are unlikely to leave a food source. If individuals startle and injure themselves, then impacts due to overflights may occur.
01130	BI-13	In general, wildlife habituate to the noise associated with low-altitude aircraft overflights. Avoidance and flight tend to occur with naïve animals, although differences in individual reactions to noise do occur.
01131 09015	BI-14	This has been modified in the final EIS.
01131	BI-15	Common wildlife species are listed in Appendix H.
01131	BI-16	The effects of noise on birds have been expanded in Appendix G. Several authors, in addition to Ellis *et al*. 1991 have been cited to support the conclusion that raptors and other animals habituate to noise. As stated in the EIS, naïve animals, or those not previously exposed to noise, may be startled by sudden loud sounds.
01131 09015	BI-17	This has been modified in the final EIS.
01131	BI-18	Please see response CE-2.
08023	BI-19	Jet engine emissions either burn and dissipate, or fall to the ground as small inert particles. These particles are not injurious to wildlife.
08342	BI-20	Even with increases in sortie-operations, the potential for bird-aircraft strikes in IR-178 and proposed IR-153 would be negligible. Few bird-aircraft strikes have occurred in IR-178 and the secondary MTRs that overlap and intersect proposed IR-153. Use of the Bird Avoidance Model by the Air Force for planning and flying training sorties is expected to further reduce the number of strikes.
09013	BI-21	The draft and final EISs include a description of the FWS estimate (Section 4.3.5) of potential impacts to threatened and endangered species due to aircraft overflights like those under Alternative D. The Air Force considered this viewpoint along with the data and studies available on overflight effects to wildlife in defining the overall magnitude of effects.
09013 09013 09013	BI-22	The field surveys were current, specifically conducted for RBTI. Section 2.4.1 notes that biological surveys were conducted and references Appendix E, which summarizes the results of the survey. Appendix E has been augmented with further details on survey methods. This summary indicates that no threatened, endangered, or other species or their habitats would be affected. A separate Biological Assessment is not necessary because the Air Force intends to use the information presented in the EIS for consultation.
09013	BI-23	The Air Force believes available map data would not adequately portray the level of detail necessary for appropriate analysis. Available map data are

		either spotty in coverage or based on incomplete surveys. In addition, the FWS discourages publishing locations of sensitive species.
09013	BI-24	This has been modified in the final EIS.
09013	BI-25	The draft EIS in Section 4.1, clearly states that all bird migration activity is consistently monitored and modeled by the Air Force to prevent bird-aircraft strikes. The EIS states that aircrews use current information on bird activity to plan and conduct training. This information is more accurate than a simple comparison of flight routes and airspace use.
09014 09016	BI-26	Data on the distribution and abundance of the northern aplomado falcon was derived from the available literature and data resulting from surveys and other studies. The FWS served as a primary source for information on this species, and Mr. Angel Montoya, an aplomado falcon expert with the FWS in New Mexico, provided considerable information on the subject. In addition, data were derived from the EIS and Biological Assessment for the Proposed Expansion of German Air Force Operations at Holloman AFB (1998). Subsequent data provided by the FWS has been added to the EIS to indicate that 11 sightings have been documented since 1991. FWS contends that the aplomado falcon is a possible resident along the Texas/Mexico border. This was modified in the EIS.
09014	BI-27	As stated in the EIS and reflected by the species occurrence tables in Appendix H, the referenced species and/or their habitat are found in the region. Individual maps would merely reflect the same information already described in the EIS. This information was derived from recent data provided by the FWS and state wildlife agencies, as well as scientific literature and professional knowledge pertinent to the topic. The text was modified in the EIS.
09015	BI-28	Summaries of past studies presented in the draft EIS along with clarifications in the final EIS indicate that it is possible that individual elk may or may not react to jet overflights. Available data have not shown that if such reactions occur, they would be of a nature affecting migration or reproduction. Please see response BI-1.
09015	BI-29	Clarification of noise effects studies on wildlife has been included in Section 4.3. Many of the sources listed by the commentor either pertain to species that are not relevant to this analysis or concern supersonic noise, helicopters, or have been addressed in more recent studies. Please see an expanded version of the effects of noise on wildlife in Appendix G.
09016	BI-30	Appendix H has been updated with the 6 April 1999 list from FWS.
09020	BI-31	The statement in the EIS is intended to provide a context for understanding impacts. It is important in that wildlife previously exposed to overflights and aircraft noise are not “naïve,” and may respond differently than wildlife never exposed to overflights.

Socioeconomics and Environmental Justice (SE)

Letter #	Response #	Response
08085	SE-1	Council on Environmental Quality Regulations (40 CFR 1508.8(b)) state that the EIS must assess "indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonable foreseeable." Future land uses of privately owned land cannot be reasonably foreseen at this time. A reasonable assumption is that future land use patterns would be similar to those in the affected area today. Also, please see BR-4.
08236	SE-2	While there are various economic approaches to measure goods and services that do not have prices associated with them, there are no widely accepted, proven methods that could accommodate the variability in perceived noise annoyance and behavioral changes associated with the proposed alternative.
00133 08379 08381 09002 09021	SE-3	The methods used in the analysis of the EIS are appropriate and proven. The analysis used county-level economic multipliers supplied by the U.S. Department of Commerce and takes into account the cities (including La Junta) within the county. This method ensures consistency and comparability of analysis for any location. This method established that changes in population and jobs would be less than one percent countywide. Such a change would not be expected to impact population-affected resources such as schools, libraries, and fire and police protection.
00983 00983 09008	SE-4	Section 4.4.5 of the EIS demonstrates that northeastern New Mexico would receive 44 new long-term jobs and 133 short-term jobs should Alternative D be implemented. Direct and indirect revenues from construction would total about $12 million, and long term revenues would be about $2 million per year.
00191 00364 00531 00828 00868 00970 01130 01131 08009 08081 08096 08148 08279 09013 09014	SE-5	As stated in Section 4.4 of the EIS, no populations of any kind, including minority or low-income populations, would be subject to noise levels of 65 DNL or greater under any alternative. As such, minority and low-income populations would not be disproportionately affected. The concept of environmental justice addresses the actions of federal agencies and determining if those actions disproportionately impact human health and environmental conditions in minority and low-income communities (Executive Order [EO] 12898). The use of 65 DNL as a guideline, not a firm "standard," for the evaluation of environmental justice issues, relative to sporadic military training flights, is consistent with the intent of EO 12898. While the DNL of 65 is the level most often recognized as being compatible with residential land use, it was only one of several criteria, not the sole criterion, which was used in the environmental justice analysis. Various components of the proposed action were considered individually and collectively, namely construction, commissioning/decommissioning of facilities, and aircraft operations. The facility-related components either contributed to or removed revenue from the affected areas. Construction and commissioning contributions would occur primarily in Reeves and Taylor Counties (Texas) for Alternatives B and C, or in the tri-county area of Quay, Harding, and Union (New Mexico) and Taylor County (Texas). Boone County, Arkansas and Otero County, Colorado would experience a revenue decrease from the decommissioning of facilities. With respect to aircraft operations, first, the majority of the proposed alternatives occur in existing airspace where military activity has occurred at varying levels for many years. Only 11 to 17 percent of the RBTI proposed airspace is new (Alternative B, 15%; Alternative C, 17%; and Alternative D, 11%). Second, demographic analysis of the census tracts and block numbering areas show the majority, i.e., over 50 percent, of the affected

		population does not belong to either a minority or low-income group (the final EIS Section 4.4 has been modified to reflect this information).
01130	SE-6	The 1990 census data were used because only these data are comprehensive, validated, and comparable from one geographic area to another.

Cultural Resources (CU)

Letter #		Response #	Response
00039	01032	CU-1	The effects of noise and vibrations from aircraft overflights are discussed in section 4.5.1 and Appendix G. Studies of adobe structures, in particular, and stone and concrete structures as well, show that damage is unlikely to occur from subsonic noise or vibrations from overflights. Aircraft must generate a maximum sound level (L_{max}) of greater than 120 dB at less than 150 feet to potentially result in structural damage. RBTI aircraft would not exceed this level. The proposed IR-153 would not overlie Taos Pueblo, but would be located approximately 10 miles east of the pueblo.
00045	01035		
00090	01036		
00155	01037		
00195	01038		
00215	01040		
00224	01043		
00228	08084		
00230	08097		
00290	08143		
00294	08147		
00351	08149		
00445	08159		
00455	08209		
00634	08249		
00689	08250		
00775	08271		
00808	08299		
00835	08301		
00979	08304		
00983			
00043	01015	CU-2	The effects of noise and aircraft overflights on archaeological and historical resources are discussed in section 4.5. Historic structures and petroglyphs are unlikely to be affected by vibrations (please see response CU-1). Since most of the route underlies existing military airspace, noise and overflights would not represent an intrusion to the setting, where setting is an important criterion for historic significance. In addition, the most important of these properties, those on the National Register, are unlikely to be overflown in the MOA and would only occasionally be overflown on MTRs. The proposed IR-153 would not overlie Taos Pueblo, but would be located approximately 10 miles east of the pueblo.
00072	01020		
00104	01021		
00115	01025		
00154	01026		
00179	01031		
00196	01033		
00283	01034		
00392	01039		
00407	08178		
00423	08189		
00728	08210		
01008			
00074		CU-3	There are no Native American reservations or pueblos underneath the proposed MOAs or MTRs.
00149	00983	CU-4	The effects of the RBTI proposal on traditional cultural properties of Native American groups is discussed in section 4.5. No traditional cultural properties have been identified under the affected airspace. Taos Pueblo and the Blue Lakes area are located up to 10 miles to the west of a segment of the proposed IR-153. The Air Force will continue to conduct Government-to-Government consultation with Native American groups to solicit their input on the effects of overflights on traditional lifestyles.
00287	00984		
00294	00985		
00421	01078		
00950	01089		
00953	08161		
00955	08235		
00956			
00838	00882	CU-5	Structural damage is unlikely from subsonic noise and vibrations, please see response CU-1. The RBTI proposal does not include supersonic flights.
00880	00883		
00983		CU-6	The Air Force initiated Section 106 consultation at the beginning of the project and obtained information on known sites as well as conducting archaeological surveys at candidate emitter and electronic scoring site locations. The selected alternative will not be undertaken before measures, if any, are taken to reduce, avoid, or mitigate any adverse effects to eligible National Register properties.

01103	CU-7	Christ in the Desert Monastery and Ghost Ranch are not located underneath the RBTI affected airspace. It is unlikely that these sites would be damaged directly by the noise and vibrations or that noise would be intrusive to the setting.
08170	CU-8	A specific discussion of the Villa Philmonte and the Kit Carson/Maxwell Abreu House has been added to Section 4.5. These sites were considered in the analysis of overflight effects in the draft EIS as National Register historic properties.
9013	CU-9	The Executive Summary is not the appropriate location for this level of detail. Section 4.5 of the EIS has been clarified to include discussion of the potential effects on non-National Register listed cultural resources.
9013	CU-10	Mitigation measures are presented in Section 2.6.2 of the final EIS.
9013	CU-11	This statement is included in the EIS in Section 2.6.2, Mitigations.
9014	CU-12	Fort Union National Monument lies 2 to 3 miles from the edge of proposed IR-153. Noise levels of 61 DNL would occur in the nearest segment of IR-153. Even without attenuation from intervening terrain, noise levels at the NPS unit would be 20 to 30 dB lower for an SEL.
9014	CU-13	A specific discussion of the Santa Fe Trail and National Historic Landmark sites has been added to Section 4.5. These sites were considered in the analysis of overflight effects in the draft EIS as National Register historic properties.
9020	CU-14	This information has been clarified in the EIS.
9025	CU-15	Maps (7.5' quadrangles) showing the locations of the candidate emitters were sent to the Texas Historical Commission (Texas Archeological Research Laboratory) on July 21, 1998.
9025	CU-16	In April 1998, Bill Martin of the Texas Historical Commission was contacted regarding survey techniques. He stated that Texas had not yet finalized standards for survey intervals but that the Secretary of Interior's standards and guidelines of 30-meter intervals should be used.

ACRONYMS AND ABBREVIATIONS

AFB	Air Force Base
AFI	Air Force Instruction
AGL	Above Ground Level
AQCR	Air Quality Control Region
ATCAA	Air Traffic Control Assigned Airspace
AWAC	Airborne Warning and Control System
BLM	Bureau of Land Management
BNA	Block Numbering Area
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CRP	Conservation Reserve Program
dB	Decibels
DNL	Average Day-Night Sound Level or L_{dn}
DoD	Department of Defense
EIS	Environmental Impact Statement
ESS	Electronic Scoring Site
FAA	Federal Aviation Administration
FWS	U. S. Fish and Wildlife Service
FY	Fiscal Year
GAF	German Air Force
GIS	Geographic Information System
IFR	Instrument Flight Rules
IICEP	Intergovernmental/Interagency Coordination of Environmental Planning
IR	Instrument Route
L_{max}	Maximum Sound Levels
MAILS	Multiple-Aircraft Instantaneous Line Source
MOA	Military Operations Area
MR_NMAP	MOA Range NOISEMAP
MSL	Mean Sea Level
MTR	Military Training Route
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NM	New Mexico
nm	Nautical Miles
NOI	Notice of Intent
NMGF	New Mexico Department of Game and Fish
NWR	National Wildlife Refuge
PSD	Prevention of Significant Deterioration
RBTI	Realistic Bomber Training Initiative
RF	Radio Frequency
RSAF	Republic of Singapore Air Force
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
TPWD	Texas Parks and Wildlife Department
TSP	Total Suspended Particles
USEPA	U. S. Environmental Protection Agency
UTTR	Utah Test and Training Range
VFR	Visual Flight Rules
VR	Visual Route
WMA	Wildlife Management Areas

APPENDIX A
STUDY AREA AND TERRAIN VARIABILITY SUPPORTING DOCUMENTATION

Introduction

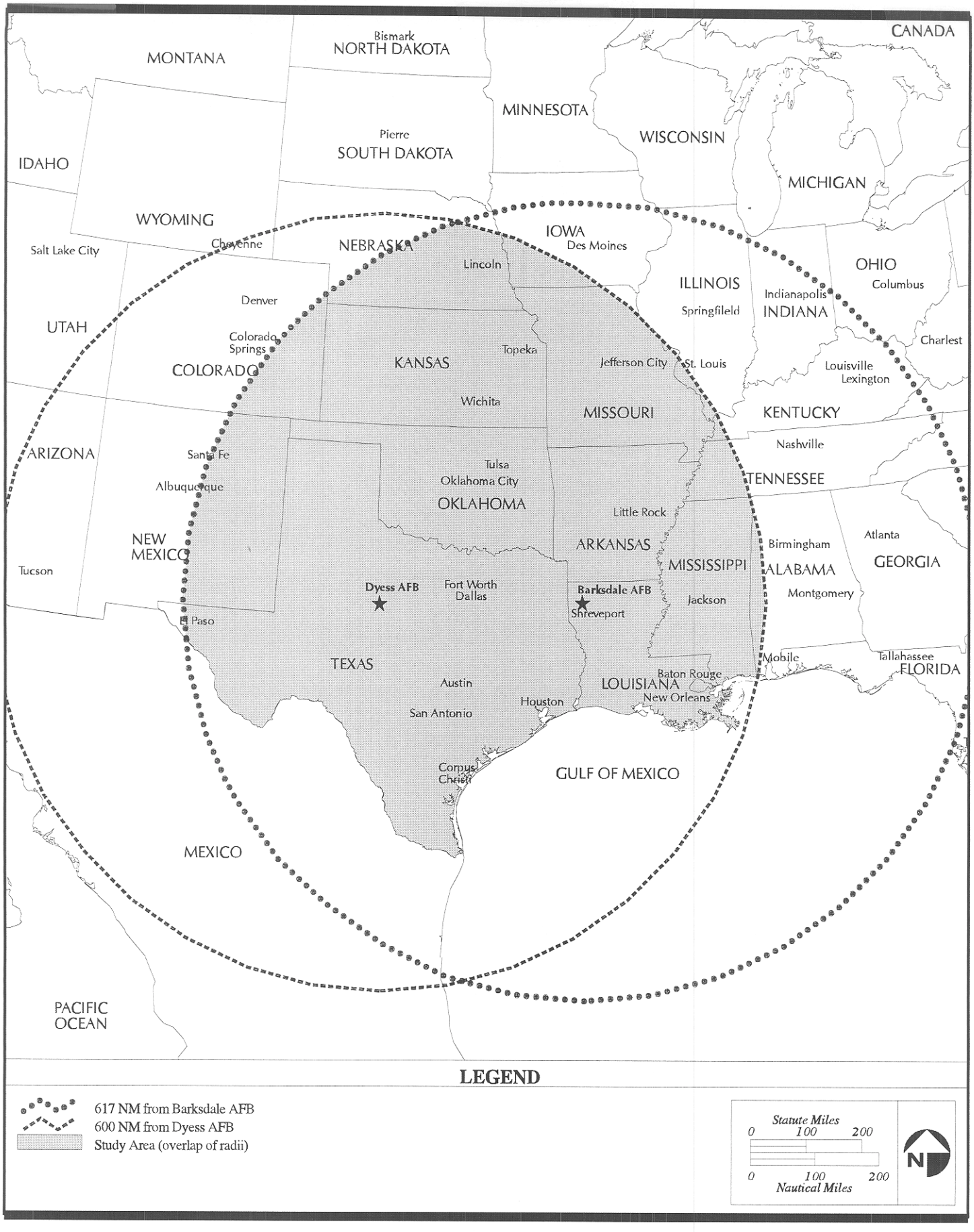
The RBTI study area was defined by creating a circle around Barksdale AFB and a circle around Dyess AFB; each circle has a radius of approximately 600 nautical miles (nm) from Barksdale and Dyess AFBs (Figure A-1). Terrain variability was then identified meeting the criteria defined as necessary for simulating realistic combat conditions. The discussion below explains how the 600 nm radius was derived and the process followed for determining terrain variability.

600 Nautical Mile Determination

The times and airspeeds for outbound and return distances for mission flight events were used to determine the distance from the bases to training assets to meet optimum average sortie duration (ASD) goals. The ASD is calculated using a unit's total number of flying hours divided by the number of sorties that must be flown (see Section 1.3.3 in RBTI EIS for further discussion). Tables A-1 and A-2 show the maximum distance for a B-52 and B-1 flying from the base and returning within the optimum ASD. These distances do not include flight time along a Military Training Route (MTR) since any given route does not necessarily provide either outbound or inbound distance. Nor do these distances include flight time that occurs around the base airfield for take-offs and landings.

Table A-1.
B-52 Maximum Distance - Based on Optimum ASD from Barksdale AFB

Flight Event	*Time (minutes)*	*Airspeed (nm/minute)*	*Distance (nm)*
Departure	15	4	60
En route to IR	45	7	315
Air Refueling	60	6	360
En route to MTR	20	7	140
En route to MOA	20	7	140
MOA	20	7	140
En route to Base	20	4	80
TOTAL	200	NA	1,235
Maximum Outbound or Inbound Distance			617.5



Average Sortie Duration Radii from Barksdale and Dyess AFBs

Figure A-1

Table A-2 **B-1 Maximum Distance–Based on Optimum ASD from Dyess AFB**			
Flight Event	*Time (minutes)*	*Airspeed (nm/minute)*	*Distance (nm)*
Departure	15	4	60
En route to IR	30	7	210
Air Refueling	60	6	360
En route to MTR	20	7	140
En route to MOA	20	7	140
MOA	30	7	210
En route to Base	20	4	80
TOTAL	200	NA	1,200
Maximum Outbound or Inbound Distance			600

Because an aircraft must return to base, training assets should not be located farther than one-half the distance of the aircraft's maximum allotted flight time (i.e., one-half of 1,200 nm equals 600 nm) from a base. Each half of the maximum distance represents the length for the outbound or inbound segment of a sortie. For B-52s, the longest outbound or inbound distance is about 617.5 nm from Barksdale AFB. For B-1s from Dyess AFB, the halfway point of a sortie lies within approximately 600 nm of the base. The overlapping section of the distances from each base accounts for approximately 65 percent of the total area. Since most of the two areas coincide, development of interrelated training assets within the overlapping section would enhance efficiency for the units at both bases. These overlapping areas were used to define the RBTI study area and the area in which the search for alternatives was conducted. Figure A-1 illustrates the area encompassed relative to each base and shows their degree of overlap.

Terrain Variability

Under RBTI, varied terrain differences results in better training opportunities for simulating realistic combat conditions. As mentioned in Section 2.1.1 of the RBTI EIS, the optimal MTR should overlie a minimum of 240 nm of contiguous terrain and offer high to moderate variability. Terrain variability is a combination of both slope and elevation. To identify those areas with terrain variability, a Geographic Information Systems (GIS) modeling program was employed. This GIS model compared the elevation and slope differences for each square mile under a candidate MTR to the elevations of all surrounding square miles.

Classes of elevation differences were assigned to each square mile, on a scale of 1 to 8, with 1 reflecting "low" elevation differences and 8 indicating "high" elevation differences. An identical process was applied to slope differences, where 1 represented the lowest slope differences and 8 showed the highest slope differences. Since elevation and slope both factor into terrain variability, both factors were added together to assign a single measure of terrain variability for each square mile. For example, the lowest measure of terrain variability an area could receive might be 2 (1 for elevation plus 1 for slope); the highest could be 16 (8 for elevation plus 8 for slope).

For purposes of this proposal, lands with a combined total score of 4 or less (elevation and slope differences) represented low terrain variability. Lands under MTRs offering a combined value of greater than 4 but less than 10 comprised moderately variable terrain, and values greater than 10 indicated high terrain variability. Using the GIS model, a search was conducted on all MTRs within the study area to determine the classes of terrain variability. The degree of variability found within

an MTR was then used to assist in alternative MTR selection. All MTRs within the study area with low terrain variability were eliminated from further consideration as potential alternatives. All those exhibiting moderate and/or high variability were further evaluated in the alternative identification process (see EIS, Section 2.1.1).

APPENDIX B
SORTIE-OPERATIONS

The following tables present the number of sortie-operations flown within the existing (Alternative A) and proposed (Alternatives B, C, and D) airspace. A sortie-operation is the use of one airspace unit (for example, an MTR or MOA) by a single aircraft. One sortie (i.e., a take-off, mission, and landing) by a single aircraft may include several sortie-operations. The following tables provide a breakdown of each airspace unit (MTRs and MOAs), the number of sortie-operations within that airspace unit, and the type of aircraft using that airspace unit by alternative. They also present information on estimated average daily sortie-operations for existing and proposed IR-178 and proposed IR-153. These tables supplement the data found Sections 2.3.1 (Alternative A), 2.4.2 (Alternative B), 2.4.3 (Alternative C), and 2.4.4 (Alternative D) of the RBTI EIS.

Table B-1. Airspace Use by Aircraft Type for the Study Area, Alternative A: No-Action

Airspace Unit Military Training Route (MTR)	*Dyess AFB*	*Barksdale AFB*	*Other Bombers*			*Fighter Aircraft*				*Training Aircraft*		*Cargo Aircraft*		*Other*	
	B-1	*B-52*	*B-1*	*B-52*	*B-2*	*Tornado*	*F-16*	*F-14*	*F-18*	*T-38*	*T-1*	*C-17*	*C-141*	*Aircraft*	*TOTAL*
VR-100/125	0	0	0	0	0	100	1152	0	0	0	0	0	0	13	1265
VR-108	0	0	0	0	0	0	115	0	25	3	0	0	0	0	143
VR-114	0	0	0	0	0	0	951	0	0	16	40	0	0	7	1014
VR-143	0	0	50	50	0	0	50	200	200	40	30	0	0	0	620
VR-186	0	0	50	50	0	0	50	400		500	125	0	0	0	1175
VR-196/197	0	0	0	0	0	0	0	0	0	400	112	0	0	0	512
VR-1107/1195	0	0	0	0	0	0	1050	0	0	0	0	0	0	0	1050
VR-1116	0	0	30	0	0	0	0	0	0	0	0	0	0	0	30
VR-1175/1176	0	0	30	20	0	0	0	0	0	0	0	0	0	0	50
IR-107	0	0	0	10	0	0	84	0	0	10	0	0	0	0	104
IR-109	0	0	0	0	50	0	214	0	28	0	0	0	0	18	310
IR-110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IR-111	0	0	0	0	0	9	94	0	0	18	0	0	0	9	130
IR-113	0	0	0	0	0	170	130	0	0	0	0	0	0	0	300
IR-123	0	0	0	1	0	0	1	20	15	8	5	0	0	0	50
IR-124	0	0	0	10	0	0	10	10	10	30	10	60	0	0	140
IR-128/180	25	25	0	0	0	0	0	0	0	150	0	0	0	0	200
IR-150	200	80	0	0	0	0	0	0	0	0	0	0	0	0	280
IR-154	0	0	0	0	0	0	10	0	0	0	0	40	20	0	70
IR-169	0	0	0	0	0	0	0	0	0	250	215	0	0	0	465
IR-174	40	25	121	0	0	0	0	0	0	0	0	0	0	0	186
IR-177/501	275	150	0	0	0	0	0	0	0	0	0	0	0	0	425
IR-178	805	555	89	61	0	0	50	0	0	0	0	0	0	0	1560
IR-192/194	0	0	0	0	0	637	0	0	0	0	0	0	0	21	658
IR-592	0	190	45	268	4	0	0	0	0	0	0	0	0	3	510
Military Operations Area (MOA)															
Reese 4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Reese 5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Roby	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Texon	0	0	0	0	0	0	15	15	15	20	20	0	0	15	100
Mt. Dora	6	5	0	0	0	0	354	0	4	0	0	0	0	10	379

Table B-2. Airspace Use by Aircraft Type for Alternative B: IR-178/Lancer MOA

Airspace Unit Military Training Route (MTR)	*Dyess AFB*	*Barksdale AFB*	*Other Bombers*			*Fighter Aircraft*				*Training Aircraft*		*Cargo Aircraft*		*Other*	
	B-1	*B-52*	*B-1*	*B-52*	*B-2*	*Tornado*	*F-16*	*F-14*	*F-18*	*T-38*	*T-1*	*C-17*	*C-141*	*Aircraft*	*TOTAL*
VR-100/125	0	0	0	0	0	100	1152	0	0	0	0	0	0	13	1265
VR-108	0	0	0	0	0	0	115	0	25	0	3	0	0	0	143
VR-114	0	0	0	0	0	0	951	0	0	16	40	0	0	7	1014
VR-143	0	0	50	50	0	0	50	200	200	40	30	0	0	0	620
VR-186	0	0	50	50	0	0	50	400		500	125	0	0	0	1175
VR-196/197	0	0	0	0	0	0	0	0	0	400	112	0	0	0	512
VR-1107/1195	0	0	0	0	0	0	1050	0	0	0	0	0	0	0	1050
VR-1116	0	0	30	0	0	0	0	0	0	0	0	0	0	0	30
VR-1175/1176	0	0	30	20	0	0	0	0	0	0	0	0	0	0	50
IR-107	0	0	0	10	0	0	84	0	0	10	0	0	0	0	104
IR-109	0	0	0	0	50	0	214	0	28	0	0	0	0	18	310
IR-110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IR-111	0	0	0	0	0	9	94	0	0	18	0	0	0	9	130
IR-113	0	0	0	0	0	170	130	0	0	0	0	0	0	0	300
IR-123	0	0	0	1	0	0	1	20	15	8	5	0	0	0	50
IR-124	0	0	0	10	0	0	10	10	10	30	10	60	0	0	140
IR-128/180	0	0	0	0	0	0	0	0	0	150	0	0	0	0	150
IR-150	80	20	0	0	0	0	0	0	0	0	0	0	0	0	100
IR-154	0	0	0	0	0	0	10	0	0	0	0	40	20	0	70
IR-169	0	0	0	0	0	0	0	0	0	250	215	0	0	0	465
IR-174	0	0	121	0	0	0	0	0	0	0	0	0	0	0	121
IR-177/501	55	20	0	0	0	0	0	0	0	0	0	0	0	0	75
IR-178	1330	905	150	75	150	0	50	0	0	0	0	0	0	0	2660
IR-192/194	0	0	0	0	0	637	0	0	0	0	0	0	0	21	658
IR-592	0	20	45	268	4	0	0	0	0	0	0	0	0	3	340
Military Operations Area (MOA)															
Reese 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reese 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roby	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Lancer	1850	400	0	0	50	0	0	0	0	0	0	0	0	50	2350
Texon	0	0	0	0	0	0	15	15	15	20	20	0	0	15	100
Mt. Dora	0	0	0	0	0	0	354	0	4	0	0	0	0	10	368

Table B-3. Airspace Use by Aircraft Type for Alternative C: IR-178/Texon MOA

Airspace Unit Military Training Route (MTR)	*Dyess AFB*	*Barksdale AFB*	*Other Bombers*			*Fighter Aircraft*				*Training Aircraft*		*Cargo Aircraft*		*Other*	
	B-1	*B-52*	*B-1*	*B-52*	*B-2*	*Tornado*	*F-16*	*F-14*	*F-18*	*T-38*	*T-1*	*C-17*	*C-141*	*Aircraft*	*TOTAL*
VR-100/125	0	0	0	0	0	100	1152	0	0	0	0	0	0	13	1265
VR-108	0	0	0	0	0	0	115	0	25	0	3	0	0	0	143
VR-114	0	0	0	0	0	0	951	0	0	16	40	0	0	7	1014
VR-143	0	0	50	50	0	0	50	200	200	40	30	0	0	0	620
VR-186	0	0	50	50	0	0	50	400		500	125	0	0	0	1175
VR-196/197	0	0	0	0	0	0	0	0	0	400	112	0	0	0	512
VR-1107/1195	0	0	0	0	0	0	1050	0	0	0	0	0	0	0	1050
VR-1116	0	0	30	0	0	0	0	0	0	0	0	0	0	0	30
VR-1175/1176	0	0	30	20	0	0	0	0	0	0	0	0	0	0	50
IR-107	0	0	0	10	0	0	84	0	0	10	0	0	0	0	104
IR-109	0	0	0	0	50	0	214	0	28	0	0	0	0	18	310
IR-110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IR-111	0	0	0	0	0	9	94	0	0	18	0	0	0	9	130
IR-113	0	0	0	0	0	170	130	0	0	0	0	0	0	0	300
IR-123	0	0	0	1	0	0	1	20	15	8	5	0	0	0	50
IR-124	0	0	0	10	0	0	10	10	10	30	10	60	0	0	140
IR-128/180	0	0	0	0	0	0	0	0	0	150	0	0	0	0	150
IR-150	80	25	0	0	0	0	0	0	0	0	0	0	0	0	105
IR-154	0	0	0	0	0	0	10	0	0	0	0	40	20	0	70
IR-169	0	0	0	0	0	0	0	0	0	250	215	0	0	0	465
IR-174	0	0	121	0	0	0	0	0	0	0	0	0	0	0	121
IR-177/501	55	20	0	0	0	0	0	0	0	0	0	0	0	0	75
IR-178	1330	905	150	75	150	0	50	0	0	0	0	0	0	0	2660
IR-192/194	0	0	0	0	0	637	0	0	0	0	0	0	0	21	658
IR-592	0	20	45	268	4	0	0	0	0	0	0	0	0	3	340
Military Operations Area (MOA)															
Reese 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reese 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roby	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Texon	1850	400	0	0	50	0	15	15	15	20	20	0	0	15	2400
Mt. Dora	0	0	0	0	0	0	354	0	4	0	0	0	0	10	368

Table B-4. Airspace Use by Aircraft Type for Alternative D: IR-153/Mt. Dora MOA

Airspace Unit Military Training Route (MTR)	*Dyess AFB*	*Barksdale AFB*	*Other-Bombers*			*Fighter Aircraft*				*Training Aircraft*		*Cargo Aircraft*		*Other*	
	B-1	*B-52*	*B-1*	*B-52*	*B-2*	*Tornado*	*F-16*	*F-14*	*F-18*	*T-38*	*T-1*	*C-17*	*C-141*	*Aircraft*	*TOTAL*
VR-100/125	0	0	0	0	0	100	1152	0	0	0	0	0	0	13	1265
VR-108	0	0	0	0	0	0	115	0	25	0	3	0	0	0	143
VR-114	0	0	0	0	0	0	951	0	0	16	40	0	0	7	1014
VR-143	0	0	50	50	0	0	50	200	200	40	30	0	0	0	620
VR-186	0	0	50	50	0	0	50	400		500	125	0	0	0	1175
VR-196/197	0	0	0	0	0	0	0	0	0	400	112	0	0	0	512
VR-1107/1195	0	0	0	0	0	0	1050	0	0	0	0	0	0	0	1050
VR-1116	0	0	30	0	0	0	0	0	0	0	0	0	0	0	30
VR-1175/1176	0	0	30	20	0	0	0	0	0	0	0	0	0	0	50
IR-107	0	0	0	10	0	0	84	0	0	10	0	0	0	0	104
IR-109	0	0	0	0	50	0	214	0	28	0	0	0	0	18	310
IR-110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IR-111	0	0	0	0	0	9	94	0	0	18	0	0	0	9	130
IR-113	0	0	0	0	0	170	130	0	0	0	0	0	0	0	300
IR-123	0	0	0	1	0	0	1	20	15	8	5	0	0	0	50
IR-124	0	0	0	10	0	0	10	10	10	30	10	60	0	0	140
IR-128/180	0	0	0	0	0	0	0	0	0	150	0	0	0	0	150
IR-150	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
Proposed IR-153	1330	905	150	75	150	0	0	0	0	0	0	0	0	50	2660
IR-154	0	0	0	0	0	0	10	0	0	0	0	40	20	0	70
IR-169	0	0	0	0	0	0	0	0	0	250	215	0	0	0	465
IR-174	0	0	121	0	0	0	0	0	0	0	0	0	0	0	121
IR-177/501	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
IR-178	220	70	0	0	0	0	0	0	0	0	0	0	0	50	340
IR-192/194	0	0	0	0	0	637	0	0	0	0	0	0	0	21	658
IR-592	0	10	45	268	4	0	0	0	0	0	0	0	0	3	330
Military Operations Area (MOA)															
Reese 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reese 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roby	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Mt. Dora	1850	400	0	0	50	0	354	0	0	0	0	0	0	14	2668
Texon	0	0	0	0	0	0	15	15	15	20	20	0	0	15	100

Table B-5. Average Daily Sortie-Operations by Segment on IR-178 under Alternative A: No-Action

Primary[1]			*Secondary*[2]			*Baseline*	*Primary*[1]			*Secondary*[2]			*Baseline*
IR-178 Segment	Annual Sortie-Operations	Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Average Daily Sortie-Operations	Total Average Daily Sortie-Operations	IR-178 Segment	Annual Sortie-Operations	Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Average Daily Sortie-Operations	Total Average Daily Sortie-Operations
AB	1560	6	N/A		0	6	AKAL	65	<1	IR-128/180	200	<1	1
BC	1560	6	N/A		0	6	ALAM	65	<1	IR-128/180	200	<1	1
CD	1560	6	N/A		0	6	AMAN	65	<1	IR-128/180	200	<1	1
DE	1560	6	N/A		0	6	ANAO	65	<1	IR-128/180	200	<1	1
EF	1560	6	N/A		0	6	AOAP	65	<1	IR-128/180	200	<1	1
FG	1560	6	N/A		0	6	APAQ	65	<1	IR-128/180	200	<1	1
GH	1560	6	N/A		0	6	AQAR	65	<1	IR-128/180	200	<1	1
HI	1560	6	N/A		0	6	ARAS	65	<1	IR-128/180	200	<1	1
IJ	1560	6	N/A		0	6	ASAT	65	<1	IR-128/180	200	<1	1
JK	1560	6	N/A		0	6	AI1XX	0	0	IR-128/180	200	<1	1
KL	1560	6	N/A		0	6	AE1BA	125	<1	IR-128/180	200	<1	1
LM	1560	6	N/A		0	6	BABB	125	<1	IR-128/180	200	<1	1
MN	955	4	N/A		0	4	BBBC	125	<1	IR-128/180	200	<1	1
NO	955	4	N/A		0	4	BCBD	125	<1	IR-128/180	200	<1	1
OP	765	3	N/A		0	3	BDBE	125	<1	IR-128/180	200	<1	1
PQ	765	3	IR-128/180	200	<1	4	BEBF	125	<1	IR-128/180	200	<1	1
QR	765	3	IR-128/180	200	<1	4	BFBG	125	<1	IR-128/180	200	<1	1
RS	765	3	IR-128/180	200	<1	4	BGBH	125	<1	IR-128/180	200	<1	1
ST	765	3	IR-128/180	200	<1	4	BHBI	125	<1	IR-128/180	200	<1	1
TU	765	3	IR-128/180	200	<1	4	BIBJ	125	<1	IR-128/180	200	<1	1
UV	765	3	IR-128/180	200	<1	4	BJBK	125	<1	IR-128/180	200	<1	1
VW	765	3	IR-128/180	200	<1	4	BKBG1	0	0	IR-128/180	200	<1	1
WX	765	3	IR-128/180	200	<1	4	AIXW	0	0	IR-128/180	200	<1	1
XY	765	3	IR-128/180	200	<1	4	XWXX	0	0	IR-128/180	200	<1	1
YZ	765	3	IR-128/180	200	<1	4	OCA	190	<1	N/A		0	1
ZAA	765	3	IR-128/180	200	<1	4	CACB	190	<1	N/A		0	1
AAAB	765	3	IR-128/180	200	<1	4	CBCC	190	<1	N/A		0	1
ABAC	765	3	IR-128/180	200	<1	4	CCCD	190	<1	N/A		0	1
ACAD	765	3	IR-128/180	200	<1	4	CDCE	190	<1	N/A		0	1
ADAE	765	3	IR-128/180	200	<1	4	CECF	190	<1	VR-196/197	512	2	3
AEAF	65	<1	IR-128/180	200	<1	1	CFCG	190	<1	N/A		0	1
AFAG	65	<1	IR-128/180	200	<1	1	CGCH	190	<1	IR-192/194	658	3	3
AGAH	65	<1	IR-128/180	200	<1	1	CHCI	190	<1	N/A		0	1
AHAI	65	<1	IR-128/180	200	<1	1	CICJ	190	<1	N/A		0	1
AIAJ	65	<1	IR-128/180	200	<1	1	CJCK	190	<1	N/A		0	1
AJAK	65	<1	IR-128/180	200	<1	1							

[1] Primary (P) class airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

[2] Secondary (S) class airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

Table B-6. Projected Average Daily Sortie-Operations under Alternative B: IR-178/Lancer MOA

Primary[1]			*Secondary*[2]			*Projected*	*Baseline*	*Primary*[1]			*Secondary*[2]			*Projected*	*Baseline*
IR-178 Segment	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	Projected Total Average Daily Sortie-Operations	Total Average Daily Sortie-Operations	IR-178 Segment	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	Projected Total Average Daily Sortie-Operations	Total Average Daily Sortie-Operations
AB	2660	10	NA		0	10	6	VW	1505	6	IR-192/194	658	3	8	3
BC	2660	10	NA		0	10	6	WX	1505	6	IR-192/194	658	3	8	3
CD	2660	10	NA		0	10	6	XY	1505	6			0	6	4
DE	2660	10	NA		0	10	6	YZ	1505	6			0	6	4
EF	2660	10	NA		0	10	6	ZAA	245	1	IR-128/180	150	<1	2	4
FG	2660	10	NA		0	10	6	AAAB	245	1	IR-128/180	150	<1	2	4
GH	2660	10	NA		0	10	6	ABAC	245	1	IR-128/180	150	<1	2	4
HI	2660	10	NA		0	10	6	ACAD	245	1	IR-128/180	150	<1	2	4
IJ	2660	10	NA		0	10	6	ADAE	245	1	IR-128/180	150	<1	2	4
JK	2660	10	NA		0	10	6	AEAF	1220	5	IR-128/180	150	<1	5	<1
KL	2660	10	NA		0	10	6	AFAG	1220	5	IR-128/180	150	<1	5	<1
LM	2660	10	NA		0	10	6	AGAH	1220	5	IR-128/180	150	<1	5	<1
MN	2480	10	NA		0	10	4	AHAI	1220	5	VR-1116	30	<1	5	<1
NO	2480	10	NA		0	10	4	AIAJ	1220	5	VR-1116	30	<1	5	<1
OP	1505	6	NA		0	6	<1	AJAK	1220	5	VR-1116	30	<1	5	<1
PQ	1505	6	NA		0	6	<1	VVA	305	1	NA		0	1	NA
QR	1505	6	NA		0	6	<1	VAVB	305	1	NA		0	1	NA
RS	1810	7	NA		0	7	<1	VBR	305	1	NA		0	1	NA
ST	1810	7	N/A		0	7	<1	OOA	975	4	NA		0	4	3
TU	1810	7	VR-196/197	512	2	9	3	OAAE	975	4	NA		0	4	3
UV	1810	7	NA		0	7	<1								

[1]P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

[2]S = Secondary airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

Table B-7. Projected Average Daily Sortie-Operations under Alternative C: IR-178/Texon MOA

Primary[1]			*Secondary*[2]			*Projected*	*Baseline*	*Primary*[1]			*Secondary*[2]			*Projected*	*Baseline*
IR-178 Segment	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	Projected Total Average Daily Sortie-Operations	Total Average Daily Sortie Operations	IR-178 Segment	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	Projected Total Average Daily Sortie-Operations	Total Average Daily Sortie Operations
AB	2660	10	N/A			10	6	ST	1795	7	N/A		0	7	<1
BC	2660	10	N/A			10	6	TU	1795	7	VR196/197	512	2	9	3
CD	2660	10	N/A			10	6	UV	1795	7	NA		0	7	<1
DE	2660	10	N/A			10	6	VW	1485	6	IR-192/194	658	3	8	3
EF	2660	10	N/A			10	6	WX	1485	6	IR-192/194	658	3	8	3
FG	2660	10	N/A			10	6	XY	1485	6	NA		0	6	4
GH	2660	10	N/A			10	6	YZ	1485	6	NA		0	6	4
HI	2660	10	N/A			10	6	ZAA	245	<1	IR-128/180	150	<1	2	4
IJ	2660	10	N/A			10	6	AAAB	245	<1	IR-128/180	150	<1	2	4
JK	2660	10	N/A			10	6	ABAC	245	<1	IR-128/180	150	<1	2	4
KL	2660	10	N/A			10	6	ACAD	245	<1	IR-128/180	150	<1	2	4
LM	2660	10	NA		0	10	6	ADAE	245	<1	IR-128/180	150	<1	2	4
MN	2475	10	NA		0	10	4	AEAF	245	<1	IR-128/180	150	<1	2	<1
NO	1485	6	NA		0	6	4	VVA	310	<1	NA		0	<1	NA
OP	1485	6	NA		0	6	<1	VAVB	310	<1	NA		0	<1	NA
PQ	1485	6	NA		0	6	<1	VBR	310	<1	NA		0	<1	NA
QR	1485	6	NA		0	6	<1	NNA	1005	4	NA		0	4	NA
RS	1795	7	NA		0	7	<1								

[1]P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

[2]S = Secondary airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

Table B-8. Projected Average Daily Sortie-Operations under Alternative D: IR-153/Mt. Dora MOA

Primary[1]			*Secondary*[2]			*Projected*	*Baseline*	*Primary*[1]			*Secondary*[2]			*Projected*	*Baseline*
IR-153 Segment	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	Projected Total Average Daily Sortie-Operations	Total Average Daily Sortie-Operations	IR-153 Segment	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	MTRs	Annual Sortie-Operations	Projected Average Daily Sortie-Operations	Projected Total Average Daily Sortie-Operations	Total Average Daily Sortie-Operations
AB	2660	10	IR-109, VR-1175/1176	360	1	11	1	TU	1390	5	VR-108	143	1	6	1
BC	2660	10	IR-109, VR-1175/1176	360	1	11	1	UV	1605	6	IR-150, VR-108, VR-	1167	4	10	4
CD	2660	10	VR-1175/1176	50	<1	10	<1	VW	1390	5	IR-107, IR-150, VR-	1128	4	9	4
DE	2660	10	IR-109, VR-1175/1176	360	1	11	1	WX	1390	5	IR-150, VR-114	1024	4	9	4
EF	2660	10	IR-109, VR-1175/1176	360	1	11	1	XY	1390	5	IR-150, VR-114	1024	4	9	4
FG	2660	10	IR-109, IR-110	310	1	11	1	YZ	1390	5	IR-150, VR-114	1024	4	9	4
GH	2660	10	IR-109, IR-110	310	1	11	1	ZAA	1390	5	IR-150, VR-114	1024	4	9	4
HI	2660	10	IR-109, IR-110, IR-111	440	2	12	2	AAAB	215	1	IR-150, VR-114	1024	4	5	4
IJ	2660	10	IR-109, IR-111	440	2	12	2	ABAC	215	1	IR-107, VR-108, VR-	1261	5	6	5
JK	2460	9	IR-109, IR-111	440	2	11	2	ACAD	215	1	VR-108, VR 114	1157	4	5	4
KL	2460	9	IR-109, IR-111	440	2	11	2	ADAE	215	1	VR-108, VR 114	1157	4	5	4
LM	2460	9	IR-111	130	1	10	1	AEU	215	1	VR-108, VR 114	1157	4	5	4
MN	2460	9	IR-111	130	1	10	1	TTA	1090	4	IR-107, VR-108, VR-	1261	5	9	5
NO	2460	9	IR-111, VR-100/125, VR-1107/1195	2445	9	18	9	TATB	1070	4	IR-107, VR-108, VR-114	1261	5	9	5
OP	2460	9	IR-111, VR-100/125, VR-1107/1195	2445	9	18	9	ZZA	1175	5	IR-150	10	<1	5	<1
PQ	2460	9	IR-111, IR-113, VR-100/125	1695	7	16	7	WWA	215	1	VR-114	1014	4	5	4
QR[a]	2460	9	VR-100/125	1265	5	14	5	WAWB	215	1	NA		0	1	0
QR[b]	2460	9	IR-107, IR-113, VR-100/125, VR-108, VR-114, VR 1107/1195	3876	15	24	15	JJA	200	1	IR-109, IR-111	440	2	3	2
RS	2460	9	IR-107, IR-113, VR-100/125, VR-108, VR-114, VR 1107/1195	3876	15	24	15	JAJB	200	1	IR-109, IR-111	440	2	3	2
ST	2460	9	IR-107, VR-108, VR-114	1261	5	14	5								

[1] P = Primary airspace used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

[2] S = Secondary airspace unit intersects with primary airspace unit used by B-1s from Dyess AFB and/or B-52s from Barksdale AFB.

[a] secondary MTRs overlapping a portion of the segment.

[b] secondary MTRs overlapping a portion of the segment.

APPENDIX C
AIRSPACE MANAGEMENT

The following provides a description of how airspace is managed by the Federal Aviation Administration (FAA) as it relates to those types of airspace used by the Air Force. It explains the process followed when the Air Force proposes airspace modifications for both Military Operations Areas (MOAs) and Military Training Routes (MTRs). In addition, this appendix offers specific information on IR-178, both existing (Alternative A) and proposed (Alternatives B, C, and D).

As is described in the RBTI EIS (Sections 1.4.1 and 2.1.1), MTRs are three-dimensional highways in the sky, having height (altitude) as well as length and width. Aircraft follow these routes within the assigned altitudes and width. Under RBTI, proposed IR-178 (Alternatives B and C) and proposed IR-153 (Alternative D) segments have an assigned width and height; Tables C-1 through C-3 provide these altitudes (both floor and ceiling) and width of the existing and proposed MTR segments.

Processing Airspace

FAA Order 7400.2D prescribes policy, criteria, and procedures applicable to Special Use Airspace (SUA). This order applies to all regional and field organizations involved in rule making and non-rule making actions associated with this airspace. FAA Order 1050.1D establishes policy and procedure and assigns responsibility for assuring agency compliance with environmental procedures set forth in the Council on Environmental Quality (CEQ) regulation for implementing the procedural provisions of the National Environmental Policy Act (NEPA). FAA Order 1050.1D, Appendix 3, describes the FAA's environmental responsibilities in relation to SUA. FAA Order 7490.XX, which is in draft form and in agency coordination, incorporates many of the practical environmental review steps taken in the process of establishing and modifying special use airspace. This draft document, which is more specific than FAA Order 1050.1D, Appendix 3, is used by the Southwest Region Air Traffic Division as a practical guide to the FAA review process.

SUA falls into two categories. One category consists of airspace subject to rule making actions relating to restricted and prohibited areas. The other category consists of airspace subject to non-rule making actions related to alert areas, controlled firing areas, offshore warning areas, and MOAs. MOAs are established to separate and/or segregate certain nonhazardous military activities from aircraft flying under Instrument Flight Rules (IFR) and to identify these activities for aircraft flying under Visual Flight Rules (VFR). Final approval authority for MOAs rests with the Airspace and Rules Division (ATA-400), Headquarters FAA.

When a MOA proposal is submitted to the FAA Regional Air Traffic Division, the regional FAA office reviews the proposal from an aeronautical perspective and conducts a preliminary review of the proponent's environmental documentation. Since the FAA is the approval authority for SUA actions, it cannot take a position on any particular SUA proposal prior to the completion of the NEPA and aeronautical processing phases. When the regional FAA office is notified early in the environmental process and asked by the military to participate in NEPA meetings and scoping actions, the regional FAA Air Traffic Division designates the FAA representatives and encourages participation in the NEPA process.

According to CEQ guidelines, the FAA has the discretion to adopt an environmental assessment or an environmental impact statement prepared by the military, provided that the FAA independently

reviews the document and assesses whether it meets the standard for adequacy under NEPA, CEQ regulations, and the FAA's own regulations. In adopting the document, the FAA must assume responsibility for the scope and content of the document or prepare its own supportive environmental documents and issue an independent decision document. It is important to note that the FAA usually does not begin the environmental review process until there is a formal airspace proposal submitted. In the majority of past cases, the FAA has not been informed of the proponent's initiation of NEPA actions until the environmental documentation has been sent to the regional office along with the airspace proposal.

Environmental Programs Division (ATA-300) of the FAA was established to assist and support the review process for airspace actions. In addition, each FAA region has a trained environmental specialist in its Air Traffic Division who initiates the environmental review process for military SUA proposals and examines environmental documentation coming from that region. This regional review ensures that applicable impact categories and any specific FAA environmental concerns are considered in the documents. Concurrent with the regional review, the ATA-300 office begins the review process with information forwarded by the region and from the military proponent.

During the process, the FAA regional office has the following responsibilities:

- Examining document format;
- Confirming that the proposed airspace falls within the area that was environmentally assessed and that justification for the proposal is included;
- Reviewing the timeliness, level of controversy, and whether public and interagency involvement has been encouraged or sought by the proponent;
- Analyzing public comments and interagency letters related to airspace issues;
- Ensuring that the concerns raised during public comment have been addressed;
- Determining whether cumulative impacts from a regional perspective are addressed; and
- Ascertaining whether decision documents are reflective of the actions being proposed.

The regional specialist may either coordinate directly with the military proponent or coordinate within the FAA to ATA-300 regarding any questions or comments about the documentation. When ATA-300 has concerns with the proponent’s environmental documentation or efforts, it will transmit these concerns back to the regional office, which will then forward these concerns to the proponent for answers or comments. This review process may cause delays in the approval process, with some actions taking much longer than a year to resolve. ATA-300 coordinates environmental actions and works with Headquarters FAA Environmental Law Branch (AGC-620) to determine the ultimate sufficiency of environmental actions taken by the proponent.

MTRs are neither rule making nor non-rule making actions, nor are they categorized as SUA. FAA Order 1050.1D makes reference to SUA but not to MTRs. These routes are considered in FAA Order 7610.4H as Special Military Operations. Chapter 11 of this order prescribes policy, criteria, and administrative and operating procedures pertaining to routes for military training conducted below 10,000 feet Mean Sea Level (MSL) and in excess of 250 knots indicated airspeed. There are two main types of MTRs: Instrument Routes (IRs) and Visual Routes (VRs). IRs allow Instrument Flight Rules (IFRs) separation from other known air traffic and VRs allow flight under Visual Flight Rules (VFRs). IRs and VRs have different actions, procedures, and/or processes for approval.

IR requirements are validated by the appropriate military major command and are coordinated with FAA Air Route Traffic Control Centers for aeronautical concurrence. Once the routes are formally proposed, they are forwarded to the appropriate military major command headquarters for review and environmental certification. Formal proposals are reviewed at the FAA Regional Air Traffic Division. FAA Order 7610.4H states that the regional Air Traffic division shall:

- Coordinate all proposals with other interested FAA divisions;
- Determine when proposals will increase the burden on civil users of the navigable airspace and coordinate those proposals with the appropriate civil aviation user groups; and
- Approve or disapprove the proposal and notify the regional military representative, in writing, within 45 days of receipt of the original proposal.

These requirements are aeronautically focused, with no reference to environmental review. This order also states that the FAA Regional Air Traffic Division is the final approval authority for all IR proposals and revisions. Regional offices have historically viewed this role as approval based upon aeronautical effects. The review of the environmental documentation is not prescribed or assigned to the FAA regional Air Traffic Division by order; however, this review is normally made to assure that the military's environmental process has been addressed.

Final approval authority for the establishment of VRs rests with the appropriate military major command headquarters. FAA Order 7610.4H states that the FAA Regional Air Traffic Division in whose area the route originates shall submit the approved FAA form 7110-4 to the National Flight Data Center, so that it can be issued via the National Flight Data Digest for charting and description in appropriate Flight Publications. As with IRs, the review of the VR's environmental documentation is not prescribed or assigned to the FAA Regional Air Traffic Division; however, this review is normally made to ensure the military's environmental process has been addressed. Also, MTR environmental documents are not normally retained in the FAA regional offices, since the MTR programs rest with the military.

Altitude Structure

Table C-1. Study Area, Alternative A: No-Action									
Existing IR-178	*IR-178 Altitude (Feet AGL)*		*IR-178 Width Either side of Centerline (NM)*		*Existing IR-178*	*IR-178 Altitude (Feet AGL)*		*IR-178 Width Either side of Centerline (NM)*	
Segment	*Floor*	*Ceiling*	*Left*	*Right*	*Segment*	*Floor*	*Ceiling*	*Left*	*Right*
AB	1,000	15,000	6	6	AKAL	200	7,000	4	4
BC	400	15,000	6	6	ALAM	200	7,000	4	4
CD	200	9,000	6	6	AMAN	200	7,000	4	4
DE	200	9,000	6	6	ANAO	200	7,000	4	4
EF	200	9,000	6	6	AOAP	500	7,000	3	3
FG	200	9,000	6	6	APAQ	200	7,000	3	3
GH	200	9,000	6	6	AQAR	600	7,000	3	3
HI	200	8,000	5	10	ARAS	200	7,000	4	4
IJ	200	8,000	10	10	ASAT	7,000 MSL	11,000	4	4
JK	200	7,600	10	10	AI1XX	200	7,000	4	4
KL	200	7,200	8	10	AE1BA	500	7,000	4	4
LM	600	7,200	8	10	BABB	200	6,000	4	4
MN	600	6,000	4	6	BBBC	200	6,000	4	4
NO	200	6,000	4	6	BCBD	200	6,000	4	4
OP	600	6,000	4	6	BDBE	200	7,000	4	4
PQ	600	7,000	4	6	BEBF	200	7,000	4	4
QR	200	7,000	4	6	BFBG	600	7,000	4	4
RS	200	7,000	4	6	BGBH	Surface	7,000	R5104/5	R5104/5
ST	200	7,000	4	3	BHBI	200	7,000	centerline	centerline
TU	500	7,000	4	3	BIBJ	600	7,000	centerline	centerline
UV	900	7,000	4	5	BJBK	600	7,000	centerline	centerline
VW	900	7,000	4	5	BKBG1	200	7,000	centerline	centerline
WX	200	7,000	4	5	AIXW	200	7,000	4	4
XY	200	7,000	4	3	XWXX	7,000 MSL	10,000	4	4
YZ	200	7,000	4	3	OCA	200	6,000	4	6
ZAA	200	7,000	3	4	CACB	200	5,000	4	6
AAAB	1,200	7,000	4	4	CBCC	400	5,000	6	6
ABAC	200	7,000	4	4	CCCD	700	5,000	6	6
ACAD	200	7,000	4	4	CDCE	700	7,000	6	6
ADAE	200	7,000	4	4	CECF	200	7,000	6	4
AEAF	500	7,000	4	4	CFCG	200	7,000	6	4
AFAG	200	7,000	4	4	CGCH	200	7,000	6	4
AGAH	500	7,000	4	4	CHCI	7,000 MSL	9,000	4	4
AHAI	200	7,000	4	4	CICJ	9,000 MSL	11,000	4	4
AIAJ	200	7,000	5	3	CJCK	11000 MSL	11,000	4	4
AJAK	200	7,000	5	3					

Table C-2. Proposed IR-178 Corridor Altitudes and Width under Alternatives B and C									
Alternative B: IR-178/Lancer MOA					**Alternative C: IR-178/Texon MOA**				
Proposed IR-178	*Proposed IR-178 Altitude (Feet AGL)*		*Proposed IR-178 Width Either Side of Centerline (NM)*		*Proposed IR-178*	*Proposed IR-178 Altitude (Feet AGL)*		*Proposed IR-178 Width Either Side of Centerline (NM)*	
Segment	*Floor*	*Ceiling*	*Left*	*Right*	*Segment*	*Floor*	*Ceiling*	*Left*	*Right*
AB	400	15,000	6	6	AB	400	15,000	6	6
BC	400	15,000	6	6	BC	400	15,000	6	6
CD	400	9,000	6	6	CD	400	9,000	6	6
DE	400	9,000	6	6	DE	400	9,000	6	6
EF	400	9,000	6	6	EF	400	9,000	6	6
FG	200	9,000	5	9	FG	200	9,000	5	9
GH	200	9,000	5	9	GH	200	9,000	5	9
HI	200	8,000	5	9	HI	200	8,000	5	9
IJ	200	8,000	8	6	IJ	200	8,000	8	6
JK	200	7,600	8	6	JK	200	7,600	8	6
KL	200	7,200	8	6	KL	200	7,200	8	6
LM	600	7,200	8	6	LM	600	7,200	8	6
MN	600	6,000	8	6	MN	600	6,000	8	6
NO	400	6,000	8	6	NO	400	6,000	8	8
OP	600	6,000	8	6	OP	600	6,000	8	6
PQ	600	5,000	10	4	PQ	600	5,000	10	4
QR	600	5,000	10	4	QR	600	5,000	10	4
RS	400	5,000	10	4	RS	400	5,000	10	4
ST	400	7,000	4	10	ST	400	7,000	4	10
TU	500	7,000	4	10	TU	500	7,000	4	10
UV	900	7,000	4	10	UV	900	7,000	4	10
VW	900	7,000	4	4	VW	900	7,000	4	4
WX	500	9,000	4	4	WX	500	9,000	4	4
XY	500	11,000	4	4	XY	500	11,000	4	4
YZ	500	11,000	4	4	YZ	500	11,000	4	4
ZAA	500	7,000	4	2	ZAA	500	7,000	4	2
AAAB	1,200	7,000	4	4	AAAB	1,200	7,000	4	4
ABAC	800	7,000	4	4	ABAC	800	7,000	4	4
ACAD	800	7,000	4	4	ACAD	800	7,000	4	4
ADAE	800	6,000	4	4	ADAE	800	6,000	4	4
AEAF	800	6,000	4	4	AEAF	800	6,000	4	4
AFAG	800	6,000	4	4	VVA	400	5,000	4	4
AGAH	2,000	10,000	4	4	VAVB	400	5,000	4	4
AHAI	2,000	10,000	4	4	VBR	400	5,000	4	4
AIAJ	2,000	10,000	4	4	NNA	600	10,000	4	4
AJAK	2,000	10,000	4	4					
VVA	400	5,000	4	4					
VAVB	400	5,000	4	4					
VBR	400	5,000	4	4					
OOA	600	6,000	4	6					
OAAE	600	6,000	4	4					

Table C-3. Alternative D: IR-153/Mt. Dora MOA				
Proposed IR-153	*Proposed IR-153 Altitude (Feet AGL)*		*Proposed IR-153 Width Either side of Centerline (NM)*	
Segment	*Floor*	*Ceiling*	*Left*	*Right*
AB	400	12,000	4	4
BC	400	12,000	2	2
CD	800	15,000	2	2
DE	400	15,000	4	4
EF	400	15,000	4	4
FG	400	15,000	8	4
GH	400	12,000	8	0
HI	400	12,000	8	7
IJ	400	12,000	3	7
JK	400	12,000	3	7
KL	200	9,000	3	7
LM	200	9,000	3	7
MN	200	9,000	7	7
NO	200	9,000	7	7
OP	200	9,000	7	7
PQ	200	8,000	3	7
QR	200	7,000	7	7
RS	400	7,000	2	4
ST	400	7,000	2	4
TU	400	7,000	2	4
UV	400	7,000	11	3
VW	400	7,000	11	3
WX	400	7,000	8	4
XY	400	7,000	8	4
YZ	400	7,000	4	4
ZAA	400	7,000	4	4
AAAB	400	7,000	4	4
ABAC	400	10,000	4	4
ACAD	2,000	10,000	4	4
ADAE	400	10,000	7	1
AEU	400	10,000	7	1
TTA	2,000	10,000	4	2
TATB	2,000	12,000	4	2
ZZA	2,000	10,000	4	4
WWA	2,000	10,000	4	4
WAWB	2,000	12,000	4	4
JJA	2,000	12,000	4	4
JAJB	2,000	12,000	4	4

U.S. Department
of Transportation
Federal Aviation
Administration

Air Route Traffic Control Center
8000 Louisiana Blvd. NE
Albuquerque, NM 87109

DEC 31 1998

Alton Chavis
Chief, Environmental Analysis Branch
HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB, VA 23665-2769

Dear Mr. Chavis:

As per the request in your memorandum dated December 17, 1998, Subject: Cooperating Agency Point of Contact (POC) for Realistic Bomber Training Initiative (RBTI) Environmental Impact Statement (EIS), Albuquerque Center will serve as a cooperating agency. We designate David B. Wingert, Support Manager, Airspace and Procedures, ZAB-530, as our POC. Dave can be reached at DSN 245-1530 or (505) 856-4530.

Sincerely,

for Joan M. Mallen
Air Traffic Manager

cc:
ASW-530

APPENDIX D

CANDIDATE EMITTER SITES AND ELECTRONIC SCORING SITE LOCATIONS

The Air Force carefully studied each candidate site for emitters and electronic scoring sites. This process resulted in identification of more candidate sites than would be needed under each action alternative. Should an action alternative be selected after completion of the Record of Decision, the ten emitter and two electronic scoring sites would also be selected.

Out of the 42 candidate sites, 40 are located on private land and two on federal government property. To acquire the right to construct and operate the ground-based assets on private property, the Air Force would need to lease or purchase 11 sites (for five MTR emitters, five MOA emitters, and one MTR Electronic Scoring Site). The twelfth site would accommodate the en route Electronic Scoring Site. These candidate sites for the en route Electronic Scoring Site are found on government property and are located near and managed by Dyess AFB. They represent the only candidates for the one en route Electronic Scoring Site proposed for all three action alternatives. To meet the requirements for the Electronic Scoring Site, the Air Force would construct a new building, link it to on-site power, telephone, and water sources, and install a septic system. For the emitter sites, existing power and telephone lines would be used to the greatest extent possible.

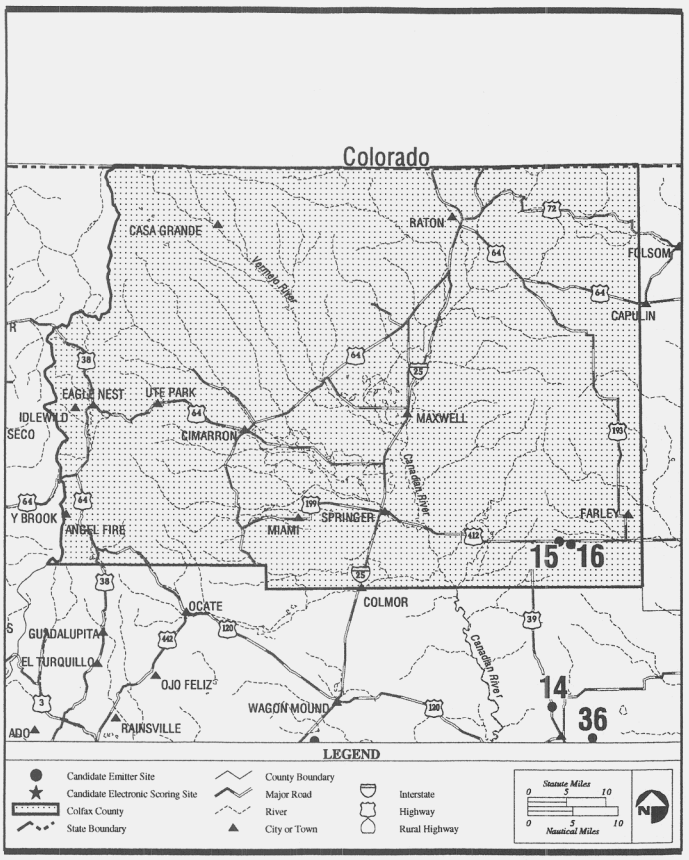
The following county maps identify the candidate emitter and Electronic Scoring Sites. Given the large geographic extent of the study area, the scales of the maps are not similar. Major roads, towns, and rivers are provided to assist the reader in locating the site. The maps are arranged alphabetically, first by state, then by county. The following list provides the figure numbers:

New Mexico counties:

Colfax	D-1
Guadalupe	D-2
Harding	D-3
Mora	D-4
Quay	D-5
Union	D-6

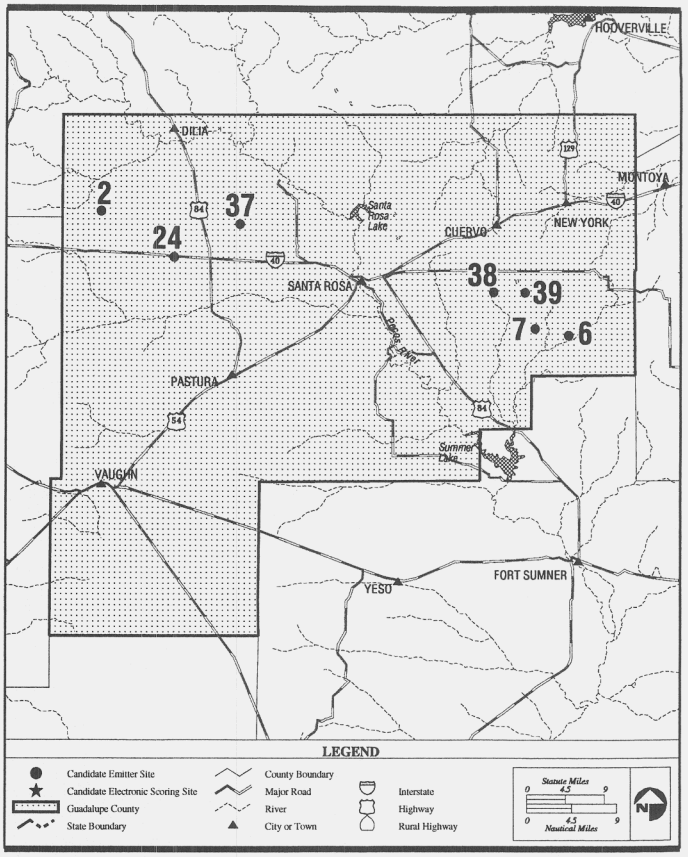
Texas counties:

Borden	D-7
Brewster	D-8
Garza	D-9
Irion	D-10
Pecos	D-11
Presidio	D-12
Reagan	D-13
Reeves	D-14
Schleicher	D-15
Scurry	D-16
Taylor	D-17
Upton	D-18



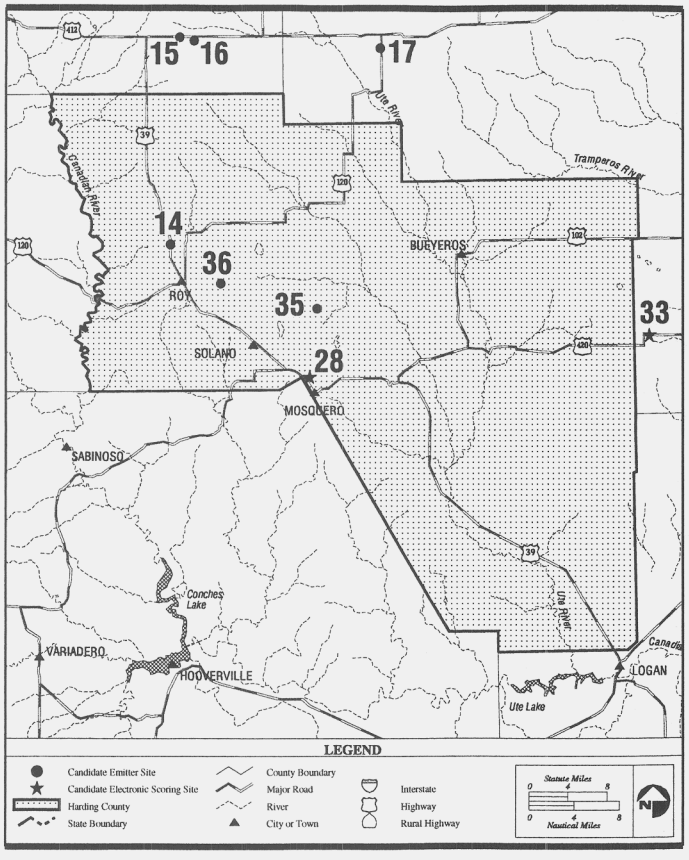
Candidate Emitter/Electronic Scoring Sites within Colfax County, New Mexico **Figure D-1**

/net/pulau/volsurf/ricm/plots/figures/emit_cnty.aml 01/11/99



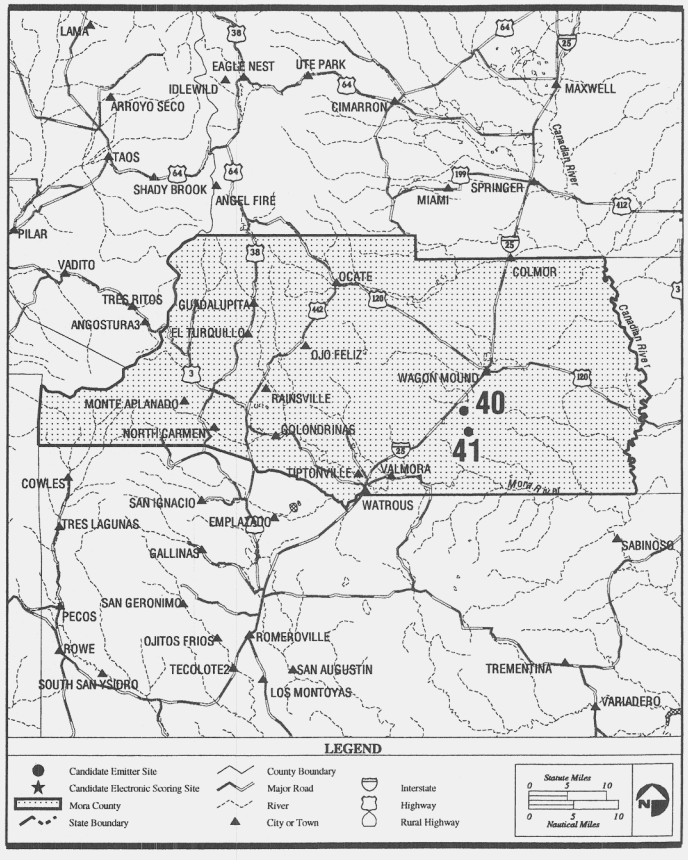
Candidate Emitter/Electronic Scoring Sites within Guadalupe County, New Mexico **Figure D-2**

/net/pulau/volsurf/ricm/plots/figures/emit_cnty.aml 01/11/99



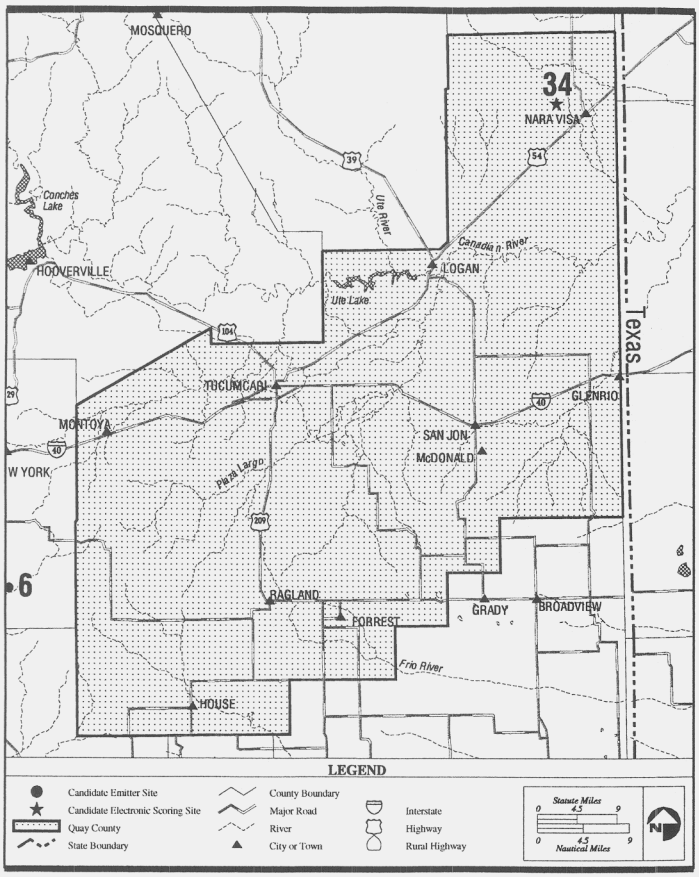
Candidate Emitter/Electronic Scoring Sites within Harding County, New Mexico **Figure D-3**

/net/pulau/volsurf/ricm/plots/figures/emit_cnty.aml 01/11/99



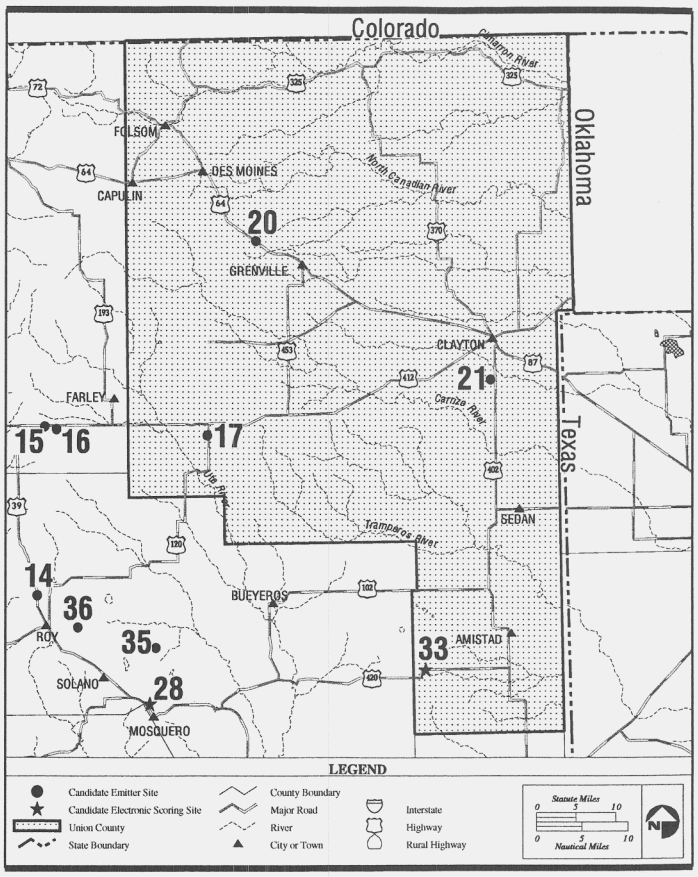
Candidate Emitter/Electronic Scoring Sites within Mora County, New Mexico **Figure D-4**

/net/pulau/volsurf/ricm/plots/figures/emit_cnty.aml 01/11/99



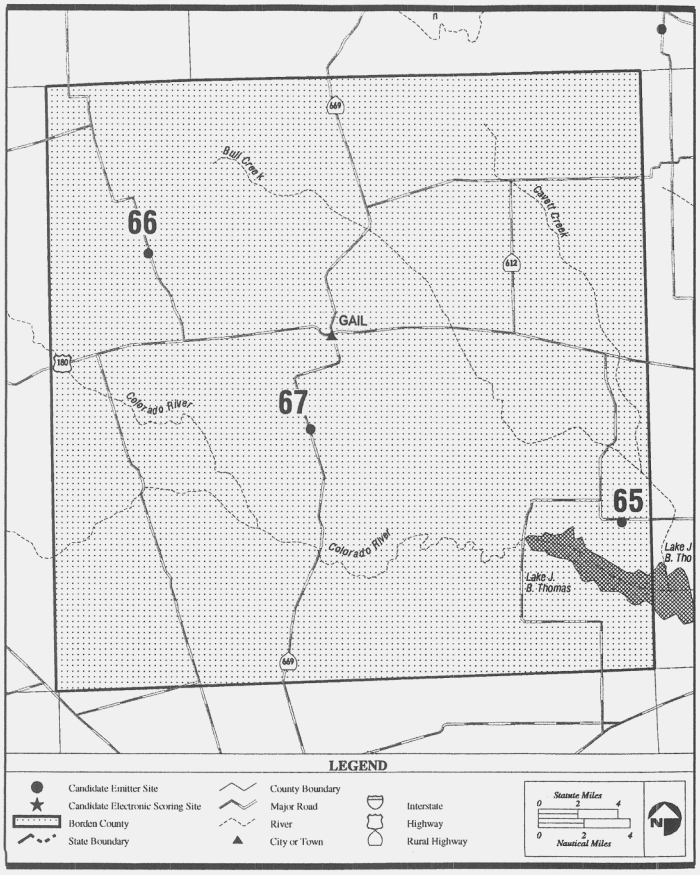
Candidate Emitter/Electronic Scoring Sites within Quay County, New Mexico **Figure D-5**

/tet/pulau/oahu/tbtens/plots/figures/emit_cnty.aml 01/11/99



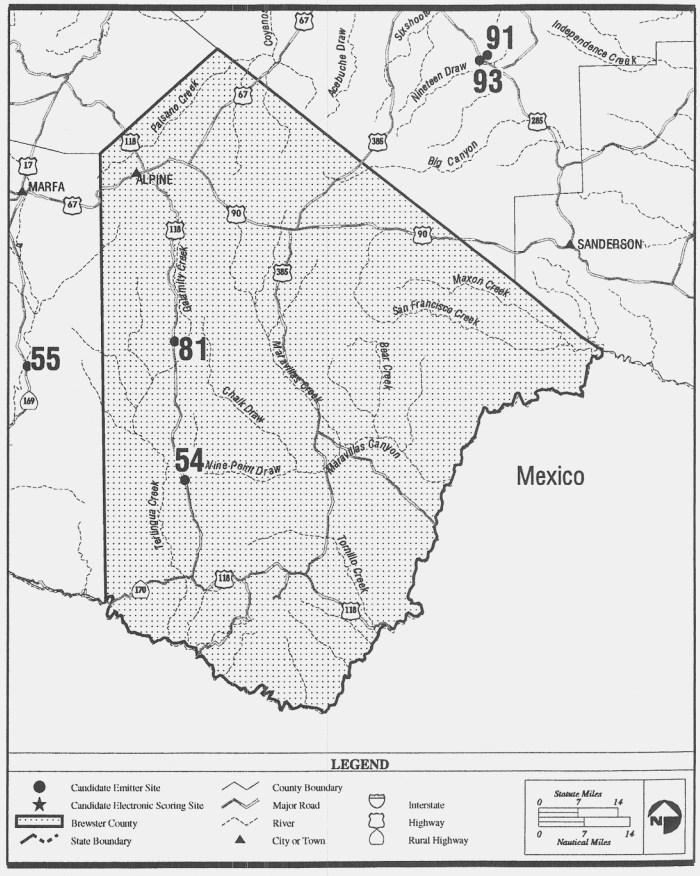
Candidate Emitter/Electronic Scoring Sites within Union County, New Mexico **Figure D-6**

/tet/pulau/oahu/tbtens/plots/figures/emit_cnty.aml 01/11/99



Candidate Emitter/Electronic Scoring Sites within Borden County, Texas **Figure D-7**

/tet/pulau/oahu/tbtens/plots/figures/emit_cnty.aml 01/11/99



Candidate Emitter/Electronic Scoring Sites within Brewster County, Texas **Figure D-8**

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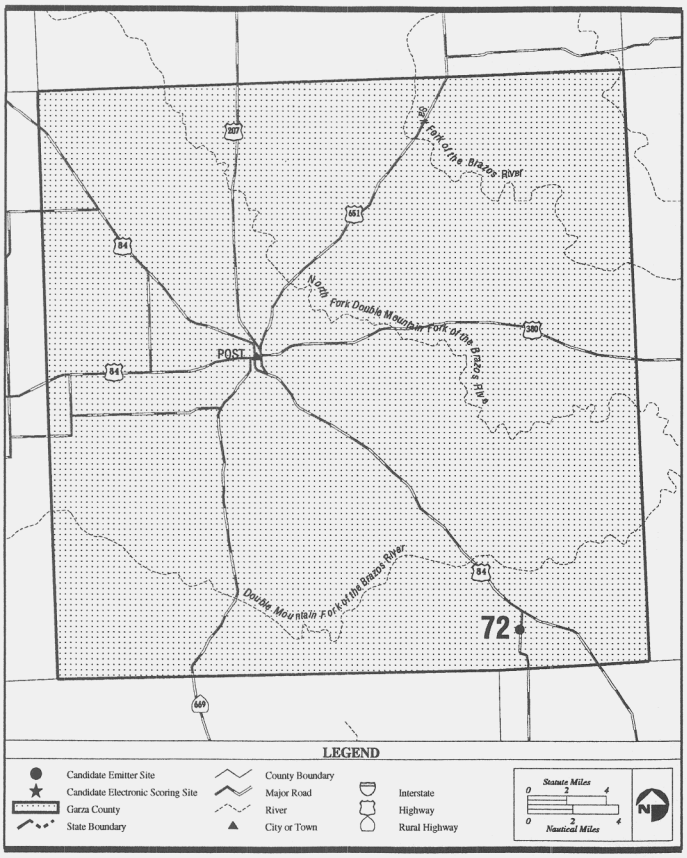
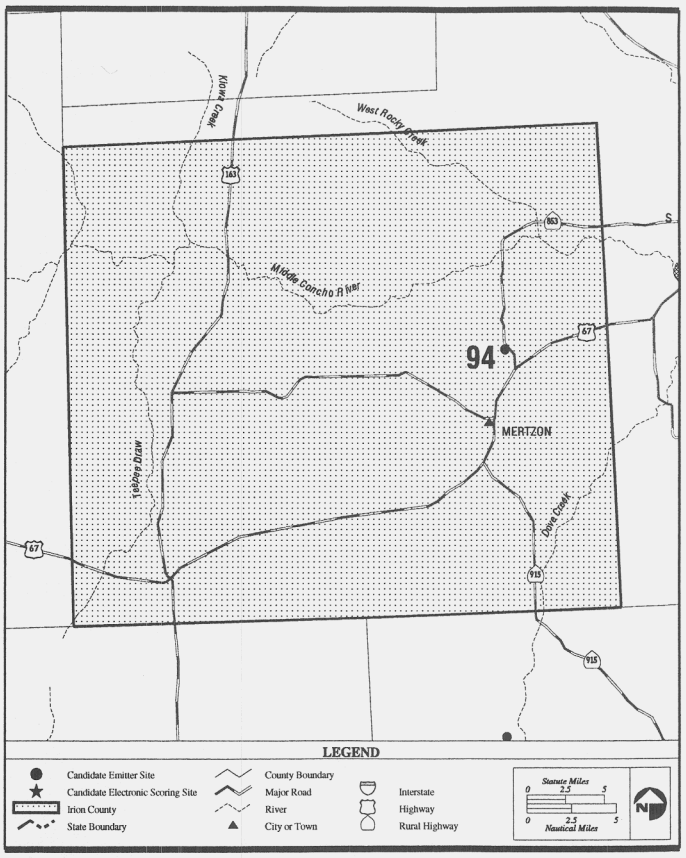


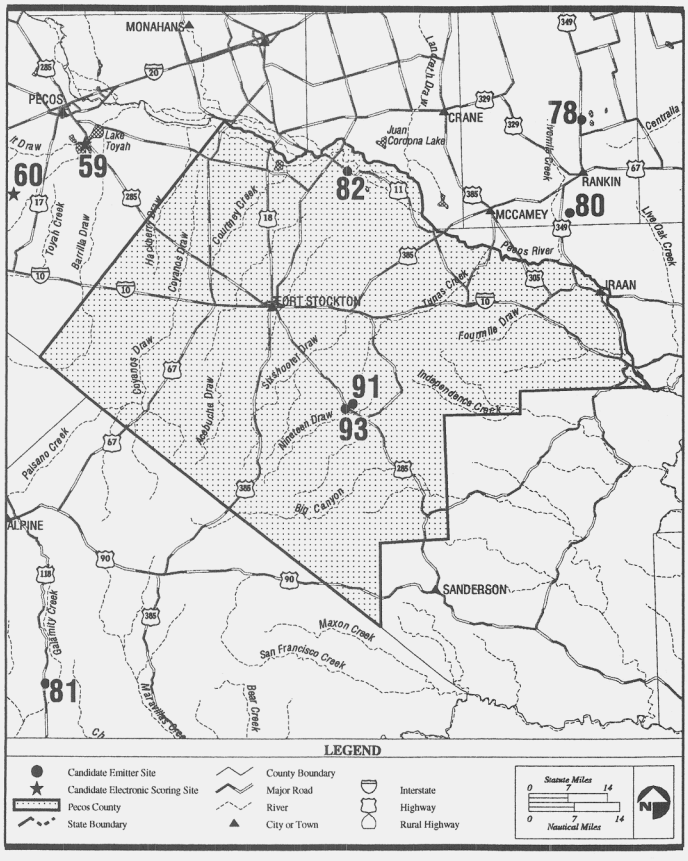
Candidate Emitter/Electronic Scoring Sites within Garza County, Texas **Figure D-9**

/net/pubasv/cuba/t9tems/plots/figures/emit_cnty.aml 01/11/99



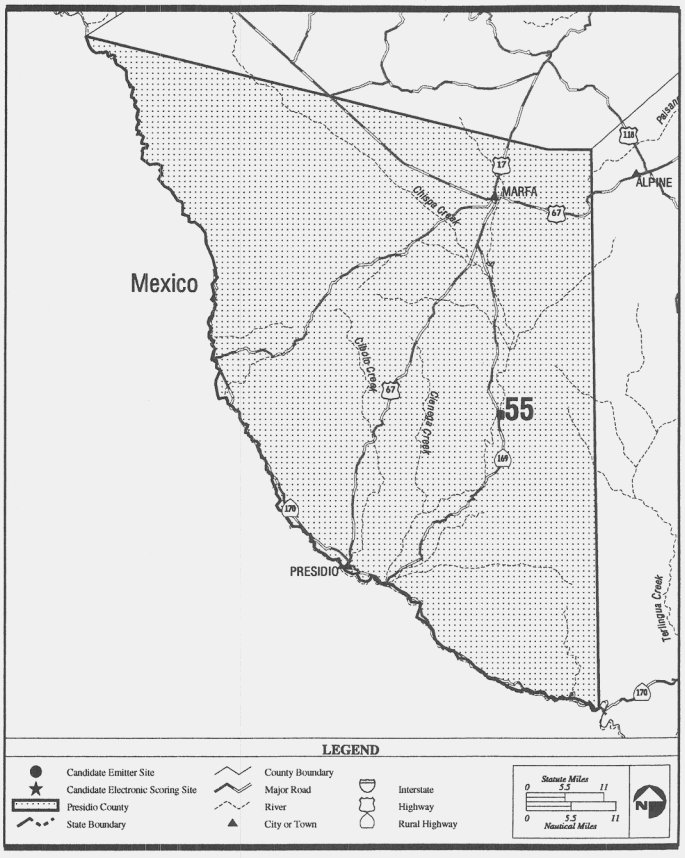
Candidate Emitter/Electronic Scoring Sites within Irion County, Texas **Figure D-10**

/net/pubasv/cuba/t9tems/plots/figures/emit_cnty.aml 01/11/99



Candidate Emitter/Electronic Scoring Sites within Pecos County, Texas **Figure D-11**

/net/pubasv/cuba/t9tems/plots/figures/emit_cnty.aml 01/11/99



Candidate Emitter/Electronic Scoring Sites within Presidio County, Texas **Figure D-12**

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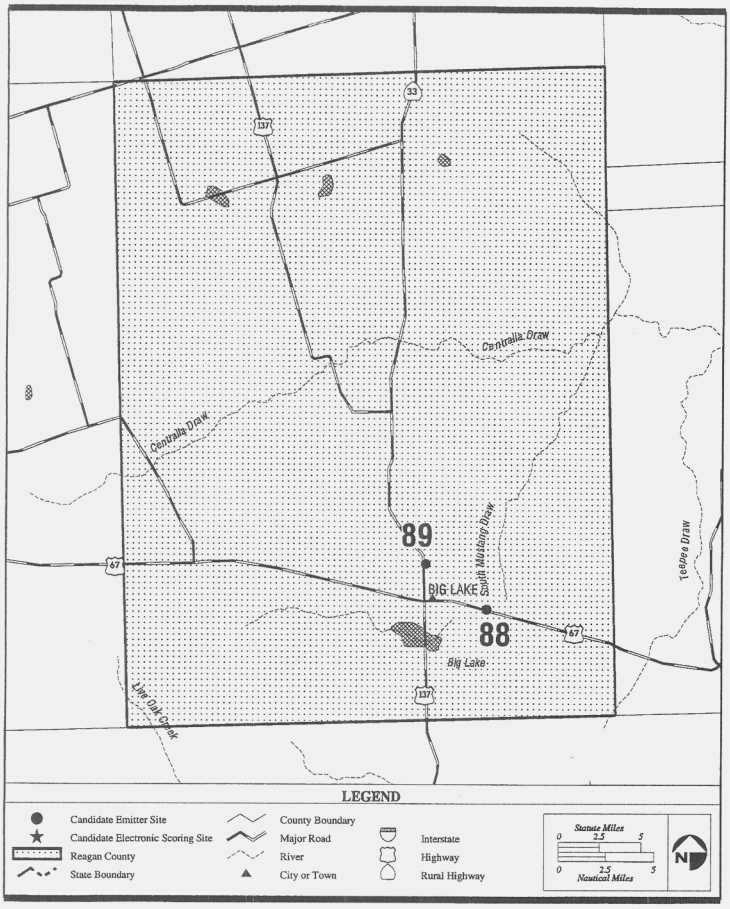
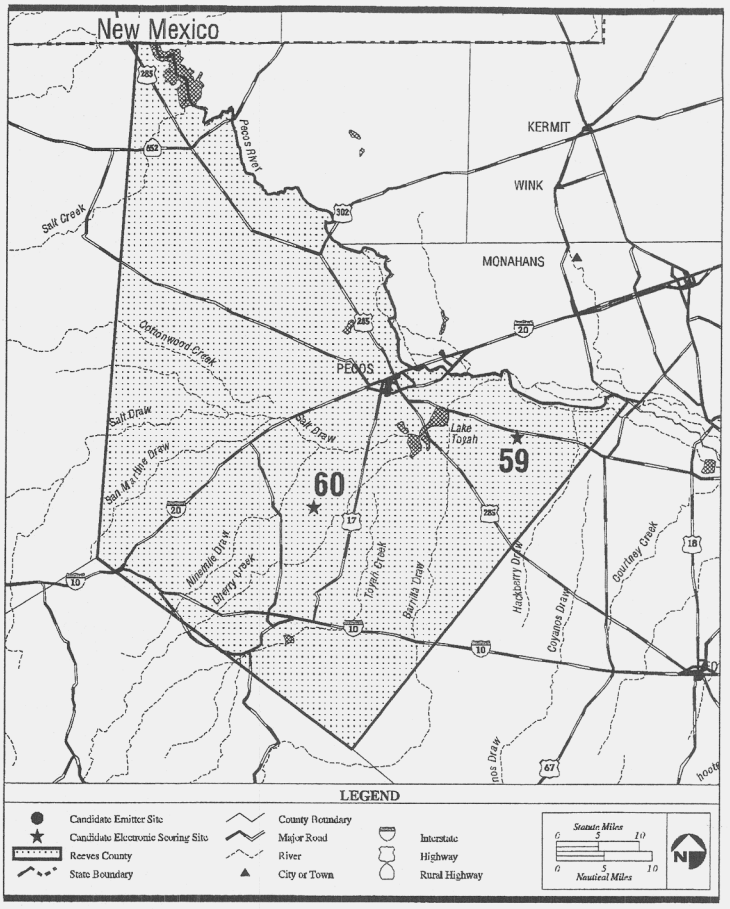
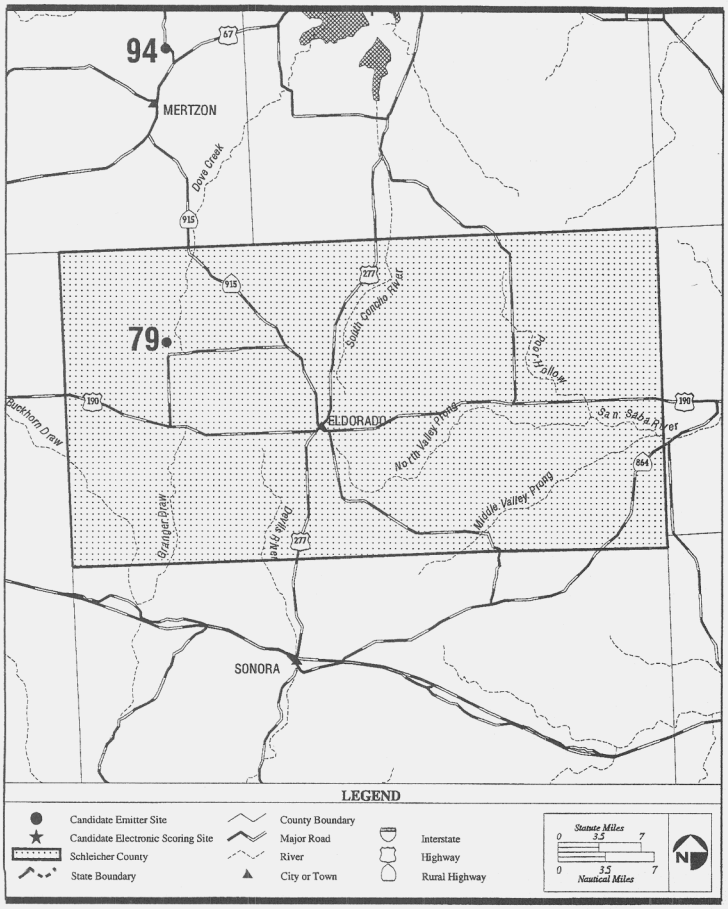


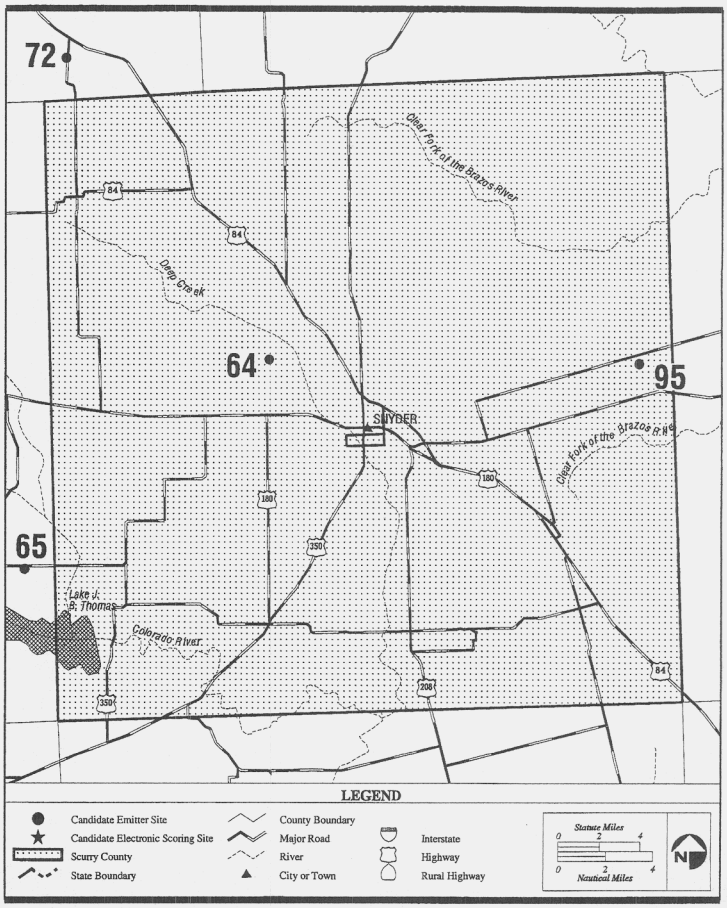
Candidate Emitter/Electronic Scoring Sites within Reagan County, Texas **Figure D-13**



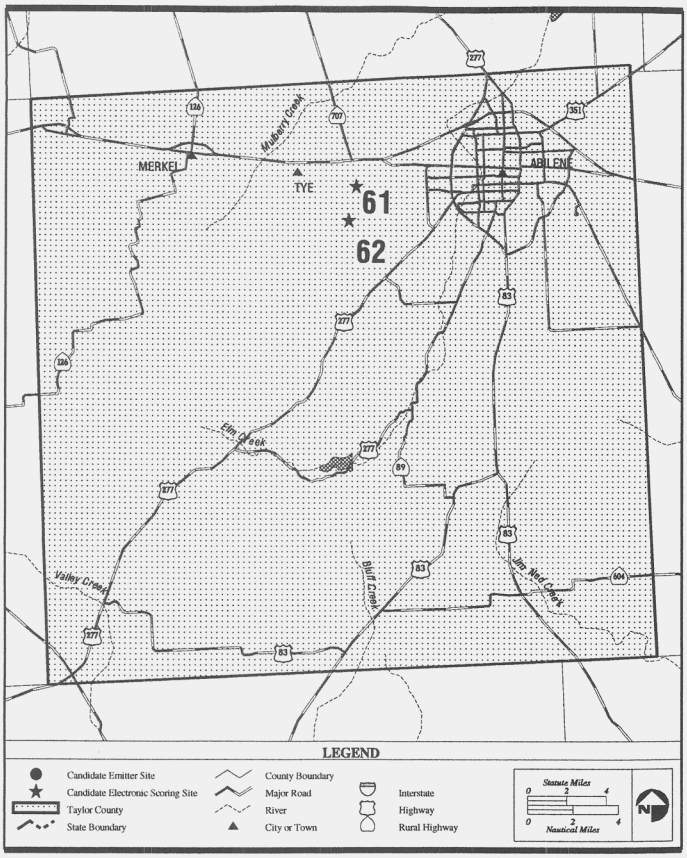
Candidate Emitter/Electronic Scoring Sites within Reeves County, Texas **Figure D-14**



Candidate Emitter/Electronic Scoring Sites within Schleicher County, Texas **Figure D-15**

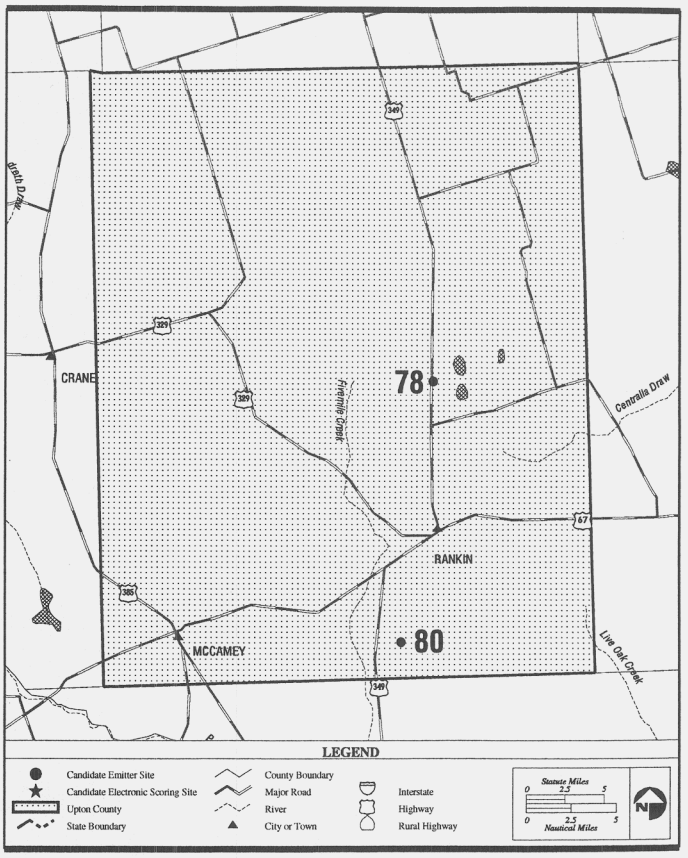


Candidate Emitter/Electronic Scoring Sites within Scurry County, Texas **Figure D-16**



Candidate Emitter/Electronic Scoring Sites within Taylor County, Texas **Figure D-17**

/net/pulau/cuba/t6tests/plots/figures/mst_cnty.aml 01/11/99



Candidate Emitter/Electronic Scoring Sites within Upton County, Texas **Figure D-18**

/net/pulau/cuba/t6tests/plots/figures/mst_cnty.aml 01/11/99

APPENDIX E
FIELD SURVEY RESULTS

To support RBTI, an interrelated system of ground-based and airspace assets would be developed. The ground-based assets would include an Electronic Scoring Site (ESS) system composed of five MTR and five MOA emitter sites, as well as one MTR and one en route Electronic Scoring Site—all twelve sites would be 15 acres in size. Depending on the action alternative chosen, sites would be located in western Texas or northeastern New Mexico.

The Air Force identified a total of 42 candidate sites for these ground-based assets. Field investigations by professional scientists were conducted at each of the 15-acre sites for hazardous wastes and contamination; wetlands and threatened and endangered species; and archaeological resources. The following table outlines the results of these investigations and the field methods are described below.

Section 4.3 (Biological Resources) and Section 4.5 (Cultural Resources), in the RBTI final EIS, discuss each of the sites and the potential for impacts. Appendix H (Biological Resources Support Documentation) provides an index to the species identified in the RBTI EIS as well as the state and federal threatened, endangered, and sensitive species found in the RBTI study area. Section 2.5.4 discusses the results of the Environmental Baseline Survey.

Environmental Baseline Survey

Site assessments were generated by conducting a visual inspection of the candidate sites, interviewing available landowners, and reviewing all available data on potential contamination sources. Documents reviewed consisted of environmental databases from federal and state regulatory agencies, aerial photographs, historic maps, site plans, floor plans, and chain-of-title information.

Biology

A background literature review was conducted prior to the site visits. Pertinent soil surveys of each county (dates ranging from 1973 to 1994), topographic maps, and National Wetland Inventory maps (dates ranging from 1987 to 1994) were used to identify potential jurisdictional wetlands, non-jurisdictional wetlands, and "Waters of the United States." Sensitive species of concern were also identified by state and federal agencies. The following agencies were contacted regarding sensitive species that could potentially be affected by the RBTI project.

The US Fish and Wildlife Service in Albuquerque, NM.

The US Fish and Wildlife Service in Austin, TX

The US Fish and Wildlife Service in Arlington, TX.

Texas Parks and Wildlife Department, Texas Biological and Conservation Data System.

Internet data from the US Fish and Wildlife Service, Texas Parks and Wildlife Department, New Mexico Department of Game and Fish, and The New Mexico Natural Heritage Program.

Each of the 42 candidate emitter and electronic scoring sites were visited by biologists: the Texas surveys were conducted 20-28 April 1998 and the New Mexico surveys were conducted 11-18 May 1998. Field visits were also conducted 10-11 September 1998 in order to survey additional sites in Texas that were added to the program at that time. Dominant plant species were identified and vegetation cover was determined, wildlife observations were recorded, and potential habitat for threatened and endangered species, and other species of concern, were noted when present. Site data forms were used to record wetland indicators, or lack of the indicators, and species observed. Scaled maps were drawn and photographs were taken.

Cultural Resources

All 42 candidate sites, 22 sites in western Texas and 20 sites in northeastern New Mexico, were intensively and systematically surveyed for cultural resources. Prior to fieldwork, a records search was conducted for all emitter and electronic emitter site locations in Texas through the Texas Archaeological Research Laboratory (TARL) and in New Mexico through the Archaeological Records Management Section (ARMS) of the New Mexico Historic Preservation Division. The goal was to identify all previously recorded prehistoric and historic resources within one mile of each site.

Fieldwork involved an intensive pedestrian survey of each of the forty-two 15-acre parcels in Texas and New Mexico. Archaeologists surveyed each parcel in a north-south direction using transect intervals spaced 25 meters apart or less. The specific transect interval at a candidate emitter and electronic scoring site depended on the field conditions, terrain, and surface visibility. Once an artifact was encountered, transects were reduced to three meters or less. In general, surface visibility was very good and the transect interval was close enough to identify any potentially significant cultural resources.

All archaeological resources were recorded and characteristics of the site were noted on quadrat summary forms. For prehistoric and historic sites identified at the Texas locations, State of Texas Archaeological Site Data Forms were filled out. For sites found in New Mexico, the Laboratory of Anthropology Site Record was completed, photographs of archaeological sites were taken, and artifacts were drawn to scale. Isolated finds were documented in field notes; neither Texas nor New Mexico require a specific isolate form. No architectural resources over 50 years old were identified on any of the candidate sites in either Texas or New Mexico.

Table E-1. Field Survey Results

Site Type	*Candidate Sites*	*Alternative*	*County*	*State*	*Current Land Use*	*EBS Concerns*	*Biological Concerns*	*Cultural Concerns*
MTR emitter	2	D	Guadalupe	NM	Grazing	None	None	1 prehistoric isolate
MTR emitter	6	D	Guadalupe	NM	Grazing	None	None	none, but potential for buried sites is high
MTR emitter	7	D	Guadalupe	NM	Grazing	None	None	1 lithic scatter
MTR emitter	24	D	Guadalupe	NM	Grazing	None	None	None
MTR emitter	37	D	Guadalupe	NM	Grazing	None	None	2 prehistoric isolates
MTR emitter	38	D	Mora	NM	Grazing	None	None	1 lithic scatter on perimeter
MTR emitter	39	D	Guadalupe	NM	Grazing	None	None	1 lithic scatter
MTR emitter	40	D	Mora	NM	Grazing	None	None	None
MTR emitter	41	D	Mora	NM	Grazing	None	None	None
MTR emitter	54	B/C	Brewster	TX	Grazing	None	None	1 prehistoric isolate
MTR emitter	55	B/C	Presidio	TX	Grazing	None	None	None
MTR emitter	81	B/C	Brewster	TX	Grazing	None	None	6 prehistoric isolates
MTR emitter	82	B/C	Pecos	TX	Agriculture	None	None	None
MTR emitter	91	B/C	Pecos	TX	Grazing	None	None	None
MTR emitter	93	B/C	Pecos	TX	Grazing	None	None	None
MOA emitter	14	D	Harding	NM	Grazing: 1/5 of land set aside for CRP	None	None	None
MOA emitter	15	D	Colfax	NM	Grazing	None	None	None
MOA emitter	16	D	Colfax	NM	Grazing	None	None	None
MOA emitter	17	D	Union	NM	Grazing	None	None	None
MOA emitter	20	D	Union	NM	Grazing	None	None	None
MOA emitter	21	D	Union	NM	Grazing	None	None	None
MOA emitter	35	D	Harding	NM	Grazing	None	None	None
MOA emitter	36	D	Harding	NM	Grazing	None	None	None
MOA emitter	64	B	Scurry	TX	CRP entirely	None	None	2 prehistoric isolates
MOA emitter	65	B	Borden	TX	CRP entirely	Petroleum pump/AST	None	None
MOA emitter	66	B	Borden	TX	Grazing	None	None	None
MOA emitter	67	B	Borden	TX	Grazing	None	None	None
MOA emitter	72	B	Garza	TX	Grazing	None	None	1 prehistoric isolate
MOA emitter	80	C	Upton	TX	Grazing	None	None	None

AST: Above Ground Storage Tank
CRP: Conservation Reserve Program
PCB: Polychlorinated Biphenyls

Table E-1. Field Survey Results (continued)

Site Type	*Candidate Sites*	*Alternative*	*County*	*State*	*Current Land Use*	*EBS Concerns*	*Biological Concerns*	*Cultural Concerns*
MOA emitter	78	C	Upton	TX	Grazing	None	None	None
MOA emitter	79	C	Schleicher	TX	Grazing	ASTs, tanks	None	None
MOA emitter	88	C	Regan	TX	Grazing	None	None	None
MOA emitter	89	C	Regan	TX	Grazing	None	None	None
MOA emitter	94	C	Irion	TX	Grazing	None	None	2 prehistoric isolates, 1 historic dump site
MOA emitter	95	B	Scurry	TX	Agriculture	None	None	None
En Route Electronic Scoring Site	61	B/C/D	Taylor	TX	Existing AF unused facility	Lead paint	None	1 prehistoric site
En Route Electronic Scoring Site	62	B/C/D	Taylor	TX	Existing AF unused facility	Lead paint	None	1 prehistoric isolate
MTR Electronic Scoring Site	28	D	Harding	NM	CRP entirely	None	None	None
MTR Electronic Scoring Site	33	D	Union	NM	Grazing	None	None	None
MTR Electronic Scoring Site	34	D	Quay	NM	Grazing	None	None	1 historic homestead site
MTR Electronic Scoring Site	59	B/C	Reeves	TX	Grazing	None	None	None
MTR Electronic Scoring Site	60	B/C	Reeves	TX	Fallow field	ASTs	None	None

AST: Above Ground Storage Tank
CRP: Conservation Reserve Program
PCB: Polychlorinated Biphenyls

APPENDIX F
AIR QUALITY

This appendix includes supporting data for the air quality analysis for all four alternatives. Tables F-1 through F-3 present the total emissions and tons per year of criteria pollutants for each affected Air Quality Control Region (AQCR) associated with Alternatives A, B, and C. Table F-4 presents the same type of data for baseline emissions of Alternative D; Table F-5 presents projected emissions totals for Alternative D. Tables F-6 through F-8 contain the MAILS input information and results for Alternatives A, B, C, and D.

Table F-1. Alternatives A, B, and C: Baseline Emissions

Total Emissions (tons/year)					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-178	262.08	36.67	504.89	69.31	78.1
IR-128/180	28.29	1.56	15.6	2.53	2.17
Reese 4 MOA[1]	0	0	0	0	0
Reese 5 MOA[1]	0	0	0	0	0
Roby MOA	3	0.2	0.9	0.4	0.01
Texon MOA	0.3	0.1	1.1	0.1	0.1
Mt. Dora MOA	1	0.1	3.33	0.6	0.3
[1] = 3 sortie-operations in MOAs per year would yield no measurable emissions below 5,000 feet AGL					

Tons/Year Per AQCR						
AQCR	***MTR/MOA***	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
153	IR-178	112.43	15.73	216.60	29.73	33.50
155	IR-178	50.58	7.08	97.44	13.38	15.07
	IR-128/180	19.83	1.09	10.94	1.77	1.52
	Total	70.41	8.17	108.38	15.15	16.59
210	Reese 5 MOA	0.00	0.00	0.00	0.00	0.00
	Roby MOA	2.94	0.20	0.88	0.39	0.01
	Total	2.94	0.20	0.88	0.39	0.01
211	IR-178	2.10	0.29	4.04	0.55	0.62
	IR-128/180	0.88	0.05	0.48	0.08	0.07
	Reese 4 MOA	0.00	0.00	0.00	0.00	0.00
	Reese 5 MOA	0.00	0.00	0.00	0.00	0.00
	Mt. Dora MOA	0.03	<0.01	0.10	0.02	0.01
	Total	3.00	0.34	4.62	0.65	0.70
218	IR-178	96.97	13.57	186.81	25.64	28.90
	IR-128/180	7.58	0.42	4.18	0.68	0.58
	Reese 4 MOA	0.00	0.00	0.00	0.00	0.00
	Reese 5 MOA	0.00	0.00	0.00	0.00	0.00
	Roby MOA	0.06	<0.01	0.02	0.01	0.00
	Texon MOA	0.30	0.10	1.10	0.10	0.10
	Total	104.91	14.09	192.11	26.43	29.58
154	Mt.Dora MOA	0.97	0.10	3.23	0.58	0.29

MTRs associated with La Junta and Harrison Electronic Scoring Sites					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-150	25.54	2.67	32.43	5.38	4.56
IR-177-501	50.80	6.06	78.38	11.84	11.59
IR-174	21.07	1.58	15.23	3.50	1.67
IR-592	46.66	14.09	33.72	24.01	39.65

Table F-2. Alternative B: Projected Emissions

Total Emissions (tons/year)					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-178	416.94	52.79	803.6	109.72	113.7
IR-128/180	22.16	0.61	1.99	0.76	0.01
Proposed Lancer MOA	59.4	3.6	28.8	8.7	2
Texon MOA	0.3	0.1	1.1	0.1	0.1
Mt. Dora MOA	0.7	0.1	3.3	0.6	0.2
[1] = 3 sortie-operations in MOAs per year would yield no measurable emissions below 5,000 feet AGL					

Tons/Year Per AQCR						
AQCR	***MTR/MOA***	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
153	IR-178	159.69	20.22	307.78	42.02	43.55
155	IR-178	17.93	2.27	34.55	4.72	4.89
	IR-128/180	15.53	0.43	1.39	0.53	0.01
	Total	33.46	2.70	35.95	5.25	4.90
210	IR-178	4.17	0.53	8.04	1.10	1.14
	Lancer MOA	39.20	2.38	19.01	5.74	1.32
	Total	43.37	2.90	27.04	6.84	2.46
211	IR-128/180	0.69	0.02	0.06	0.02	0.00
	Lancer MOA	20.20	1.22	9.79	2.96	0.68
	Mt. Dora MOA	0.02	0.00	0.10	0.02	0.01
	Total	20.90	1.25	10.46	3.00	0.69
218	IR-178	235.15	29.77	453.23	61.88	64.13
	IR-128/180	5.94	0.16	0.53	0.20	0.00
	Lancer MOA	2.79	0.17	1.35	0.41	0.09
	Texon MOA	0.30	0.10	1.10	0.10	0.10
	Total	244.18	30.21	456.22	62.59	64.32
154	Mt.Dora MOA	0.68	0.10	3.20	0.58	0.19

MTRs Associated with La Junta and Harrison Electronic Scoring Sites					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-150	9.55	0.83	9.07	1.76	1.15
IR-177/501	9.41	0.95	11.25	1.93	1.55
IR-174	14.65	0.77	4.43	1.93	0.04
IR-592	32.60	9.13	9.86	15.74	25.43

Table F-3. Alternative C: Projected Emissions

Total Emissions (tons/year)					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-178	346.63	43.89	668.08	91.21	94.53
IR-128/180	22.16	0.61	1.99	0.76	0.01
Reese 4 MOA[1]	0	0	0	0	0
Reese 5 MOA[1]	0	0	0	0	0
Roby MOA	3	0.2	0.9	0.4	0.01
Proposed Texon MOA	59.4	3.6	28.8	8.7	2
Mt. Dora MOA	0.7	0.1	3.3	0.6	0.2
[1] = 3 sortie-operations in MOAs per year would yield no measurable emissions below 5,000 feet AGL					

Tons/Year Per AQCR						
AQCR	***MTR/MOA***	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
153	IR-178	152.52	19.31	293.96	40.13	41.59
155	IR-178	17.33	2.19	33.40	4.56	4.73
	IR-128/180	15.53	0.43	1.39	0.53	0.01
	Total	32.87	2.62	34.80	5.09	4.73
210	Reese 5 MOA	0.00	0.00	0.00	0.00	0.00
	Roby MOA	2.94	0.20	0.88	0.39	0.01
	Total	2.94	0.20	0.88	0.39	0.01
211	IR-128/180	0.69	0.02	0.06	0.02	0.00
	Reese 4 MOA	0.00	0.00	0.00	0.00	0.00
	Reese 5 MOA	0.00	0.00	0.00	0.00	0.00
	Mt. Dora MOA	0.02	0.00	0.10	0.02	0.01
	Total	0.71	0.02	0.16	0.04	0.01
218	IR-178	176.78	22.38	340.72	46.52	48.21
	IR-128/180	5.94	0.16	0.53	0.20	0.00
	Reese 4 MOA	0.00	0.00	0.00	0.00	0.00
	Reese 5 MOA	0.00	0.00	0.00	0.00	0.00
	Roby MOA	0.06	0.00	0.02	0.01	0.00
	Texon MOA	59.40	3.60	28.80	8.70	2.00
	Total	242.18	26.15	370.07	55.43	50.21
154	Mt.Dora MOA	0.68	0.10	3.20	0.58	0.19

MTRs associated with La Junta and Harrison Electronic Scoring Sites					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-150	9.83	0.93	10.69	1.93	1.43
IR-177-501	9.41	0.95	11.25	1.93	1.55
IR-174	14.65	0.77	4.43	1.93	0.04
IR-592	32.60	9.13	9.86	15.73	25.34

Table F-4. Alternative D: Baseline Emissions

Total Emissions(Tons/year)					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-107	2.87	0.41	22.29	1.01	1.01
IR-109	2.34	0.32	59.17	1.60	0.63
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	4.67	0.18	14.52	0.99	7.03
IR-113	3.30	0.52	33.86	1.71	0.68
IR-128/180	28.29	1.56	15.60	2.53	2.17
IR-150	25.54	2.67	32.43	5.38	4.56
IR-178	262.08	36.67	504.89	69.31	78.10
VR-100/125	11.27	0.59	84.49	5.27	41.65
VR-108	0.36	0.04	9.92	0.27	0.09
VR-114	2.90	0.83	60.41	1.70	0.77
VR-1107/1195	3.35	0.41	93.62	2.56	0.87
VR-1175/1176	14.87	2.76	41.27	4.97	6.73
Mt. Dora MOA	0.01	0.10	20.70	0.60	0.30
AQCR 154					
IR-107	2.58	0.37	20.06	0.91	0.91
IR-109	1.76	0.24	44.38	1.20	0.47
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	4.67	0.18	14.52	0.99	7.03
IR-113	2.97	0.47	30.47	1.54	0.61
IR-128/180	0.00	0.00	0.00	0.00	0.00
IR-150	7.66	0.80	9.73	1.61	1.37
IR-178	0.00	0.00	0.00	0.00	0.00
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.25	0.03	6.94	0.19	0.06
VR-114	1.16	0.33	24.16	0.68	0.31
VR-1107/1195	2.35	0.29	65.53	1.79	0.61
VR-1175/1176	11.15	2.07	30.95	3.73	5.05
Mt. Dora MOA	0.01	0.10	20.08	0.58	0.29
Total	37.94	5.05	292.18	14.80	29.21

Table F-4. Alternative D: Baseline Emissions *(continued)*

AQCR 155	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-107	0.29	0.04	2.23	0.10	0.10
IR-109	0.00	0.00	0.00	0.00	0.00
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	0.00	0.00	0.00	0.00	0.00
IR-113	0.07	0.01	0.68	0.03	0.01
IR-128/180	19.83	1.09	10.94	1.77	1.52
IR-150	1.28	0.13	1.62	0.27	0.23
IR-178	50.58	7.08	97.44	13.38	15.07
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.00	0.00	0.00	0.00	0.00
VR-114	0.58	0.17	12.08	0.34	0.15
VR-1107/1195	0.34	0.04	9.36	0.26	0.09
VR-1175/1176	0.00	0.00	0.00	0.00	0.00
Mt. Dora MOA	0.00	0.00	0.00	0.00	0.00
Total	76.34	8.74	159.70	17.73	29.67
AQCR 157					
IR-107	0.29	0.04	2.23	0.10	0.10
IR-109	0.00	0.00	0.00	0.00	0.00
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	0.00	0.00	0.00	0.00	0.00
IR-113	0.07	0.01	0.68	0.03	0.01
IR-128/180	0.00	0.00	0.00	0.00	0.00
IR-150	1.28	0.13	1.62	0.27	0.23
IR-178	0.00	0.00	0.00	0.00	0.00
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.00	0.00	0.00	0.00	0.00
VR-114	0.58	0.17	12.08	0.34	0.15
VR-1107/1195	0.34	0.04	9.36	0.26	0.09
VR-1175/1176	0.00	0.00	0.00	0.00	0.00
Mt. Dora MOA	0.00	0.00	0.00	0.00	0.00
Total	5.93	0.57	51.32	2.58	13.08

Table F-4. Alternative D: Baseline Emissions *(continued)*

AQCR 211	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-107	0.29	0.04	2.23	0.10	0.10
IR-109	0.00	0.00	0.00	0.00	0.00
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	0.00	0.00	0.00	0.00	0.00
IR-113	0.07	0.01	0.68	0.03	0.01
IR-128/180	7.58	0.42	4.18	0.68	0.58
IR-150	1.28	0.13	1.62	0.27	0.23
IR-178	0.00	0.00	0.00	0.00	0.00
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.00	0.00	0.08	0.00	0.00
VR-114	0.58	0.17	12.08	0.34	0.15
VR-1107/1195	0.34	0.04	9.36	0.26	0.09
VR-1175/1176	0.00	0.00	0.00	0.00	0.00
Mt. Dora MOA	0.00	0.00	0.00	0.00	0.00
Total	13.51	0.99	55.58	3.26	13.66

Table F-5. Alternative D: Projected Emissions

Total Emissions (tons/year)					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-107	2.87	0.41	22.29	1.01	1.01
IR-109	2.34	0.32	59.17	1.60	0.63
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	4.67	0.18	14.52	0.99	7.03
IR-113	3.30	0.52	33.86	1.71	0.68
IR-128/180	28.29	1.56	15.60	2.53	2.17
IR-150	25.54	2.67	32.43	5.38	4.56
IR-178	262.08	36.67	504.89	69.31	78.10
VR-100/125	11.27	0.59	84.49	5.27	41.65
VR-108	0.36	0.04	9.92	0.27	0.09
VR-114	2.90	0.83	60.41	1.70	0.77
VR-1107/1195	3.35	0.41	93.62	2.56	0.87
VR-1175/1176	14.87	2.76	41.27	4.97	6.73
Mt. Dora MOA	0.01	0.10	20.70	0.60	0.30
Proposed IR-153	356.60	45.20	687.20	93.80	97.20
AQCR 154					
IR-107	2.58	0.37	20.06	0.91	0.91
IR-109	1.76	0.24	44.38	1.20	0.47
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	4.67	0.18	14.52	0.99	7.03
IR-113	2.97	0.47	30.47	1.54	0.61
IR-128/180	0.00	0.00	0.00	0.00	0.00
IR-150	7.66	0.80	9.73	1.61	1.37
IR-178	0.00	0.00	0.00	0.00	0.00
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.25	0.03	6.94	0.19	0.06
VR-114	1.16	0.33	24.16	0.68	0.31
VR-1107/1195	2.35	0.29	65.53	1.79	0.61
VR-1175/1176	11.15	2.07	30.95	3.73	5.05
Mt. Dora MOA	0.01	0.10	20.08	0.58	0.29
Proposed IR-153	243.20	30.83	468.67	63.97	66.29
Total	281.14	35.88	760.85	78.78	95.50

Table F-5. Alternative D: Projected Emissions *(continued)*

AQCR 155					
IR-107	0.29	0.04	2.23	0.10	0.10
IR-109	0.00	0.00	0.00	0.00	0.00
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	0.00	0.00	0.00	0.00	0.00
IR-113	0.07	0.01	0.68	0.03	0.01
IR-128/180	19.83	1.09	10.94	1.77	1.52
IR-150	1.28	0.13	1.62	0.27	0.23
IR-178	50.58	7.08	97.44	13.38	15.07
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.00	0.00	0.00	0.00	0.00
VR-114	0.58	0.17	12.08	0.34	0.15
VR-1107/1195	0.34	0.04	9.36	0.26	0.09
VR-1175/1176	0.00	0.00	0.00	0.00	0.00
Mt. Dora MOA	0.00	0.00	0.00	0.00	0.00
Proposed IR-153	27.81	3.53	53.60	7.32	7.58
Total	104.15	12.27	213.30	25.05	37.25
AQCR 157					
IR-107	0.29	0.04	2.23	0.10	0.10
IR-109	0.00	0.00	0.00	0.00	0.00
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	0.00	0.00	0.00	0.00	0.00
IR-113	0.07	0.01	0.68	0.03	0.01
IR-128/180	0.00	0.00	0.00	0.00	0.00
IR-150	1.28	0.13	1.62	0.27	0.23
IR-178	0.00	0.00	0.00	0.00	0.00
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.00	0.00	0.00	0.00	0.00
VR-114	0.58	0.17	12.08	0.34	0.15
VR-1107/1195	0.34	0.04	9.36	0.26	0.09
VR-1175/1176	0.00	0.00	0.00	0.00	0.00
Mt. Dora MOA	0.00	0.00	0.00	0.00	0.00
Proposed IR-153	31.38	3.98	60.47	8.25	8.55
Total	37.31	4.55	111.79	10.84	21.63

Table F-5. Alternative D: Projected Emissions *(continued)*

AQCR 211					
IR-107	0.29	0.04	2.23	0.10	0.10
IR-109	0.00	0.00	0.00	0.00	0.00
IR-110	0.00	0.00	0.00	0.00	0.00
IR-111	0.00	0.00	0.00	0.00	0.00
IR-113	0.07	0.01	0.68	0.03	0.01
IR-128/180	7.58	0.42	4.18	0.68	0.58
IR-150	1.28	0.13	1.62	0.27	0.23
IR-178	0.00	0.00	0.00	0.00	0.00
VR-100/125	3.38	0.18	25.35	1.58	12.50
VR-108	0.00	0.00	0.08	0.00	0.00
VR-114	0.58	0.17	12.08	0.34	0.15
VR-1107/1195	0.34	0.04	9.36	0.26	0.09
VR-1175/1176	0.00	0.00	0.00	0.00	0.00
Mt. Dora MOA	0.00	0.00	0.00	0.00	0.00
Proposed IR-153	54.20	6.87	104.45	14.26	14.77
Total	67.71	7.86	160.03	17.52	28.44

MTRs associated with La Junta and Harrison ESSs					
MTR/MOA	*CO*	*VOC*	*NO_X*	*SO_X*	*PM_{10}*
IR-150	0.80	0.13	1.79	0.23	0.28
IR-177-501	1.09	0.17	2.43	0.32	0.38
IR-174	14.65	0.77	4.43	1.93	0.04
IR-592	31.78	9.30	145.10	15.30	24.50

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE A - CO
****
Pollutant : CO No. of Aircraft (Types) : 3
Avg. Period: 1-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	1-hour Conc. (micrograms/m**3)
B1B	200	630	303.39	1	2.4003
B52H	200	400	101.18	1	1.2608
F16	200	575	13.10	1	.1136
			Total 1-hour conc. =		3.7747

The total 1-hour conc. is 9.44E-03 % of the PSD
Class I 1-hour increment for CO (40000 micrograms/m**3)

RBTI EIS ALTERNATIVE A - CO
****

Pollutant : CO No. of Aircraft (Types) : 3
Avg. Period: 8-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	8-hour Conc. (micrograms/m**3)
B1B	200	630	303.39	2	.1980
B52H	200	400	101.18	1	.0520
F16	200	575	13.10	1	.0047
			Total 8-hour conc. =		.2547

The total 8-hour conc. is 2.55E-03 % of the PSD
Class I 8-hour increment for CO (10000 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE A - NO2
****

Pollutant : NO2 — No. of Aircraft (Types) : 3
Avg. Period: Annual — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	200	630	91.82	894	.0074
B52H	200	400	595.20	616	.0522
F16	200	575	366.05	50	.0018
			Total annual conc. =		.0614

The total annual conc. is 2.4551 % of the PSD
Class I annual increment for NO2 (2 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE A - PARTICULATE
****

Pollutant : PART — No. of Aircraft (Types) : 3
Avg. Period: 24-hour — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	24-hour Conc. (micrograms/m**3)
B1B	200	630	.80	4	.0003
B52H	200	400	102.97	3	.0401
F16	200	575	3.42	1	.0003
			Total 24-hour conc. =		.0407

The total 24-hour conc. is .5084 % of the PSD
Class I 24-hour increment for PART(8 micrograms/m**3)

RBTI EIS ALTERNATIVE A - PARTICULATE
****

Pollutant : PART — No. of Aircraft (Types) : 3
Avg. Period: Annual — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	200	630	.80	894	6.46E-05
B52H	200	400	102.97	616	.0090
F16	200	575	3.42	50	1.69E-05
			Total annual conc. =		.0091

The total annual conc. is .2276 % of the PSD
Class I annual increment for PART(4 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE A - SO2
****

Pollutant : SO2 No. of Aircraft (Types) : 3
Avg. Period: 3-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	3-hour Conc. (micrograms/m**3)
B1B	200	630	39.92	1	.0526
B52H	200	400	59.52	1	.1236
F16	200	575	10.01	1	.0145
			Total 3-hour conc. =		.1907

The total 3-hour conc. is .7628 % of the PSD
Class I 3-hour increment for SO2 (25 micrograms/m**3)

RBTI EIS ALTERNATIVE A - SO2
****

Pollutant : SO2 No. of Aircraft (Types) : 3
Avg. Period: 24-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	24-hour Conc. (micrograms/m**3)
B1B	200	630	39.92	4	.0132
B52H	200	400	59.52	3	.0232
F16	200	575	10.01	1	.0009
			Total 24-hour conc. =		.0372

The total 24-hour conc. is .7448 % of the PSD
Class I 24-hour increment for SO2 (5 micrograms/m**3)

RBTI EIS ALTERNATIVE A - SO2
****

Pollutant : SO2 No. of Aircraft (Types) : 3
Avg. Period: Annual Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	200	630	39.92	894	.0032

B52H	200	400	59.52	616	.0052
F16	200	575	10.01	50	4.95E-05
				Total annual conc. =	.0085

The total annual conc. is .4244 % of the PSD
Class I annual increment for SO2 (2 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE B and C: CO

****

Pollutant : CO No. of Aircraft (Types) : 5
Avg. Period: 1-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	1-hour Conc. (micrograms/m**3)
B1B	300	630	303.39	1	1.2726
B52H	300	400	101.18	1	.6684
B2	300	250	27.87	1	.2946
F16	500	575	13.10	1	.0260
TOR	500	480	18.62	1	.0442
			Total 1-hour conc. =		2.3058

The total 1-hour conc. is 5.76E-03 % of the PSD
Class I 1-hour increment for CO (40000 micrograms/m**3)

RBTI EIS ALTERNATIVE B and C: CO

****

Pollutant : CO No. of Aircraft (Types) : 5
Avg. Period: 8-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	8-hour Conc. (micrograms/m**3)
B1B	300	630	303.39	2	.1050
B52H	300	400	101.18	2	.0551
B2	300	250	27.87	1	.0122
F16	500	575	13.10	1	.0011
TOR	500	480	18.62	2	.0036
			Total 8-hour conc. =		.1770

The total 8-hour conc. is 1.77E-03 % of the PSD
Class I 8-hour increment for CO (10000 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE B and C: NO2

****

Pollutant : NO2 No. of Aircraft (Types) : 5
Avg. Period: Annual Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	300	630	91.82	1560	.0069
B52H	300	400	595.20	999	.0448
B2	300	250	418.08	150	.0076
F16	500	575	366.05	40	.0003
TOR	500	480	41.80	1005	.0011
			Total annual conc. =		.0607

The total annual conc. is 2.4295 % of the PSD
Class I annual increment for NO2 (2 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE B and C: PARTICULATE

****

Pollutant : PART — No. of Aircraft (Types) : 5
Avg. Period: 24-hour — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	24-hour Conc. (micrograms/m**3)
B1B	300	630	.80	6	.0002
B52H	300	400	102.97	4	.0283
B2	300	250	31.70	1	.0035
F16	500	575	3.39	1	7.00E-05
TOR	500	480	3.42	4	.0003
				Total 24-hour conc. =	.0325

The total 24-hour conc. is .4057 % of the PSD
Class I 24-hour increment for PART(8 micrograms/m**3)

RBTI EIS ALTERNATIVE B and C: PARTICULATE

****

Pollutant : PART — No. of Aircraft (Types) : 5
Avg. Period: Annual — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	300	630	.80	1560	5.98E-05
B52H	300	400	102.97	999	.0078
B2	300	250	31.70	150	.0006
F16	500	575	3.39	40	3.07E-06
TOR	500	480	3.42	1005	9.32E-05
				Total annual conc. =	.0085

The total annual conc. is .2122 % of the PSD
Class I annual increment for PART(4 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE B and C: SO2

****

Pollutant : SO2 No. of Aircraft (Types) : 5
Avg. Period: 3-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	3-hour Conc. (micrograms/m**3)
B1B	300	630	39.92	1	.0279
B52H	300	400	59.52	1	.0655
B2	300	250	34.84	1	.0614
F16	500	575	10.01	1	.0033
TOR	500	480	7.60	1	.0030
				Total 3-hour conc. =	.1611

The total 3-hour conc. is .6445 % of the PSD
Class I 3-hour increment for SO2 (25 micrograms/m**3)

RBTI EIS ALTERNATIVE B and C: SO2

****

Pollutant : SO2 No. of Aircraft (Types) : 5
Avg. Period: 24-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	24-hour Conc. (micrograms/m**3)
B1B	300	630	39.92	6	.0105
B52H	300	400	59.52	4	.0164
B2	300	250	34.84	1	.0038
F16	500	575	10.01	1	.0002
TOR	500	480	7.60	4	.0008
				Total 24-hour conc. =	.0316

The total 24-hour conc. is .6329 % of the PSD
Class I 24-hour increment for SO2 (5 micrograms/m**3)

RBTI EIS ALTERNATIVE B and C: SO2

****

Pollutant : SO2 No. of Aircraft (Types) : 5
Avg. Period: Annual Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	300	630	39.92	1560	.0030
B52H	300	400	59.52	999	.0045
B2	300	250	34.84	150	.0006
F16	500	575	10.01	40	9.06E-06
TOR	500	480	7.60	1005	.0002
			Total annual conc. =		.0083

The total annual conc. is .4156 % of the PSD
Class I annual increment for SO2 (2 micrograms/m**3)

Note: The MAILS analysis presented for Alternatives B and C in this appendix include calculations for GAF Tornados flying on IR-102/141 and overlapping with IR-178. As described in Section 2.2 of the EIS, IR-102/141 has been eliminated and no Tornados would fly on this MTR. Therefore, the discussion of the MAILS results presented in Sections 4.1.3 and 4.1.4 of the EIS has been modified to reflect the elimination of Tornado aircraft on IR 102/141.

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE D: CO
****

Pollutant : CO — No. of Aircraft (Types) : 3
Avg. Period: 1-hour — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	1-hour Conc. (micrograms/m**3)
B1B	300	630	303.39	1	1.2726
B52H	300	400	101.18	1	.6684
B2	300	250	27.87	1	.2946
			Total 1-hour conc. =		2.2356

The total 1-hour conc. is 5.59E-03 % of the PSD
Class I 1-hour increment for CO (40000 micrograms/m**3)

RBTI EIS ALTERNATIVE D: CO
****

Pollutant : CO — No. of Aircraft (Types) : 3
Avg. Period: 8-hour — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	8-hour Conc. (micrograms/m**3)
B1B	300	630	303.39	2	.1050
B52H	300	400	101.18	2	.0551
B2	300	250	27.87	1	.0122
			Total 8-hour conc. =		.1723

The total 8-hour conc. is 1.72E-03 % of the PSD
Class I 8-hour increment for CO (10000 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE D: NO2
****

Pollutant : NO2 No. of Aircraft (Types) : 3
Avg. Period: Annual Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	300	630	91.82	1530	.0067
B52H	300	400	595.20	980	.0440
B2	300	250	418.08	150	.0076
			Total annual conc. =		.0583

The total annual conc. is 2.3313 % of the PSD
Class I annual increment for NO2 (2 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE D: PARTICULATES
****

Pollutant : PART — No. of Aircraft (Types) : 3
Avg. Period: 24-hour — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	24-hour Conc. (micrograms/m**3)
B1B	300	630	.80	6	.0002
B52H	300	400	102.97	4	.0283
B2	300	250	31.70	1	.0035
			Total 24-hour conc. =		.0320

The total 24-hour conc. is .4005 % of the PSD
Class I 24-hour increment for PART(8 micrograms/m**3)

RBTI EIS ALTERNATIVE D- PARTICULATES *
****

Pollutant : PART — No. of Aircraft (Types) : 3
Avg. Period: Annual — Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	300	630	.80	1530	5.86E-05
B52H	300	400	102.97	980	.0076
B2	300	250	31.70	150	.0006
			Total annual conc. =		.0082

The total annual conc. is .2061 % of the PSD
Class I annual increment for PART(4 micrograms/m**3)

MAILS - VERSION 1.1 (2/15/90):
MULTIPLE AIRCRAFT INSTANTANEOUS LINE SOURCE MODEL

RBTI EIS ALTERNATIVE D: SO2
****

Pollutant : SO2 No. of Aircraft (Types) : 3
Avg. Period: 3-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	3-hour Conc. (micrograms/m**3)
B1B	300	630	39.92	1	.0279
B52H	300	400	49.92	1	.0550
B2	300	250	34.84	1	.0614
			Total 3-hour conc. =		.1442

The total 3-hour conc. is .5770 % of the PSD
Class I 3-hour increment for SO2 (25 micrograms/m**3)

RBTI EIS ALTERNATIVE D: SO2
****

Pollutant : SO2 No. of Aircraft (Types) : 3
Avg. Period: 24-hour Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	24-hour Conc. (micrograms/m**3)
B1B	300	630	39.92	6	.0105
B52H	300	400	49.92	4	.0137
B2	300	250	34.84	1	.0038
			Total 24-hour conc. =		.0280

The total 24-hour conc. is .5609 % of the PSD
Class I 24-hour increment for SO2 (5 micrograms/m**3)

RBTI EIS ALTERNATIVE D: SO2
****

Pollutant : SO2 No. of Aircraft (Types) : 3
Avg. Period: Annual Mixing Height : 5000 ft.

Aircraft	Altitude (ft)	Airspeed (mph)	Emiss. Rate (lb/hr)	Flight Freq.	Annual Conc. (micrograms/m**3)
B1B	300	630	39.92	1530	.0029

B52H	300	400	49.92	980	.0037
B2	300	250	34.84	150	.0006
				Total annual conc. =	.0072

The total annual conc. is .3622 % of the PSD
Class I annual increment for SO2 (2 micrograms/m**3)

APPENDIX G
NOISE

AIRCRAFT NOISE ANALYSIS

Noise is generally described as unwanted sound. Unwanted sound can be based on objective effects (hearing loss, damage to structures, etc.) or subjective judgments (community annoyance). Noise analysis thus requires a combination of physical measurement of sound, physical and physiological effects, plus psycho- and socioacoustic effects.

Section 1 of this Appendix describes how sound is measured, and summarizes noise impact in terms of community acceptability and land use compatibility. Section 2 gives detailed descriptions of the effects of noise which lead to the impact guidelines presented in Section 1. Section 3 provides a description of the specific methods used to predict aircraft noise.

1.0 NOISE DESCRIPTORS AND IMPACT

The aircraft noise assessed in this document is the continuous sound generated by the aircraft's engines and also by air flowing over the aircraft itself. Section 1.1 describes the quantities which are used to describe sound. Section 1.2 describes the specific noise metrics used for noise impact analysis. Section 1.3 describes how environmental impact and land use compatibility are judged in terms of these quantities.

1.1 QUANTIFYING SOUND

Measurement and perception of sound involves two basic physical characteristics: amplitude and frequency. Amplitude is a measure of the strength of the sound and is directly measured in terms of the pressure of a sound wave. Because sound pressure varies in time, various types of pressure averages are usually used. Frequency, commonly perceived as pitch, is the number of times per second the sound causes air molecules to oscillate. Frequency is measured in units of cycles per second, or Hertz (Hz).

Amplitude. The loudest sounds the human ear can comfortably hear have acoustic energy one trillion times the acoustic energy of sounds the ear can barely detect. Because of this vast range, attempts to represent sound amplitude by pressure are generally unwieldy. Sound is therefore usually represented on a logarithmic scale with a unit called the decibel (dB). Sound on the decibel scale is referred to as a sound level. The threshold of human hearing is approximately 0 dB, and the threshold of discomfort or pain is around 120 dB.

Because of the logarithmic nature of the decibel scale, sounds levels do not add and subtract directly and are somewhat cumbersome to handle mathematically. However, some simple rules of thumb are useful in dealing with sound levels. First, if a sound's intensity is doubled, the sound level increases by 3 dB, regardless of the initial sound level. Thus, for example:

60 dB + 60 dB = 63 dB, and

80 dB + 80 dB = 83 dB.

The total sound level produced by two sounds of different levels is usually only slightly more than the higher of the two. For example:

60.0 dB + 70.0 dB = 70.4 dB.

Because the addition of sound levels behaves differently than that of ordinary numbers, such addition is often referred to as "decibel addition" or "energy addition." The latter term arises from the fact that combination of decibel values consists of first converting each decibel value to its corresponding acoustic energy, then adding the energies using the normal rules of addition, and finally converting the total energy back to its decibel equivalent.

The difference in dB between two sounds represents the ratio of the amplitudes of those two sounds. Because human senses tend to be proportional (i.e., detect whether one sound is twice as big as another) rather than absolute (i.e., detect whether one sound is a given number of pressure units bigger than another), the decibel scale correlates well with human response.

Under laboratory conditions, differences in sound level of 1 dB can be detected by the human ear. In the community, the smallest change in average noise level that can be detected is about 3 dB. A change in sound level of about 10 dB is usually perceived by the average person as a doubling (or halving) of the sound's loudness, and this relation holds true for loud sounds and for quieter sounds. A decrease in sound level of 10 dB actually represents a 90 percent decrease in sound *intensity* but only a 50 percent decrease in perceived *loudness* because of the nonlinear response of the human ear (similar to most human senses).

Frequency. The normal human ear can hear frequencies from about 20 Hz to about 20,000 Hz. It is most sensitive to sounds in the 1,000 to 4,000 Hz range. When measuring community response to noise, it is common to adjust the frequency content of the measured sound to correspond to the frequency sensitivity of the human ear. This adjustment is called A-weighting (American National Standards Institute [ANSI] 1988). Sound levels that have been so adjusted are referred to as A-weighted sound levels. The amplitude of A-weighted sound levels is measured in dB. It is common for some noise analysts to denote the unit of A-weighted sounds by dBA or dB(A). As long as the use of A-weighting is understood, there is no difference between dB, dBA or dB(A). It is only important that the use of A-weighting be made clear. In this study, sound levels are reported in dB and are A-weighted unless otherwise specified.

Time Averaging. Sound pressure of a continuous sound varies greatly with time, so it is customary to deal with sound levels that represent averages over time. Levels presented as instantaneous (i.e., as might be read from the dial of a sound level meter), are based on averages of sound energy over either 1/8 second (fast) or one second (slow). The formal definitions of fast and slow levels are somewhat complex, with details that are important to the makers and users of instrumentation. They may, however, be thought of as levels corresponding to the root-mean-square sound pressure measured over the 1/8-second or 1-second periods. The most common uses of the fast or slow sound level in environmental analysis is in the discussion of the maximum sound level that occurs from the action, and in discussions of typical sound levels. Figure G-1 is a chart of A-weighted sound levels of typical sounds. Some (air conditioner, vacuum cleaner) are continuous sounds whose levels are constant for some time. Some (automobile, heavy truck) are the maximum sound during a vehicle passby. Some (urban daytime, urban nighttime) are averages over some extended period. A variety

of noise metrics have been developed to describe noise over different time periods. These are described in Section 1.2.

1.2 NOISE METRICS

1.2.1 Maximum Sound Level

The highest A-weighted sound level measured during a single event in which the sound level changes value as time goes on (e.g., an aircraft overflight) is called the maximum A-weighted sound level or maximum sound level, for short. It is usually abbreviated by ALM, L_{max} or L_{Amax}. The maximum sound level is important in judging the interference caused by a noise event with conversation, TV or radio listening, sleep, or other common activities.

1.2.2 Peak Sound Level

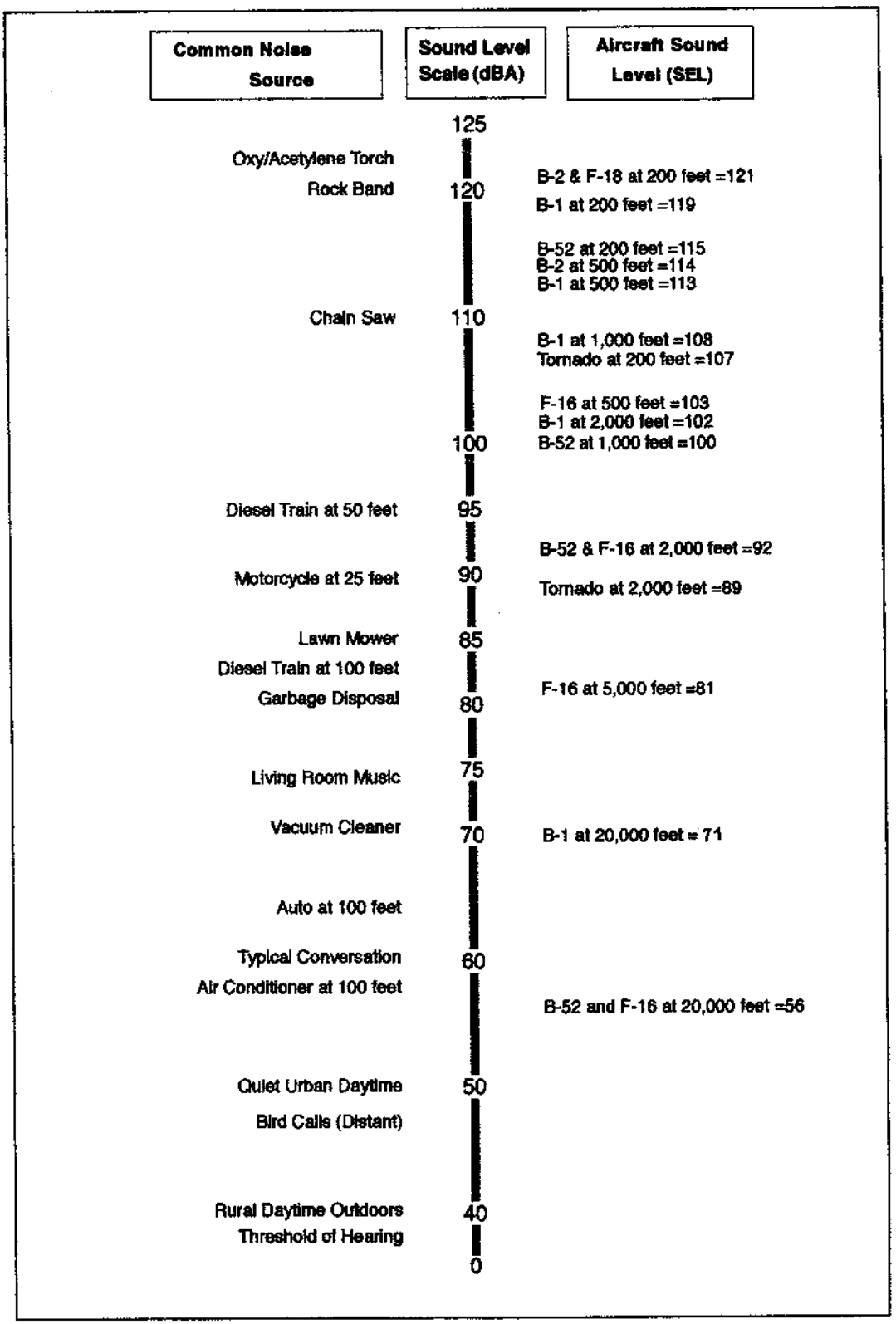
For impulsive sounds, the true instantaneous sound pressure is of interest. For sonic booms, this is the peak pressure of the shock wave. This pressure is usually presented in physical units of pounds per square foot. Sometimes it is represented on the decibel scale, with symbol L_{pk}. Peak sound levels do not use A weighting.

1.2.3 Sound Exposure Level

Individual time-varying noise events have two main characteristics—a sound level which changes throughout the event and a period of time during which the event is heard. Although the maximum sound level, described above, provides some measure of the intrusiveness of the event, it alone does not completely describe the total event. The period of time during which the sound is heard is also significant. The Sound Exposure Level (abbreviated SEL or L_{AE} for A-weighted sounds) combines both of these characteristics into a single metric.

Sound exposure level is a composite metric which represents both the intensity of a sound and its duration. Mathematically, the mean square sound pressure is computed over the duration of the event, then multiplied by the duration in seconds, and the resultant product is turned into a sound level. It does not directly represent the sound level heard at any given time, but rather provides a measure of the net impact of the entire acoustic event. It has been well established in the scientific community that Sound Exposure Level measures this impact much more reliably than just the maximum sound level.

Because the sound exposure level and the maximum sound level are both used to describe single events, there is sometimes confusion between the two, so the specific metric used should be clearly stated.



Typical A-Weighted Sound Levels of Common Sounds **Figure G-1**

1.2.4 Equivalent Sound Level

For longer periods of time, total sound is represented by the equivalent continuous sound pressure level (L_{eq}). L_{eq} is the average sound level over some time period (often an hour or a day, but any explicit time span can be specified), with the averaging being done on the same energy basis as used for SEL. SEL and L_{eq} are closely related, differing by (a) whether they are applied over a specific time period or over an event, and (b) whether the duration of the event is included or divided out.

Just as SEL has proven to be a good measure of the noise impact of a single event, L_{eq} has been established to be a good measure of the impact of a series of events during a given time period. Also, while L_{eq} is defined as an average, it is effectively a sum over that time period and is thus a measure of the cumulative impact of noise.

1.2.5 Day-Night Average Sound Level

Noise tends to be more intrusive at night than during the day. This effect is accounted for by applying a 10-dB penalty to events that occur after 10 PM and before 7 AM. If L_{eq} is computed over a 24-hour period with this nighttime penalty applied, the result is the day-night average sound level (DNL or L_{dn}). DNL is the community noise metric recommended by the U.S. Environmental Protection Agency (U.S. Environmental Protection Agency [USEPA] 1972) and has been adopted by most federal agencies (Federal Interagency Committee on Noise [FICON] 1992). It has been well established that DNL correlates well with community response to noise (Schultz 1978; Finegold *et al*. 1994). This correlation is presented in Section 1.3.

While DNL carries the nomenclature "average," it incorporates all of the noise at a given location. For this reason, DNL is often referred to as a "cumulative" metric. It accounts for the total, or cumulative, noise impact.

1.2.6 Onset-Adjusted Monthly Day-Night Average Sound Level

Aircraft operations in military airspaces generate a noise environment somewhat different from other community noise environments. Overflights are sporadic, occurring at random times and varying from day to day and week to week. This situation differs from most community noise environments, in which noise tends to be continuous or patterned. Individual military overflight events also differ from typical community noise events: noise from a low-altitude, high-airspeed flyover can have a rather sudden onset.

To represent these differences, the conventional Day-Night Average Sound Level metric is adjusted to account for the "surprise" effect of the sudden onset of aircraft noise events on humans. For aircraft exhibiting a rate of increase in sound level (called onset rate) of 15 to 150 dB per second, an adjustment or penalty ranging from 0 to 11 dB is added to the normal Sound Exposure Level. Onset rates above 150 dB per second require an 11 dB penalty, while onset rates below 15 dB per second require no adjustment. The Day-Night Average Sound Level is then determined in the same manner as for conventional aircraft noise events and is designated as Onset-Rate Adjusted Day-Night Average Sound Level (abbreviated L_{dnmr}). Because of the irregular occurrences of aircraft operations, the number of average daily operations is determined by using the calendar month with the highest number of operations. The monthly average is denoted L_{dnmr}.

1.3 NOISE IMPACT

1.3.1 Community Reaction

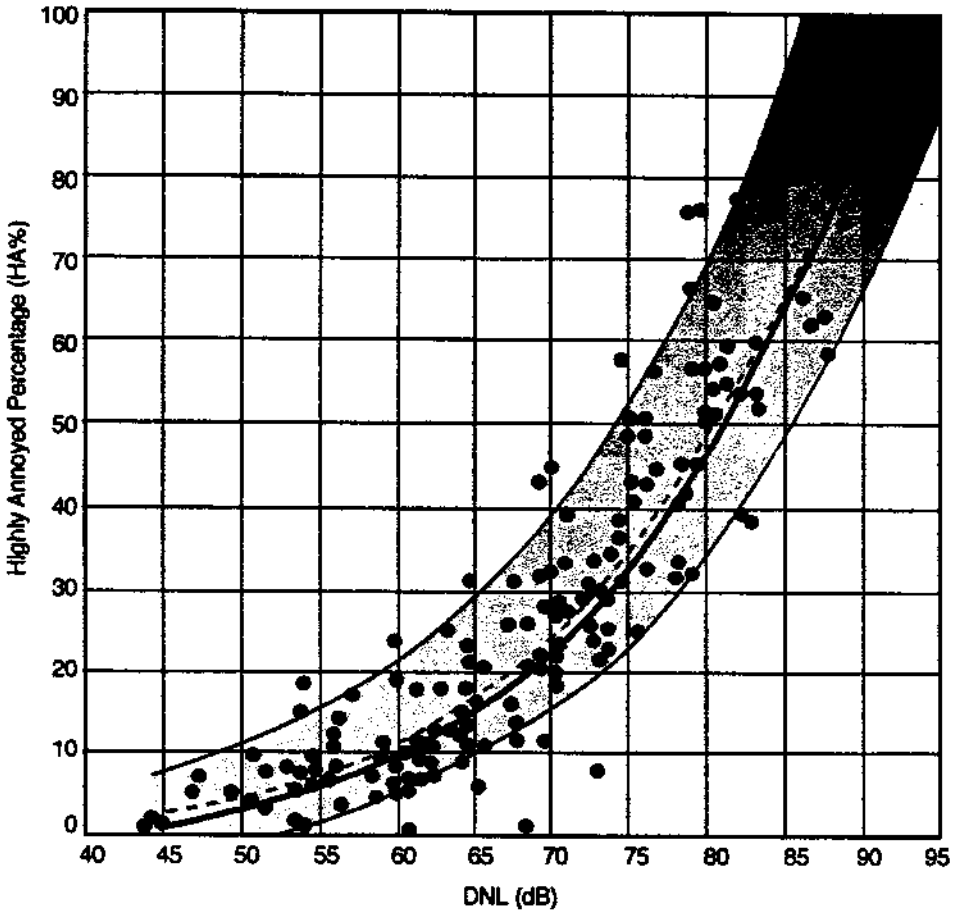
Studies of community annoyance to numerous types of environmental noise show that DNL correlates well with impact. Schultz (1978) showed a consistent relationship between DNL and annoyance. Figure G-2 shows Shultz's original curve fit. This result shows that there is a remarkable consistency in results of attitudinal surveys which relate the percentages of groups of people who express various degrees of annoyance when exposed to different Day-Night Average Sound Levels.

A more recent study has reaffirmed this relationship (Fidell *et al.* 1991). Figure G-3 (FICON 1992) shows an updated form of the curve fit (Finegold *et al*. 1994) in comparison with the original. The updated fit, which does not differ substantially from the original, is the current preferred form. In general, correlation coefficients of 0.85 to 0.95 are found between the percentages of groups of people highly annoyed and the level of average noise exposure. The correlation coefficients for the annoyance of individuals are relatively low, however, on the order of 0.5 or less. This is not surprising, considering the varying personal factors which influence the manner in which individuals react to noise. Nevertheless, findings substantiate that community annoyance to aircraft noise is represented quite reliably using Day-Night Average Sound Level.

As noted earlier for Sound Exposure Level, Day-Night Average Sound Level does not represent the sound level heard at any particular time, but rather represents the total sound exposure. It accounts for the sound level of individual noise events, the duration of those events, and the number of events. Its use is endorsed by the scientific community (ANSI 1988, ANSI 1980, FICON 1992, FICUN 1980, USEPA 1972).

While DNL is the best metric for quantitatively assessing cumulative noise impact, it does not lend itself to intuitive interpretation by non-experts. Accordingly, it is common for environmental noise analyses to include other metrics for illustrative purposes. A general indication of the noise environment can be presented by noting the maximum sound levels which can occur and the number of times per day noise events will be loud enough to be heard. Use of other metrics as supplements to DNL has been endorsed by federal agencies (FICON 1992).

There are several points of interest in the noise-annoyance relation. The first is DNL of 65 dB. This is a level most commonly used for noise planning purposes, and represents a compromise between community impact and the need for activities like aviation which do cause noise. Areas exposed to DNL above 65 dB are generally not considered suitable for residential use. The second is DNL of 55 dB, which was identified by EPA as a level below which there is effectively no adverse impact (USEPA 1972). The third is DNL of 75 dB. This is the lowest level at which adverse health effects could be credible (USEPA 1972). The very high annoyance levels make such areas unsuitable for residential land use.



Source: Schultz, 1978.

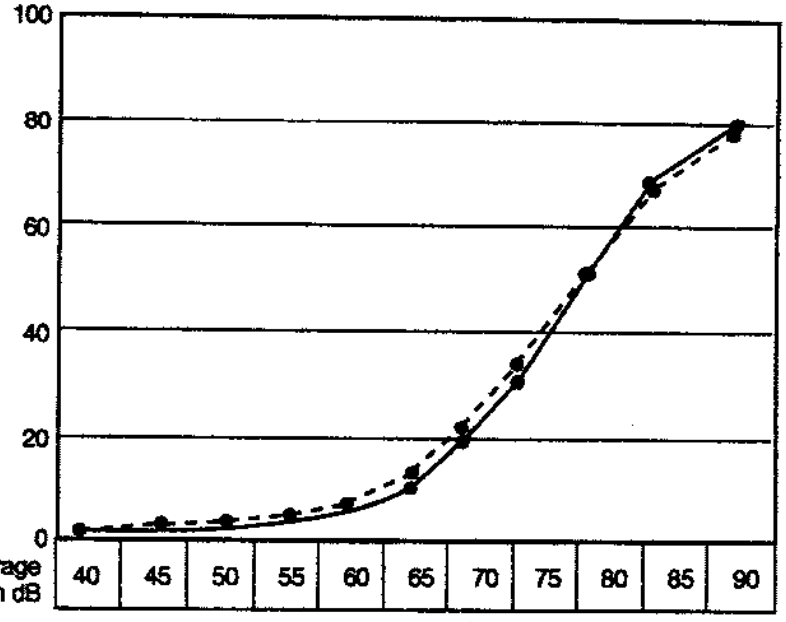
LEGEND

- - - - %HA = 0.8553 L_{dn} - 0.0401 L_{dn}^2 + 0.00047 L_{dn}^3

All 161 Data Points Given Equal Weight

All Surveys Given Equal Weight

Community Surveys of Noise Annoyance **Figure G-2**



Day-Night Average Sound Level in dB	40	45	50	55	60	65	70	75	80	85	90
Calculated % HA Points: FINEGOLD	0.41	0.83	1.66	3.31	6.48	12.3	22.1	36.5	53.7	70.2	82.6
Calculated % HA Points: SCHULTZ	0.58	1.11	2.12	4.03	7.52	13.6	23.3	37.1	53.3	68.8	81

LEGEND

Finegold DATA 400 POINTS (Finegold et al. 1992)
%HA = 100/[1 + EXP (11.13 - 0.141 LDN)]

SCHULTZ DATA 161 POINTS
%HA = 100/[1 + EXP (10.43 - 0.132 LDN)]

HA = Highly Annoyed

Response of Communities to Noise; Comparison of Original (Schultz 1978) and Current (Finegold *et al.* 1994) Curve Fits **Figure G-3**

1.3.2. Land Use Compatibility

As noted above, the inherent variability between individuals makes it impossible to predict accurately how any individual will react to a given noise event. Nevertheless, when a community is considered as a whole, its overall reaction to noise can be represented with a high degree of confidence. As described above, the best noise exposure metric for this correlation is the Day-Night Average Sound Level or Onset-Rate Adjusted Day-Night Average Sound Level for military overflights.

In June 1980, an ad hoc Federal Interagency Committee on Urban Noise published guidelines (FICUN 1980) relating Day-Night Average Sound Levels to compatible land uses. This committee was composed of representatives from the United States Departments of Defense, Transportation, and Housing and Urban Development; the Environmental Protection Agency; and the Veterans Administration. Since the issuance of these guidelines, federal agencies have generally adopted these guidelines for their noise analyses.

Following the lead of the committee, the Department of Defense and the Federal Aviation Administration (FAA) adopted the concept of land-use compatibility as the accepted measure of aircraft noise effect. The FAA included the committee's guidelines in the Federal Aviation Regulations. These regulations are reprinted in Table G-1, along with the explanatory notes included in the regulation. Although these guidelines are not mandatory (note the footnote "*" in the table), they provide the best means for determining noise impact in airport communities. In general, residential land uses normally are not compatible with outdoor Day-Night Average Sound Levels (DNL values) above 65 dB, and the extent of land areas and populations exposed to DNL of 65 dB and higher provides the best means for assessing the noise impacts of alternative aircraft actions.

2.0 NOISE EFFECTS

The discussion in section 1.3 presents the global effect of noise on communities. The following sections describe particular noise effects.

2.1 HEARING LOSS

Noise-induced hearing loss is probably the best defined of the potential effects of human exposure to excessive noise. Federal work place standards for protection from hearing loss allow a time-average level of 90 dB over an 8-hour work period, or 85 dB averaged over a 16-hour period. Even the most protective criterion (no measurable hearing loss for the most sensitive portion of the population at the ear's most sensitive frequency, 4,000 Hz, after a 40-year exposure) suggests a time-average sound level of 70 dB over a 24-hour period (USEPA 1972).

Table G-1. Land-Use Compatibility With Yearly Day-Night Average Sound Levels

Land Use	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65–70	70–75	75–80	80–85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoria, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware, and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

* The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise-compatible land uses.

KEY TO TABLE G-1

SLUCM = Standard Land-Use Coding Manual.

Y (YES) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structures.

NOTES FOR TABLE G-1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide an NLR of 20 dB; thus the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year-round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

(3) Measures to achieve NLR 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

(5) Land-use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

2.2 NONAUDITORY HEALTH EFFECTS

Nonauditory health effects of long-term noise exposure, where noise may act as a risk factor, have not been found to occur at levels below those protective against noise-induced hearing loss, described above. Most studies attempting to clarify such health effects have found that noise exposure levels established for hearing protection will also protect against any potential nonauditory health effects, at least in work place conditions. The best scientific summary of these findings is contained in the lead paper at the National Institutes of Health Conference on Noise and Hearing Loss held on 22 to 24 January 1990 in Washington, D.C. This lead paper stated the following: "The nonauditory effects of chronic noise exposure, when noise is suspected to act as one of the risk factors in the development of hypertension, cardiovascular disease, and other nervous disorders, have never been proven to occur as chronic manifestations at levels below these criteria (an average of 75 dBA for complete protection against hearing loss for an eight-hour day). At the 1988 International Congress on Noise as a Public Health Problem, most studies attempting to clarify such health effects did not find them at levels below the criteria protective of noise-induced hearing loss, and even above these criteria, results regarding such health effects were ambiguous. Consequently, it can be concluded that establishing and enforcing exposure levels protecting against noise-induced hearing loss would not only solve the noise-induced hearing loss problem but also any potential nonauditory health effects in the work place." (von Gierke 1990; parenthetical wording added for clarification).

Although these findings were directed specifically at noise effects in the work place, they are equally applicable to aircraft noise effects in the community environment. Research studies regarding the nonauditory health effects of aircraft noise are ambiguous at best, and often contradictory. Yet, even those studies which purport to find such health effects use time-average noise levels of 75 dB and higher for their research.

For example, in an often-quoted paper, two UCLA researchers found a relation between aircraft noise levels under the approach path to Los Angeles International Airport (LAX) and increased mortality rates among the exposed residents by using an average noise exposure level greater than 75 dB for the "noise-exposed" population (Meecham and Shaw 1979). Nevertheless, three other UCLA professors analyzed those same data and found no relation between noise exposure and mortality rates (Frericks *et al.* 1980).

As a second example, two other UCLA researchers used this same population near LAX to show a higher rate of birth defects during the period of 1970 to 1972 when compared with a control group residing away from the airport (Jones and Tauscher 1978). Based on this report, a separate group at the U.S. Centers for Disease Control performed a more thorough study of populations near Atlanta's Hartsfield International Airport for 1970 to 1972 and found no relation in their study of 17 identified categories of birth defects to aircraft noise levels above 65 dB (Edmonds 1979).

A review of health effects, prepared by a Committee of the Health Council of the Netherlands (1996) reviewed currently available published information on this topic. They concluded that the threshold for possible long-term health effects was a 16-hour (0600 to 2200) L_{eq} of 70 dB. Projecting this to 24 hours and applying the 10 dB nighttime penalty used with DNL, this corresponds to DNL of about 75 dB. The study also affirmed the risk threshold for hearing loss, as discussed earlier.

In summary, there is no scientific basis for a claim that potential health effects exist for aircraft time-average sound levels below 75 dB.

2.3 ANNOYANCE

The primary effect of aircraft noise on exposed communities is one of annoyance. Noise annoyance is defined by the U.S. Environmental Protection Agency as any negative subjective reaction on the part of an individual or group (USEPA 1972). As noted in the discussion of Day-Night Average Sound Level above, community annoyance is best measured by that metric.

Because the EPA Levels Document (USEPA 1972) identified DNL of 55 dB as ". . . requisite to protect public health and welfare with an adequate margin of safety," it is commonly assumed that 55 dB should be adopted as a criterion for community noise analysis. From a noise exposure perspective, that would be an ideal selection. However, financial and technical resources are generally not available to achieve that goal. Most agencies have identified DNL of 65 dB as a criterion which protects those most impacted by noise, and which can often be achieved on a practical basis (FICON 1992). This corresponds to about 12 percent of the exposed population being highly annoyed. Although DNL of 65 dB is widely used as a benchmark for significant noise impact, and is often an acceptable compromise, it is not a statutory limit and it is appropriate to consider other thresholds in particular cases.

2.4 SPEECH INTERFERENCE

Speech interference associated with aircraft noise is a primary cause of annoyance to individuals on the ground. The disruption of routine activities such as radio or television listening, telephone use, or family conversation gives rise to frustration and irritation. The quality of speech communication is also important in classrooms, offices, and industrial settings and can cause fatigue and vocal strain in those who attempt to communicate over the noise. Research has shown that the use of the Sound Exposure Level metric will measure speech interference successfully, and that a Sound Exposure Level exceeding 65 dB will begin to interfere with speech communication.

2.5 SLEEP INTERFERENCE

Sleep interference is another source of annoyance associated with aircraft noise. This is especially true because of the intermittent nature and content of aircraft noise, which is more disturbing than continuous noise of equal energy and neutral meaning. Sleep interference may be measured in either of two ways. "Arousal" represents actual awakening from sleep, while a change in "sleep stage" represents a shift from one of four sleep stages to another stage of lighter sleep without actual awakening. In general, arousal requires a somewhat higher noise level than does a change in sleep stage.

An analysis sponsored by the U.S. Air Force summarized 21 published studies concerning the effects of noise on sleep (Pearsons *et al.* 1989). The analysis concluded that a lack of reliable in-home studies, combined with large differences among the results from the various laboratory studies, did not permit development of an acceptably accurate assessment procedure. The noise events used in the laboratory studies and in contrived in-home studies were presented at much higher rates of occurrence than would normally be experienced. None of the laboratory studies were of sufficiently long duration to determine any effects of habituation, such as that which would occur under normal community conditions. A recent extensive study of sleep interference in people's own homes (Ollerhead 1992) showed very little disturbance from aircraft noise.

There is some controversy associated with the recent studies, so a conservative approach should be taken in judging sleep interference. Based on older data, the U.S. Environmental Protection Agency identified an indoor Day-Night Average Sound Level of 45 dB as necessary to protect against sleep interference (USEPA 1972). Assuming a very conservative structural noise insulation of 20 dB for typical dwelling units, this corresponds to an outdoor Day-Night Average Sound Level of 65 dB as minimizing sleep interference.

A 1984 publication reviewed the probability of arousal or behavioral awakening in terms of Sound Exposure Level (Kryter 1984). Figure G-4, extracted from Figure 10.37 of Kryter (1984), indicates that an indoor Sound Exposure Level of 65 dB or lower should awaken less than 5 percent of those exposed. These results do not include any habituation over time by sleeping subjects. Nevertheless, this provides a reasonable guideline for assessing sleep interference and corresponds to similar guidance for speech interference, as noted above.

2.6 NOISE EFFECTS ON LIVESTOCK AND WILDLIFE

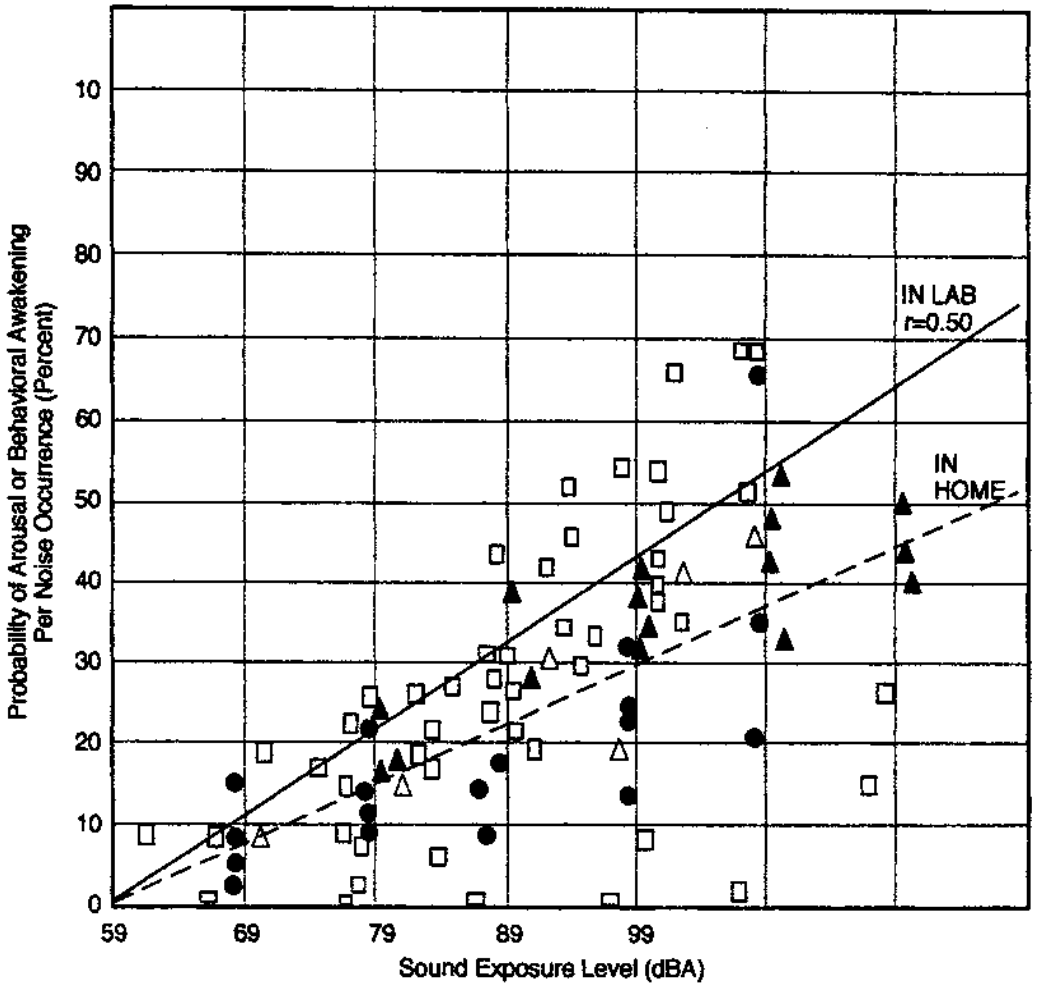
Animal responses to aircraft are influenced by many variables including aircraft size, proximity (both height above the ground and lateral distance), engine noise, color, and flight profile. The type of aircraft (e.g., fixed-wing versus rotary-winged [helicopters]) and its flight mission may also produce different levels of disturbance and animal response (Smith *et al.* 1988).

LIVESTOCK

A large bibliography of studies on the effects of aircraft noise on livestock has found a varied effect, although a large number of the studies minimize the effects of aircraft overflight on the health and well-being of these animals. The following is a summary of the literature findings by major domestic animal types found in the RBTI region. Although some studies report that the comprehensive effects on aircraft noise on domestic animals is inconclusive, a majority of the literature reviewed indicates that domestic animals exhibit minimal behavioral reactions to military overflights and seem to habituate to the disturbances over a period of time. There is no evidence from these studies that aircraft overflights affect feed intake, growth, or production rates in any way.

Cattle. A study in Sweden found that no adverse effects were observed, and behavioral reactions were considered minimal in 20 cattle and 18 sheep that were exposed to 28 sonic booms and 10 low-altitude subsonic flights over 4 days (Espmark *et al*. 1974). The authors determined there was a strong tendency for the animals to adapt to aircraft overflight disturbance, which would minimize any long-term effects.

In response to concerns about overflight effects on pregnant cattle, cattle safety and milk production, the Department of the Air Force prepared a handbook for environmental protection that summarizes the literature on the impacts of low-altitude flights on livestock (and poultry) and includes specific mention of case studies conducted in numerous airspaces across the country. Negative results have been found in a few studies, but are not reproduced in other similar studies. One study in 1983 suggested that two of ten cows in late pregnancy aborted after showing rising estrogen and falling progesterone levels correlated with 59 aircraft overflights, while the other 8 cows showed no changes in their blood concentrations and calved normally (USAF 1993). Another, in 1982, showed abortion results in 3 out of 5 pregnant cattle after exposing them to flyovers by six different aircraft



LEGEND

- □ Laboratory Studies, Variety of Noises, Lukas
- ● Steady State (In Home)
- ▲ Transient (In Home)
- △ Truck Noise, Laboratory Study, Thiesen
  Transformer, Transmission Line, Window Air Conditioner, and Distant Traffic Noise, Horonjeff

Probability of Arousal or Behavioral Awakening in Terms of Sound Exposure Level **Figure G-4**

(USAF 1993). A third study in 1983 suggests feedlot cattle could stampede and injure themselves when exposed to low level overflight (USAF 1993).

Negative findings were few, however, and the findings of little or no effect were more prevalent. A study in 1978 by Rowe and Smithies examined the causes of 1,763 abortions in Wisconsin dairy cattle over a 1-year time period and none were associated with aircraft disturbances (USAF 1993). In 1987, Anderson contacted 7 livestock operators for production data and no effects of low altitude and supersonic flights were noted. Three out of 43 cattle previously exposed to low altitude flights showed a startle response to an F/A-18 aircraft flying overhead at 500 feet AGL and 400 knots by running less than 10 meters. They resumed normal activity within 1 minute (USAF 1993). A study (Beyer 1983) found that helicopters caused more of a reaction than other low aircraft overflights and even the helicopters at 30 to 60 feet overhead did not affect milk production and pregnancies of 44 cows and heifers in a 1964 study (USAF 1993). Additionally, the 1983 Beyer study showed that 5 pregnant dairy cows in a pasture did not even run, nor disturb their pregnancies, after being overflown by 79 low-altitude helicopter flights and 4 low-altitude, subsonic jet aircraft flights (USAF 1993). A 1956 study found that the reactions of dairy and beef cattle to noise from low-altitude, subsonic aircraft were similar to those caused by flying paper, strange persons, or other moving objects (USAF 1993). In addition, Broucek (USAF 1992) found that dairy cows react to the sound of a tractor engine (97 dB) with an increased white blood cell count (the cells that fight infection), an increased sugar reserve in the blood (a response to adrenaline or fear) and a lowered red blood cell count (cells that carry oxygen to the body) (Gladwin *et al*. 1988). Overall, the U.S. Forest Service has concluded in a report to Congress (USFS 1992) that "evidence both from field studies of wild ungulates and laboratory studies of domestic stock indicate that the risks of damage are small [from aircraft approaches of 50 to 100 meters (m)], as animals take care not to damage themselves. If animals are simply overflown by aircraft at altitudes of 50 to 100 m, there is no evidence that mothers and young are separated, that animals collide with obstructions (unless confined) or that they traverse dangerous ground at too high a rate." These varied study results suggest that although the confining of cattle could magnify animal response to aircraft overflight, there is no proven cause-and-effect link between startling cattle from aircraft overflights and abortion rates or lower milk production in cattle.

Bison. Bison do not react as strongly to surrounding disturbances, as do cattle. A study in 1972 by Frazier observed bison with high and low-altitude (100-1000 feet AGL at 450 knots) overflights with F-15 aircraft at a ground noise level of 90 dBA; the bison "appeared oblivious" to the aircraft noise and continued grazing throughout all aircraft passes (Gladwin *et al*. 1988). Aircraft overflights appear to have little, if any effect on bison.

Horses. Horses have been observed for reactions to overflights as well. Several studies were summarized showing a varied response of horses to low-altitude aircraft overflights. Observations made in 1966 and 1968 noted that the horses galloped around in response to jet flyovers (USAF 1993). Bowles (1995) cites Kruger and Erath as observing horses exhibiting intensive flight reactions, random movements, and biting/kicking behavior. However, no injuries or abortions occurred and there was evidence that the mares adapted somewhat to the flyovers over a month's time (USAF 1993). Although horses notice the overflights, it does not appear to affect their survivability or their procreation and they do seem to habituate to these disturbances.

WILDLIFE

The potential sources of impacts to wildlife from aircraft overflights are the visual effect of the approaching aircraft and the associated subsonic noise. Any visual impacts would be most likely to occur along those portions of MTRs that are below 1,000 feet AGL, the altitude accounting for most reactions to visual stimuli by wildlife (Lamp 1989, Bowles 1995).

Noise effects to wildlife are classified as primary, secondary, and tertiary effects. Primary effects are direct, physiological changes to the auditory system, (i.e., ear drum rupture, temporary and permanent hearing threshold shifts, and the masking of auditory signals). These primary effects are not expected to occur as described in the following discussion. Secondary effects include non-auditory effects such as stress and associated physiological response (i.e., increased blood pressure, use of available glucose, and blood corticosteroid levels); behavior modifications; interference with mating or reproduction; and impaired ability to obtain adequate food, cover, or water. The possibility of secondary effects occurring are more likely than primary effects and will be explored in detail as follows. Tertiary effects are the direct result of primary and secondary effects, and include population declines, habitat loss, and species extinction. Tertiary effects of aircraft overflight are difficult to pinpoint because the intricate details involved in ecosystem function include many factors not related to the overflight operations.

Behavioral experiments have demonstrated that noise at high levels is mildly aversive in and of itself, apparently because the physiological effects stimulated by noise are aversive (e.g., muscular flinch, vasoconstriction, bradycardia) (Bowles 1997). However, noise is not aversive enough to be an effective conditioning stimulus over the long term. This explains the failure of most acoustic harassment devices to deter wildlife, such as deer, from favored areas (Bowles 1997).

Literature available on aircraft overflights on wildlife specifically related to the RBTI includes fixed-wing aircraft overflight studies conducted in the early 1970s through mid-1998. In the past, literature discussing different types of aircraft were used to argue whether any aircraft overflights adversely affected wildlife. Much of this literature discussed helicopter overflight, which is not included in the RBTI action. Helicopter overflight is found to have a greater effect on wildlife because helicopters do not typically leave an area as rapidly as fixed-wing aircraft. Helicopters have a percussive effect from the beat of the rotors, and helicopters are often used to chase, dart, and capture wildlife and could cause a greater fear factor among wildlife populations that have interacted with helicopters in this way. Therefore, studies on helicopters will not be discussed.

Some caution has also been suggested when extrapolating studies using one species, for the results that might happen for another. For this reason, only studies relating to RBTI-associated species will be used to discuss impacts.

Most of the effects of noise are mild enough that they may never be detectable as changes in population size or population growth against the background of normal variation (Bowles 1995). Many other environmental variables (e.g., predators, weather, changing prey base, ground based human disturbance) may influence reproductive success and confound the ability to identify the ultimate factor in limiting productivity of a certain nest, area, or region (Smith *et al.* 1988). In contrast, the effects of other human intrusions near nests, foraging areas, dens, etc. (e.g., hiking, bird watching, timber harvesting, boating) are readily detected and substantially affect wildlife behavior and reproductive success (USFS 1992).

The following discusses the aircraft overflight effects on wildlife by species type.

Large Herbivores: The large wild herbivores under the RBTI airspaces include mule deer, elk, bighorn sheep, and pronghorn antelope. There have been many studies of aircraft noise on mammals. Some of these studies have examined the noise response of mammals under laboratory conditions (e.g., Weisenberger *et al*. 1996). Other researchers have investigated the physiological and behavioral responses of mammals in the field (Lamp 1987). Laboratory studies previously showed habituation results to continuous noise exposure. Now, both the current field and laboratory data indicate that mammals (e.g., pronghorn, bighorn sheep, elk, and mule deer) show that the effects are transient and of short duration and suggest that the animals appear to habituate to noise through repeated exposure without long-term discernible negative effects (Workman *et al*. 1992; Krausman *et al*. 1993, 1998; Weisenberger *et al*. 1996). Therefore, changes to the number and types of overflight are not expected to result in major impacts to wildlife populations.

Mule deer. Mule deer were observed for jet fighter overflight responses. None of the three jet fighter flights below 3000 feet AGL and none of the 18 jet fighter flights above 3000 feet AGL caused mule deer to run (Kroodsma 1988). Wild animals exposed to intense noise with sudden onset can panic and injure themselves or their young, however, this is usually the result of active pursuit (such as the perceived pursuit of a low flying aircraft). Animals control their movements to minimize risk. Loss rates have varied greatly in the few documented cases of injury or loss. Mammals and raptors appear to have little susceptibility to those losses, whereas the most significant losses have been observed among waterfowl. Panic responses habituate quickly and completely, usually with fewer than five exposures (Bowles 1997).

Small Mammals: Small mammals under the RBTI airspaces include the Mexican long-nosed bat, black-tailed jackrabbit, black-tailed prairie dog, desert cottontail, Ord's kangaroo rat, plains harvest mouse, southern plains woodrat, and thirteen-lined ground squirrel.

One recent three-year study by McClenaghan and Bowles (1995) focused on chronic military aircraft exposure. It was conducted in south-central Arizona characterized by creosote and mixed Sonoran Desert scrub. The sites were exposed to low-altitude flights of more than 20,000 sound events in excess of 80 dB with 115.5 dB being the highest A-weighted single event level (SEL) recorded. The control sites received noise levels at least an order of magnitude lower with an average of 51.3 dB and none were over 100 dB. The control area event rate was approximately one flight per day. Numerous kangaroo rat and pocket mouse species and the white-throated wood rat were included in the study. Populations densities, body weight, reproductive activity, recruitment by immigration and reproduction, survival rate month to month were measured. Overall, the outcome of the study suggests the effects of lifetime exposure to intermittent aircraft noise on animal demography are likely to be small and difficult to detect, if they exist at all (McClenaghan and Bowles 1995), which is consistent with what is found in laboratory species and humans (Kryter 1994).

Raptors: Birds of prey, or raptors, in the area include ferruginous hawk, bald eagle, golden eagle, great-horned owl, spotted owl, burrowing owl, peregrine falcons, prairie falcons, and aplomado falcon.

Peregrine and prairie falcons: Peregrines occupy their breeding habitat by March 1, with egg laying occurring from March 15 to May 15. During this period of egg laying and initial incubation, peregrines are most susceptible to disturbance and abandonment (USFWS 1984). A study (Ellis *et*

al. 1991) of low-altitude overflights above prairie falcon and other similar raptors showed no permanent nest abandonment or reduction in reproductive success. Abandonment is less likely during the period from May 16 until the fledged young have dispersed from the nest area (usually by August 15).

In studies on the impacts of low-altitude jet overflights on nesting peregrine and prairie falcons, Ellis (1981) and Ellis *et al.* (1991) found that responses to extremely frequent and nearby jet aircraft were often minimal and never associated with reproductive failure. Typically, birds quickly resumed normal activities within a few seconds following an overflight. While the falcons were noticeably alarmed by the noise stimuli in this study, the negative responses were brief and not detrimental to reproductive success during the course of the study.

In 1995, a three year study was initiated for the U.S. Air Force by the Alaska Cooperative Fish and Wildlife Research Unit, University of Alaska, Fairbanks, and Alaska Biological Research to assess the effects of jet overflights on the behavior, nesting success, and productivity of nesting peregrine falcons beneath five MOAs in interior Alaska (Ritchie *et al.* 1998). An average of 34 nests per year were monitored over the three year study, with an average of 28 and 27 overflights each, respectively, through the nesting season. Daily sound exposure levels (SEL) ranged from 60 to 110.6 dBA. Overall, the average number of young per successful pair was greater at the experimental sites than at the control sites (Ritchie *et al.* 1998).

Mexican Spotted Owl. Johnson and Reynolds (1996) studied F-16 aircraft overflights directly over several Mexican spotted owls located under an existing MOA. Adult and juvenile birds were observed and found to have minimal to no reactions.

Bald Eagle. Fleischner and Weisberg (1986) have shown that bald eagles are susceptible to being startled by loud noised during the breeding season. Bald eagles (threatened) typically respond to the proximity of disturbance, such as from pedestrian traffic or aircraft within 100 meters, because of the increased visibility of the perceived threat rather than noise level (Ellis *et al*. 1991). Bald eagles' reactions to commercial jet flight, although minor (e.g., looking), were twice as likely to occur at eagle-jet distances of one half mile or less (Fleischner and Weisber, 1986). Another study by Fraser *et al*. (1985) stated that over 850 overflights of active bald eagle nests only resulted in two eagles (10 percent) that interrupted their incubation or brooding activities during these overflights. Awbrey and Bowles (1990) suggested that eagles are particularly resistant to being disturbed from their nests.

Other Raptors. There have been no studies on the responses of aplomado falcons to aircraft overflights but there have been studies on the closely related peregrine and prairie falcons and other raptors (e.g., Ellis *et al*. 1991). These studies suggest that falcons will nest within areas overflown by low-level jet aircraft. Although birds do at times flush from nests, they soon return and nest success is not affected. Peregrine falcons and other raptor species are known to nest in the immediate vicinity of airports under the flight patterns where aircraft land and take-off.

Lamp (1989) found in a study of the impacts to wildlife of aircraft overflights at Naval Air Station Fallon in northern Nevada, that nesting raptors (golden eagle, bald eagle, prairie falcon, Swainson's hawk, and goshawk) either showed no response to low-level flights (less than 3,000 feet AGL) or only showed minor reactions. Minor reactions consisted of the bird assuming an alert posture or turning its head and watching the aircraft pass overhead. Duration of raptor response to aircraft

disturbances was monitored for one year and was found to average 14 seconds for low-level overflights. All raptor nests under observation successfully fledged young (Lamp 1989).

In a literature review of raptor responses to aircraft noise, Manci *et al.* (1988) found that most studies of raptors did not show a negative response to overflights. When negative responses were observed they were predominantly associated with rotary-winged aircraft or jet aircraft that were repeatedly passing within one-half mile of a nest. The USFWS indicated as part of consultations associated with a Cannon AFB action that flights at or below 2,000 feet AGL from October 1 through March 1 could result in adverse impacts to wintering bald eagles (USFWS 1998). However, Fraser *et al*. (1985) believes that raptors habituate to overflights rapidly, sometimes tolerating aircraft approaches of 65 feet or less.

Other birds: The passerines present under the RBTI airspace include black-throated sparrow, dark-eyed junco, loggerhead shrike, white-faced ibis, cactus wren, mourning dove, and vesper sparrow. Federally listed birds that could be found under the airspaces include the interior least tern and southwestern willow flycatcher. As opposed to other taxa, many researchers (Bowles 1997, Ellis *et al*. 1991, Klein 1973, Pritchett *et al*. 1978) have studies the effects of aircraft noise on birds and mammals. Some of these studies have examined the noise response of birds under laboratory conditions (e.g., Book and Bradley n.d.). Other researchers have investigated the physiological and behavioral responses of birds in the field (Ellis *et al*. 1991, Henson and Grant 1991). The primary criticism of the previous laboratory studies is that the results invariably show habituation to continuous noise exposure. Both the current field and laboratory data, however, indicate that many birds appear to habituate to noise through repeated exposure without long-term discernible negative effects.

Passerines. Passerines (i.e., perching birds or song birds) cannot be driven any great distance from a favored food by a nonspecific disturbance, such as aircraft overflight (USFS 1992). However, Manci *et al*. (1988) states that reproductive losses have been reported for small territorial passerines after exposure to low-altitude overflights.

Black Ducks. One recent study measured the heart rate of black ducks for 4 days and subjected them to simulated aircraft noise for 48 episodes per day with peak volume of 110 dB. Acute response occurred on the first day but diminished rapidly after that. This indicated the ability of black ducks to habituate to the auditory component of low altitude aircraft overflight (Harms *et al*. 1997).

Migratory Waterfowl. Migratory waterfowl have shown to have moderate responses and habituate slowly to aircraft overflight. For example, migratory waterfowl often make brief flights in response to aircraft overflights. If individuals are susceptible to damage as a result of these moderate responses, noise may continue to have an impact over long periods. For example, gulls nesting in colonies can take advantage of brief defensive flights to cannibalize one another's eggs (Burger 1981). Unfortunately, little information is available on the actual extent of such losses. Migrants and animals living in areas with high concentrations of predators are the most vulnerable.

Wading Birds. A literature synthesis by Manci *et al*. (1988) cited Black *et al*. (1984) as studying wading bird colony effects of low-altitude (less than 500 feet AGL) military training flights. It was found that reproductive activity including nest success, nestling survival, and nestling chronology, was independent of F-16 overflights, but was related to ecological factors including location and physical characteristics of the colony and climatology.

Sandhill Cranes. In a literature review by the USAF (1993), two studies were referenced that noted aircraft noise caused a cessation of intensive calling, but birds rarely left the nest, when overflown.

Fish, Reptiles, and Amphibians: Reptile and amphibians identified under the RBTI airspaces include Mojave rattlesnake, side-blotched lizard, Texas horned lizard, yellow mud turtle, Texas banded gecko, Great Plains skink, Couch's spadefoot toad, and the Great Plains toad. The effects of overflight noise on fish, reptiles, and amphibians have been poorly studied, but conclusions about their expected responses have been speculated on through the known physiology and behavior for these taxa (Gladwin *et al*. 1988). Although fish do startle in response to low flying aircraft noise and probably to the shadows of aircraft as well, they have been found to habituate to the sound and overflights. Noise is also readily and well attenuated by water surfaces, fish are not expected to be affected by noise from overflights. Reptiles and amphibians that respond to low frequencies and those that respond to ground vibration, such as toads (genus *Scaphiopus*), may be affected by noise. However, RBTI activities are unlikely to cause ground vibrations noticeable to these species.

2.7 NOISE EFFECTS ON STRUCTURES

Normally, the most sensitive components of a structure to airborne noise are the windows and, infrequently, the plastered walls and ceilings. An evaluation of the peak sound pressures impinging on the structure is normally sufficient to determine the possibility of damage. In general, at sound levels above 130 dB, there is the possibility of the excitation of structural component resonance. While certain frequencies (such as 30 Hz for window breakage) may be of more concern than other frequencies, conservatively, only sounds lasting more than one second above a sound level of 130 dB are potentially damaging to structural components.

In a 1989 study, directed specifically at low-altitude, high-speed aircraft showed that there is little probability of structural damage from such operations (Sutherland 1990). One finding in that study is that sound levels at damaging frequencies (e.g., 30 Hz for window breakage or 15 to 25 Hz for whole-house response) rarely occur below 130 dB.

Noise-induced structural vibration may also cause annoyance to dwelling occupants because of induced secondary vibrations, or "rattle," of objects within the dwelling, such as hanging pictures, dishes, plaques, and bric-a-brac. Window panes may also vibrate noticeably when exposed to high levels of noise, causing homeowners fear of breakage. In general, such noise-induced vibrations occur at sound levels above those considered normally incompatible with residential land use. Thus assessments of noise exposure levels for compatible land use should also be protective of noise-induced secondary vibrations.

2.8 NOISE EFFECTS ON TERRAIN

Members of the public often perceive that noise from low-flying aircraft can cause avalanches or landslides by disturbing fragile soil or snow structures, especially in mountainous areas, causing landslides or avalanches. There are no known instances of such effects, and it is considered improbable that such effects will result from routine, subsonic aircraft operations**.**

2.9 NOISE EFFECTS ON HISTORICAL AND ARCHAEOLOGICAL SITES

Because of the potential for increased fragility of structural components of historical buildings and other historical sites, aircraft noise may affect such sites more severely than newer, modern structures. Again, there are few scientific studies of such effects to provide guidance for their assessment.

One study involved the measurements of sound levels and structural vibration levels in a superbly restored plantation house, originally built in 1795, and now situated approximately 1,500 feet from the centerline at the departure end of Runway 19L at Washington Dulles International Airport (IAD). These measurements were made in connection with the proposed scheduled operation of the supersonic Concorde airplane at IAD (Wesler 1977). There was special concern for the building's windows, since roughly half of the 324 panes were original. No instances of structural damage were found. Interestingly, despite the high levels of noise during Concorde takeoffs, the induced structural vibration levels were actually less than those induced by touring groups and vacuum cleaning within the building itself.

As noted above for the noise effects of noise-induced vibrations of normal structures, assessments of noise exposure levels for normally compatible land uses should also be protective of historic and archaeological sites.

3.0 NOISE MODELING

An aircraft in subsonic flight generally emits noise from two sources: the engines and flow noise around the airframe. Noise generation mechanisms are complex, and in practical models the noise sources must be based on measured data. The Air Force has developed a series of computer models and aircraft noise data bases for this purpose. The models include NOISEMAP (Moulton 1992) for noise around airbases, ROUTEMAP (Lucas and Plotkin 1988) for noise associated with low-level training routes, and MR_NMAP (Lucas and Calamia 1996) for use in MOAs and ranges. These models use the NOISEFILE database developed by the Air Force. NOISEFILE data includes SEL and L_{max} as a function of speed and power setting for aircraft in straight flight.

Noise from an individual aircraft is a time-varying continuous sound. It is first audible as the aircraft approaches, increases to a maximum when the aircraft is near its closest point, then diminishes as it departs. The noise depends on the speed and power setting of the aircraft, and its trajectory. The models noted above divide the trajectory into segments whose noise can be computed from the data in NOISEFILE. The contributions from these segments are summed.

MR_NMAP was used to compute noise levels in the affected airspace for this EIS. The primary noise metric computed by MR_NMAP was L_{dnmr} averaged over each airspace. Supporting routines from NOISEMAP were used to calculate SEL and L_{max} for various flight altitudes and lateral offsets from a ground receiver position.

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APPENDIX H
BIOLOGICAL RESOURCES SUPPORT DOCUMENTATION

The following tables provide a list of all plant and wildlife species mentioned in Section 4.3 (Biological Resources) of the RBTI EIS. These lists include both their common and scientific names. Tables describing all species mentioned in the text that are listed as state and federal threatened, endangered, and sensitive species are also provided. This appendix also includes correspondence between the Air Force and USFWS regarding informal discussions for RBTI.

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Table H-1. Representative Plant Species in the Affected Area	
Common Name	*Scientific Name*
Acacia	*Acacia* spp.
Agave	*Agave* spp.
Arizona fescue	*Festuca arizonica*
Bitterweed	*Hymenoxys odorata*
Black grama	*Bouteloua eriopoda*
Broadleaf milkweed	*Ascelpias latifolia*
Broomweed	*Amphiachyris* spp. and *Gutierrezia* spp.
Buffalograss	*Buchloe dactyloides*
Cane bluestem	*Bothriochloa barbinodis*
Catclaw	*Acacia greggii*
Catclaw mimosa	*Mimosa biuncifera*
Creosote bush	*Larrea tridentata*
Douglas fir	*Pseudotsuga menziesii*
Fragrant ash	*Fraxinus cuspidata*
Galleta grass	*Hilaria jamesii*
Gambel (=shin) oak	*Quercus gambelii*
Guajillo	*Acacia berlandieri*
Juniper	*Juniperus* spp.
Little bluestem	*Schizachyrium scoparium*
Live oak	*Quercus turbinella*
Mesquite	*Prosopis* spp.
Mexican pinyon	*Pinus cembroides*
Mountain laurel	*Sophora secundiflora*
Mountain muhly	*Muhlenbergia montana*
Needlegrass	*Achnatherum* spp.
Ocotillo	*Fouquieria splendens*
Pinyon pine	*Pinus edulis*
Pinyon ricegrass	*Piptochaetium fimbriatum*
Plains lovegrass	*Eragrostis intermedia*
Ponderosa pine	*Pinus ponderosa*
Post oak	*Quercus margarettiae*
Pricklypear and cholla	*Opuntia* spp.
Sage	*Artemisia* spp.
Sand shin oak	*Quercus havardii*
Sandpaper oak	*Quercus pungens*
Sideoats grama	*Bouteloua curtipendula*
Snakeweed	*Gutierrezia* spp.
Soapweed	*Yucca glauca*
Switchgrass	*Panicum capillare*
Tarbush	*Floureusia cernua*
Texas bluestem	*Schizachyrium cirratum*
Texas grama	*Bouteloua rigidiseta*
Texas kidneywood	*Eysenhardtia texana*
Threeawn grass	*Aristida* spp.
Tobosa	*Hilaria mutica*
Walnut	*Juglans* spp.
White fir	*Abies concolor*
Whitethorn	*Acacia constricta*
Wolftail	*Lycurus phleoides*
Yucca	*Yucca* spp.

Table H-2. Representative Wildlife Species in the Affected Area (page 1 of 3)	
Common Name	*Scientific Name*
REPTILES AND AMPIBIANS	
Checkered whiptail	*Cnemidophorus tesselatus*
Couch's spadefoot toad	*Scaphiopus couchii*
Crevice spiny lizard	*Scleoporus poinsettii*
Four-lined skink	*Eumeces tetragrammus*
Great Plains skink	*Eumeces obsoletus*
Great Plains toad	*Bufo cognatus*
Greater earless lizard	*Cophosaurus texanus*
Kingsnake	*Lampropeltis* spp.
Lesser earless lizard	*Holbrookia maculata*
Mojave rattlesnake	*Crotalus scutulatus*
Ornate box turtle	*Terrapene ornata*
Plains black-headed snake	*Tantilla nigriceps*
Plains spadefoot	*Scaphiopus bombifrons*
Prairie lizard	*Sceloporus undulatus*
Red-spotted toad	*Bufo punctatus*
Side-blotched lizard	*Uta stansburiana*
Six-lined racerunner	*Cnemidophorus sexlineatus*
Skink	*Eumeces* spp.
Texas banded gecko	*Coleonyx brevis*
Texas black-headed snake	*Tantilla atriceps*
Texas horned lizard	*Phrynosoma cornutum*
Texas spotted whiptail	*Cnemidophorus gularis*
Trans-Pecos ratsnake	*Elaphe subocularis*
Western boreal toad	*Bufo boreas*
Western diamondback	*Crotalus atrox*
Western hognose snake	*Heterodon nasicus*
Yellow mud turtle	*Kinosternon flavescens*

Table H-2. Representative Wildlife Species in the Affected Area (page 2 of 3)	
Common Name	*Scientific Name*
BIRDS	
Acorn woodpecker	*Melanerpes formicivorus*
American dipper	*Cinclus mexicanus*
American peregrine falcon	*Falco peregrinus anatum*
Bald eagle	*Haliaeetus leucocephalus*
Black phoebe	*Sayornis nigricans*
Black-capped vireo	*Vireo atricapillus*
Black-headed grosbeak	*Pheucticus melanocephalus*
Black-throated sparrow	*Amphispiza bilineata*
Brown pelican	*Pelecanus occidentalis*
Brown-headed cowbird	*Molothrus ater*
Burrowing owl	*Athene cunicularia*
Cactus wren	*Campylorhynchus brunneicapillus*
Chihuahuan raven	*Corvus cryptoleucus*
Common nighthawk	*Chordeiles minor*
Common poorwill	*Nyctidromus albicollis*
Cooper's hawk	*Accipiter cooperi*
Crested caracara	*Caracara plancus*
Crissal thrasher	*Toxostoma crissale*
Dark-eyed junco	*Junco hyemalis*
Eastern bluebird	*Sialia sialia*
Golden eagle	*Aquila chrysaetos*
Golden-cheeked warbler	*Dendroica chrysoparia*
Grasshopper sparrow	*Ammodramus savannarum*
Greater roadrunner	*Geococcyx californianus*
Great-horned owl	*Bubo virginianus*
Harris' hawk	*Parabuteo unicinctus*
Interior least tern	*Sterna antillarum athalassos*
Juniper titmouse	*Baeolophus griseus*
Lark bunting	*Calamospiza melanocorys*
Lark sparrow	*Chondestes grammacus*
Mexican spotted owl	*Strix occidentalis lucida*
Mountain chickadee	*Parus gambeli*
Mountain plover	*Charadrius montanus*
Mourning dove	*Zenaida macroura*
Northern aplomado falcon	*Falco femoralis septentrionalis*
Northern bobwhite	*Colinus virginianus*
Northern cardinal	*Cardinalis cardinalis*
Northern flicker	*Colaptes auratus*
Piping plover	*Charadrius melodus*
Prairie falcon	*Falco mexicanus*
Sandhill crane	*Grus canadensis*
Scaled quail	*Callipepla squamata*
Scissor-tailed flycatcher	*Tyrannus forficatus*
Southwestern willow flycatcher	*Empidonax traillii extimus*
Stellar's jay	*Cyanocitta stelleri*
Upland sandpiper	*Bartramia longicauda*
Vesper sparrow	*Pooecetes gramineus*
Western wood-pewee	*Contopus sordidulus*
Whooping crane	*Grus americana*

Table H-2. Representative Wildlife Species in the Affected Area (page 3 of 3)	
Common Name	*Scientific Name*
MAMMALS	
American bison	*Bos bison*
Badger	*Taxidea taxus*
Bighorn sheep	*Ovis canadensis*
Black-footed ferret	*Mustela nigripes*
Black-tailed jackrabbit	*Lepus californicus*
Black-tailed prairie dog	*Cynomys ludovicianus*
Chipmunk	*Tamias* spp.
Collared peccary	*Pecari tajacu*
Coyote	*Canis latrans*
Desert cottontail	*Sylvilagus audubonii*
Desert mule deer	*Odocoileus hemionus crooki*
Elk	*Cervus elaphus*
Hispid pocket mouse	*Chaetodipus hispidus*
Kangaroo rat	*Dipodomys* spp.
Mexican (=greater) long-nosed bat	*Leptonycteris nivalis*
Mule deer	*Odocoileus hemionus*
Northern grasshopper mouse	*Oncychomys leucogaster*
Ocelot	*Leopardus pardalis*
Ord's kangaroo rat	*Dipodomys ordii*
Plains harvest mouse	*Reithrodontomys montanus*
Plains pocket gopher	*Geomys bursarius*
Plains pocket mouse	*Perognathus flavescens*
Pronghorn	*Antilocapra americana*
Ringtail	*Bassariscus astutus*
Sonoran Desert pocket mouse	*Chaetodipus penicillatus*
Southern plains woodrat	*Neotoma micropus*
Spotted ground squirrel	*Spermophilus spilosoma*
Swift fox	*Vulpes velox*
Thirteen-lined ground squirrel	*Spermophilus tridecemlineatus*

Table H-3. Federally Listed Threatened and Endangered Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-3. Federally Listed Threatened and Endangered Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-4. Sensitive Plant Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-4. Sensitive Plant Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-4. Sensitive Plant Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-4. Sensitive Plant Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-4. Sensitive Plant Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-4. Sensitive Plant Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-4. Sensitive Plant Species Potentially Found in the Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-5. Sensitive Invertebrate Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-5. Sensitive Invertebrate Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-6. Sensitive Fish Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-6. Sensitive Fish Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-7. Sensitive Reptile and Amphibian Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-8. Sensitive Bird Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-8. Sensitive Bird Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-9. Sensitive Mammal Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-9. Sensitive Mammal Species Potentially Found in Study Area of New Mexico and Texas Counties

| Species | County | | |

Table H-10. Sensitive Species Potentially Found in Affected Counties under Alternative B

Species	County																														
Common Name ***Scientific Name***	Andrews, TX	Borden, TX	Brewster, TX	Crane, TX	Crockett, TX	Culberson, TX	Dawson, TX	Ector, TX	Eddy, NM	Fisher, TX	Garza, TX	Glasscock, TX	Howard, TX	Hudspeth, TX	Jeff Davis, TX	Kent, TX	Lea, NM	Loving, TX	Lynn, TX	Mitchell, TX	Pecos, TX	Presidio, TX	Reagan, TX	Reeves, TX	Scurry, TX	Sterling, TX	Stonewall, TX	Upton, TX	Ward, TX	Winkler, TX
Plants																															
Bunched cory cactus (FT, ST) *Coryphantha ramillosa*			XX																												
Chisos Mt. hedgehog cactus (FT, ST) *Echinocereus chisoensis* var. *chisoensis*			XX																												
Davis green pitaya (FE, SE) *Echinocereus viridiflorus var. correllii*			XX																												
Guadalupe Mtns. fescue (FC) *Festuca ligulata*			XX			XX																									
Gypsum wild buckwheat (FT, SE-NM) *Eriogonum gypsophilum*						X			XX																						
Hinkley oak (FT, ST) *Quercus hinckleyi*			XX																			XX									
Kuenzler hedgehog cactus (FE, SE) *Echinocereus fendleri* var. *kuenzleri*									XX																						
Lee pincushion cactus (FT, SE) *Coryphantha sneedii* var. *leei*									XX																						
Little Aguja pondweed (FE, SE) *Potamogeton clystocarpus*															XX																
Lloyd hedgehog cactus (FE, SE) *Echinocereus lloydii*			XX			X			XX												XX	XX									
Lloyd Mariposa cactus (FT, ST) *Neolloydia (Echinomastus) mariposensis*			XX																			X									
Nellie cory cactus (FE, SE) *Coryphantha minima*			XX																												
Puzzle (=Pecos) sunflower (FC/PT, SE-NM) *Helianthus paradoxus*																					XX			XX							
Shinner's tickle-tongue (FC) *Zanthoxylum parvum*			XX												XX																
Tall paint brush (FC) *Castilleja elongata*			XX																												
Terlingua Creek cat's-eye (FE, SE) *Cryptantha crassipes*			XX																												
Texas poppy-mallow (FE, SE) *Callirhoe scabriuscula*																				XX											
Fish																															
Big Bend gambusia (FE, SE) *Gambusia gaigei*			XX																												
Comanche Springs pupfish (FE, SE) *Cyprinodon elegans*															XX						X			XX							
Leon Springs pupfish (FE, SE) *Cyprinodon bovinus*																					XX										
Pecos bluntnose shiner (FT, ST-NM) *Notropis simus pecosensis*									XX																						
Pecos gambusia (FE, SE) *Gambusia nobilis*									XX						XX						XX			XX							
Pecos pupfish (FC/PE) *Cyprinodon pecosensis*				XX	XX	XX			XX									XX			XX			XX				XX		
Reptiles																															
Concho water snake (FT, ST) *Nerodia paucimaculata*																				X											

Table H-10. Sensitive Species Potentially Found in Affected Counties under Alternative B

Species	County																												
Common Name ***Scientific Name***	Andrews, TX	Borden, TX	Brewster, TX	Crane, TX	Crockett, TX	Culberson, TX	Dawson, TX	Ector, TX	Eddy, NM	Fisher, TX	Garza, TX	Glasscock, TX	Howard, TX	Hudspeth, TX	Jeff Davis, TX	Kent, TX	Lea, NM	Loving, TX	Lynn, TX	Mitchell, TX	Pecos, TX	Presidio, TX	Reagan, TX	Reeves, TX	Scurry, TX	Sterling, TX	Stonewall, TX	Upton, TX	Ward, TX	Winkler, TX
Birds																													
American peregrine falcon (SE-TX) *Falco peregrinus*	x	x	xx	x	x	xx	x	x	xx	x	x	x	x	xx	xx	x	xx	x	x	x	xx	xx	x	xx	x	x	x	x	x	x
Bald eagle (FT, ST) *Haliaeetus leucocephalus*									xx						x		xx													
Black-capped vireo (FE, SE) *Vireo atricapillus*			xx		xx										x						xx		x			x		x		
Brown pelican (FE, SE) *Pelecanus occidentalis*	x								xx																					
Golden-cheeked warbler (FE, SE) *Dendroica chrysoparia*			x																											
Interior least tern (FE, SE) *Sterna antillarum athalassos*					x				xx	x		x	x		x					x			x	x	x	x	x	x		
Mexican spotted owl (FT, ST-TX) *Strix occidentalis lucida*						xx			x					x	xx															
Mountain Plover (FC/PT, SSC-NM) *Charadrius montanus*			x				x		x						x		x		x											
Northern aplomado falcon (FE, SE) *Falco femoralis septentrionalis*			x						xx					x	x		xx					xx		x						
Piping plover (FT, SE-NM) *Charadrius melodus*									x																					
SW willow flycatcher (FE, SE) *Empidonax traillii extimus*			xx			xx			x					xx	xx							xx								
Whooping crane (FE, SE) *Grus americana*		x	x				x			x	x		xx			x			xx	x					x	x	x			
Mammals																														
Black bear (FT/SA, ST) *Ursus americanus*			x		x	x									x							x	x							
Black-footed ferret (FE, SE) *Mustela nigripes*									ex								ex				x			x						
Mexican (greater) long-nosed bat (FE, SE) *Leptonycteris nivalis*			xx																			xx								
Ocelot (FE, SE) *Leopardus pardalis*			x																											
Swift fox (FC) *Vulpes velox*	x			x	x			x	xx				x				xx				x									x

ex = extirpated
FC = Federal candidate
FC/PT = Federal Candidate/ Proposed Threatened
FE = Federally listed endangered

FT = Federally listed threatened
SE = State-listed endangered
SSC = State Species of concern
ST = State-listed threatened

x =USFWS lists
x =state lists
xx =USFWS & state lists

Cnty =underlies MTR
Cnty =underlies MOA

Table H-11. Sensitive Species Potentially Found in Affected Counties under Alternative C

Species	County																					
Common Name ***Scientific Name***	Andrews, TX	Brewster, TX	Crane, TX	Crockett, TX	Culberson, TX	Ector, TX	Eddy, NM	Hudspeth, TX	Irion, TX	Jeff Davis, TX	Lea, NM	Loving, TX	Pecos, TX	Presidio, TX	Reagan, TX	Reeves, TX	Schleicher, TX	Sterling, TX	Tom Green, TX	Upton, TX	Ward, TX	Winkler, TX
Plants																						
Bunched cory cactus (FT, ST) *Coryphantha ramillosa*		XX																				
Chisos Mt. hedgehog cactus (FT, ST) *Echinocereus chisoensis* var. *chisoensis*		XX																				
Davis green pitaya (FE, SE) *Echinocereus viridiflorus var. correllii*		XX																				
Guadalupe Mtns. fescue (FC, SSC) *Festuca ligulata*		XX			XX																	
Gypsum wild buckwheat (FT, SE-NM) *Eriogonum gypsophilum*					X		XX															
Hinkley oak (FT, ST) *Quercus hinckleyi*		XX												XX								
Kuenzler hedgehog cactus (FE, SE) *Echinocereus fendleri* var. *kuenzleri*							XX															
Lee pincushion cactus (FT, SE) *Coryphantha sneedii* var. *leei*							XX															
Little Aguja pondweed (FE, SE) *Potamogeton clystocarpus*										XX												
Lloyd hedgehog cactus (FE, SE) *Echinocereus lloydii*		XX			X		X						XX	XX								
Lloyd Mariposa cactus (FT, ST) *Neolloydia (Echinomastus) mariposensis*		XX												X								
Nellie cory cactus (FE, SE) *Coryphantha minima*		XX																				
Puzzle (=Pecos) sunflower (FC/PT, SSC-TX, SE-NM) *Helianthus paradoxus*							XX						XX			XX						
Shinner's tickle-tongue (FC, SSC) *Zanthoxylum parvum*		XX								XX												
Tall paintbrush (FC, SSC) *Castilleja elongata*		XX																				
Terlingua Creek cat's-eye (FE, SE) *Cryptantha crassipes*		XX																				
Fish																						
Big Bend gambusia (FE, SE) *Gambusia gaigei*		XX																				
Comanche Springs pupfish (FE, SE) *Cyprinodon elegans*										XX			X			XX						
Leon Springs pupfish (FE, SE) *Cyprinodon bovinus*													XX									
Pecos bluntnose shiner (FT, ST-NM) *Notropis simus pecosensis*							XX															
Pecos gambusia (FE, SE) *Gambusia nobilis*							XX			XX			XX			XX						
Pecos pupfish (FC/PE,ST) *Cyprinodon pecosensis*			XX	XX	XX		XX					XX	XX			XX					XX	
Reptiles																						
Concho water snake (FT, ST) *Nerodia paucimaculata*									XX										XX			

Table H-11. Sensitive Species Potentially Found in Affected Counties under Alternative C

Species	County																					
Common Name ***Scientific Name***	**Andrews, TX**	**Brewster, TX**	**Crane, TX**	**Crockett, TX**	**Culberson, TX**	**Ector, TX**	**Eddy, NM**	**Hudspeth, TX**	**Irion, TX**	**Jeff Davis, TX**	**Lea, NM**	**Loving, TX**	**Pecos, TX**	**Presidio, TX**	**Reagan, TX**	**Reeves, TX**	**Schleicher, TX**	**Sterling, TX**	**Tom Green, TX**	**Upton, TX**	**Ward, TX**	**Winkler, TX**
Birds																						
American peregrine falcon (SE-TX) *Falco peregrinus*	x	xx	x	x	xx	x	xx	xx	x	xx	xx	x	xx	xx	x	xx	x	x	x	x	x	x
Bald eagle (FT, ST) *Haliaeetus leucocephalus*							xx			x	xx								x			
Black-capped vireo (FE, SE) *Vireo atricapillus*		xx		xx					xx	x			xx		x			x	xx	x		
Brown pelican (FE, SE) *Pelecanus occidentalis*	x						xx															
Golden-cheeked warbler (FE, SE) *Dendroica chrysoparia*		x																				
Interior least tern (FE, SE) *Sterna antillarum athalassos*				x			xx		x	x					x	x	x	x	x	x		
Mexican spotted owl (FT, ST-TX) *Strix occidentalis lucida*					xx		x	x		xx												
Mountain Plover (FC/PT, SSC-NM) *Charadrius montanus*		x					x			x	x			xx		x						
Northern aplomado falcon (FE, SE) *Falco femoralis septentrionalis*		x					xx	x		x	xx			xx		x						
Piping plover (FT, SE-NM) *Charadrius melodus*							x															
SW willow flycatcher (FE, SE) *Empidonax traillii extimus*		xx			xx		x	xx		xx				xx								
Whooping crane (FE, SE) *Grus americana*		x																x	x			
Mammals																						
Black bear (FT/SA, ST) *Ursus americanus*		x		x	x					x				x	x							
Black-footed ferret (FE, SE) *Mustela nigripes*							ex				ex		x			x						
Mexican (greater) long-nosed bat (FE, SE) *Leptonycteris nivalis*		xx												xx								
Ocelot (FE, SE) *Leopardus pardalis*		x																				
Swift fox (FC, SSC) *Vulpes velox*	x		x	x		x	xx				xx		x									x

FE = Federally listed endangered
FT = Federally listed threatened
FC = Federal candidate
FC/PT =Federal candidate/Proposed threatened
SA =Similarity of appearance
SSC = State species of Concern
SE = State-listed endangered
ST = State-listed threatened
ex = extirpated
PE = proposed endangered

x =USFWS lists
x =state lists
xx =USFWS & state lists

Cnty =underlies MTR
Cnty =underlies MOA

Table H-12. Sensitive Species Potentially Found in Affected Counties under Alternative D

Species	*County*														
Common Name *Scientific Name*	Colfax, NM	De Baca, NM	Guadalupe, NM	Harding, NM	Mora, NM	Quay, NM	Rio Arriba, NM	San Miguel, NM	Taos, NM	Torrance, NM	Union, NM	Dallam, TX	Hartley, TX	Oldham, TX	Potter, TX
Plants															
Holy Ghost ipomopsis (FE, SE) *Ipomopsis sancti-spritus*								XX							
Puzzle (=Pecos) sunflower (FC/PT, SSC-TX, SE-NM) *Helianthus paradoxus*			XX												
Fish															
Arkansas River shiner (FT) *Notropis girardi*	X			X	X	XX		XX			X			XX	X
Colorado squawfish (FE) *Ptychocheilus lucius*							X, ex								
Pecos bluntnose shiner (FT, ST-NM) *Notropis simus pecosensis*		XX													
Birds															
American peregrine falcon (ST- NM) *Falco peregrinus*	XX	X	XX	XX	XX	XX	XX	XX	XX	X	XX	X	XX	X	X
Bald eagle (FT, ST) *Haliaeetus leucocephalus*	XX	X	XX	XX	XX	XX	XX	XX	XX	X	XX		XX		X
Brown pelican (FE, SE) *Pelecanus occidentalis*			XX					XX				X	X	X	
Interior least tern (FE, SE) *Sterna antillarum athalassos*							XX							XX	X
Mexican spotted owl (FT, ST) *Strix occidentalis lucida*	XX				XX		XX	XX	XX	X					
Mountain Plover (FC/PT, SSC-NM) *Charadrius montanus*	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Piping plover (FT) *Charadrius melodus*	XX		X												
SW willow flycatcher (FE, SE) *Empidonax traillii extimus*	XX	X	XX	X	XX	X	XX	XX	XX	X					
Whooping crane (FE, SE) *Grus americana*							xn	xn	xn		xn				X
Mammals															
Black-footed ferret (FE, SE) *Mustela nigripes*	x,ex		x,e	x,e	x,e	x,e	x,ex	x,e	x,ex		x,ex				
Swift fox (FC, SSC) *Vulpes velox*	X		XX	XX	XX	XX		XX			XX				X

FE = Federally listed endangered
FT = Federally listed threatened
FC = Federal candidate
FC/PT =Federal candidate/Proposed threatened
ex = extirpated
SSC = State species of concern
SE = State-listed endangered
ST = State-listed threatened
xn = Experimental non-essential population

X =USFWS lists
x =state lists
XX =USFWS & state lists
Cnty =underlies MTR
Cnty =underlies MOA

CORRESPONDENCE

MEMORANDUM

TO: Jennifer Fowler-Propst
State Supervisor
USDI, Fish and Wildlife Service
Albuquerque, NM 87113

FROM: HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2969

SUBJECT: Realistic Bomber Training Initiative (RBTI)

DATE: December 22, 1997

1. The United States Air Force (Air Force) is in the process of preparing an Environmental Impact Statement (EIS) to assess the potential environmental impacts of a proposal to implement the Realistic Bomber Training Initiative in the airspace and land in west Texas and northeastern New Mexico. This proposal is intended to provide efficient, integrated training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base (AFB), Texas and Barksdale AFB, Louisiana, respectively. The proposed action for RBTI would involve several interrelated elements:

A. Modifications and additions to existing military training route (MTR) airspace used generally for low-altitude navigation training activities;
B. Modifications and additions to existing military operations area (MOA) airspace used for medium to high altitude training and maneuvering;
C. Increased flights by B-1 and B-52 aircraft in the MTR and MOA airspace;
D. Acquisition of a total of 12, 15-acre parcels under the MTR and MOA airspace for construction and operation of an Electronic Scoring Site system consisting of electronic emitters and associated facilities; and
E. Closure of existing Electronic Scoring Site systems at Harrison, Arkansas and La Junta, Colorado, and transfer of equipment to the proposed Electronic Scoring Site system developed for RBTI.

2. The proposed RBTI project could potentially affect those areas under MTR (low-altitude scoring site) and the MOA (high-altitude scoring site) where the emitter sites will be located. The accompanying maps identify those areas of potential impact. Pursuant to ESA and NEPA, we would like to request information regarding federally listed threatened, endangered, candidate, and proposed to be listed species that occur or may occur in the potentially affected area. To support this data collection effort, please provide the requested information to: Ogden Environmental and Energy Services, RBTI EIS, 910 Main Street, Suite 352, Boise, Idaho, 83702. If you could provide or direct us to a source of digital information on species list/concentration sites, we would be grateful. Until the extent of the potential impact to species is determined, no determination regarding the need for Section 7 consultation will be made.

3. The Air Force intends to hold public scoping meetings in the affected areas of Texas, New Mexico, Arkansas, and Colorado. Dates, times, and locations for these meetings will be announced through newspaper notifications and other media sources accessible to the public and agencies. These meetings are the first step in soliciting public and government agency comments on the RBTI proposal as required by NEPA. During the meetings, the Air Force will describe the proposed action and alternatives, the National Environmental Policy Act process, and outline the opportunities for involvement in the process.

4. If you have any specific questions about the RBTI proposal, we encourage you to contact Ms. Brenda Cook at the following address: HQ ACC/CEVP, Attention: Brenda Cook, 129 Andrews Street, Suite 102, Langley AFB, VA 23665-5542, (757) 764-9339 or RBTI EIS, 7th CES/CEV, 710 3rd Street, Dyess AFB, TX, 79607. Thank you for your assistance in this matter.

BRENDA W. COOK
Acting Chief, Environmental Impact Analysis Branch

Attachment:
Maps of Potential Impact Areas

MEMORANDUM

TO: Nancy M. Kaufman
State Director
USDI, Fish and Wildlife Service
Albuquerque, NM 87102

FROM: HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, VA 23665-2969

SUBJECT: Realistic Bomber Training Initiative (RBTI)

DATE: December 22, 1997

1. The United States Air Force (Air Force) is in the process of preparing an Environmental Impact Statement (EIS) to assess the potential environmental impacts of a proposal to implement the Realistic Bomber Training Initiative in the airspace and land in west Texas and northeastern New Mexico. This proposal is intended to provide efficient, integrated training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base (AFB), Texas and Barksdale AFB, Louisiana, respectively. The proposed action for RBTI would involve several interrelated elements:

A. Modifications and additions to existing military training route (MTR) airspace used generally for low-altitude navigation training activities;
B. Modifications and additions to existing military operations area (MOA) airspace used for medium to high altitude training and maneuvering;
C. Increased flights by B-1 and B-52 aircraft in the MTR and MOA airspace;
D. Acquisition of a total of 12, 15-acre parcels under the MTR and MOA airspace for construction and operation of an Electronic Scoring Site system consisting of electronic emitters and associated facilities; and
E. Closure of existing Electronic Scoring Site systems at Harrison, Arkansas and La Junta, Colorado, and transfer of equipment to the proposed Electronic Scoring Site system developed for RBTI.

2. The proposed RBTI project could potentially affect those areas under MTR (low-altitude scoring site) and the MOA (high-altitude scoring site) where the emitter sites will be located. The accompanying maps identify those areas of potential impact. Pursuant to ESA and NEPA, we would like to request information regarding federally listed threatened, endangered, candidate, and proposed to be listed species that occur or may occur in the potentially affected area. To support this data collection effort, please provide the requested information to: Ogden Environmental and Energy Services, RBTI EIS, 910 Main Street, Suite 352, Boise, Idaho, 83702. If you could provide or direct us to a source of digital information on species list/concentration sites, we would be grateful. Until the extent of the potential impact to species is determined, no determination regarding the need for Section 7 consultation will be made.

3. The Air Force intends to hold public scoping meetings in the affected areas of Texas, New Mexico, Arkansas, and Colorado. Dates, times, and locations for these meetings will be announced through newspaper notifications and other media sources accessible to the public and agencies. These meetings are the first step in soliciting public and government agency comments on the RBTI proposal as required by NEPA. During the meetings, the Air Force will describe the proposed action and alternatives, the National Environmental Policy Act process, and outline the opportunities for involvement in the process.

4. If you have any specific questions about the RBTI proposal, we encourage you to contact Ms. Brenda Cook at the following address: HQ ACC/CEVP, Attention: Brenda Cook, 129 Andrews Street, Suite 102, Langley AFB, VA 23665-5542, (757) 764-9339 or RBTI EIS, 7th CES/CEV, 710 3rd Street, Dyess AFB, TX, 79607. Thank you for your assistance in this matter.

BRENDA W. COOK
Acting Chief, Environmental Impact Analysis Branch

Attachment:
Maps of Potential Impact Areas

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Mexico Ecological Services Field Office
2105 Osuna NE
Albuquerque, New Mexico 87113
Phone: (505) 761-4525 Fax: (505) 761-4542

RECEIVED
JAN 30 1997

January 27, 1998

Cons. #2-22-98-I-124

Brenda Cook, Acting Chief
Environmental Impact Analysis Branch
HQ ACC/CEVP
129 Andrews St., Suite 102
Langley AFB, Virginia 23665-2969

Dear Ms. Cook:

This responds to your December 22, 1997, request for information regarding federally listed, proposed, and candidate species that could occur within the proposed training area. The U.S. Air Force is in the process of preparing an Environmental Impact Statement to assess the potential impacts of a proposal to implement the Realistic Bomber Training Initiative (RBTI) in the airspace and land within west Texas and northeastern New Mexico. The proposed action is intended to provide efficient, integrated training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base (AFB), Texas and Barksdale AFB, Louisiana, and would involve the following activities: 1) Modifications and additions to existing military training route (MTR) airspace used for low-altitude navigation training activities; 2) Modifications and additions to existing military operations area (MOA) airspace used for medium to high altitude training and maneuvering; 3) Increased flights by B-1 and B-52 aircraft in the MTR and MOA airspace; 4) Acquisition of a total of 12, 15-acre parcels under the MTR and MOA airspace for construction and operation of an Electronic Scoring Site system consisting of electronic emitters and associated facilities; and 5) Closure of existing Electronic Scoring Site systems at Harrison, Arkansas and La Junta, Colorado and transfer of equipment to the proposed Electronic Scoring Site system developed for RBTI.

These operations may potentially affect threatened and endangered species in counties where overflights and ground disturbing activities occur. The U.S. Fish and Wildlife Service (Service) is particularly concerned about the potential adverse impacts of low-level flight noise disturbance on nesting raptors. The Service is currently in formal consultation with the Air Force, under Section 7 of the Endangered Species Act of 1973, as amended, on the proposed expansion of German Air Force (GAF) operations at Holloman AFB and continued use of existing MTRs and MOAs managed by Holloman, Cannon, and Air National Guard. Our main concern is that these actions may affect the

following threatened and endangered species: American peregrine falcon, northern aplomado falcon, bald eagle and Mexican spotted owl. Based on the maps provided, it appears that the RBTI will use some of the same airspace as the GAF proposal. The Service is concerned about the additive impacts of all military flights within this airspace. On January 14 and 15, 1998, Service and Air Force personnel met to discuss the RBTI and other proposals and whether it was feasible to combine them into the ongoing GAF consultation. The Air Force determined that it was not possible and informed the Service that the GAF consultation is still the top priority. It was agreed that the RBTI and other proposals, for which there is currently no information, are lower priority and will not be addressed by the Service until the GAF consultation is completed because of limited staff availability.

In New Mexico, the proposed action could impact airspace and/or land in the following counties: Colfax, Eddy, Guadalupe, Harding, Lea, Mora, Quay, Rio Arriba, San Miguel, Taos, and Union. Enclosed is a list of endangered, threatened and candidate species that may be found in these counties. These species should be considered in the analysis of environmental effects for the proposed action. Due to staffing constraints we are unable to provide more specific information at this time. We recommend you contact the Arlington and Austin Ecological Services Field Offices for information concerning federally listed species in Texas, and the New Mexico Department of Game and Fish and the New Mexico Energy, Minerals and Natural Resources Department, Forestry and Resources Conservation Division for information concerning fish, wildlife, and plants of State concern. In addition, we suggest you contact land management agencies (Federal, State, and Tribal) and private land owners for information concerning habitat and occurrence/concentration sites within the region of influence.

In future communications regarding this project, please refer to Consultation # 2-22-98-I-124. If we can be of further assistance, please contact Carol Torrez of my staff at (505) 761-4525 ext. 115.

Sincerely,

Jennifer Fowler-Propst
Field Supervisor

Enclosure

cc: (w/o enc)
Director, New Mexico Department of Game and Fish, Santa Fe, New Mexico
Director, New Mexico Energy, Minerals and Natural Resources Department, Forestry and Resources Conservation Division, Santa Fe, New Mexico
Field Supervisor, U.S. Fish and Wildlife Service, Arlington Ecological Services Field Office, Arlington, Texas

Field Supervisor, U.S. Fish and Wildlife Service, Austin Ecological Services Field Office, Austin, Texas
Ogden Environmental and Energy Services, RBTI EIS, 910 Main Street, Suite 352, Boise, Idaho 83702

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services Field Office
10711 Burnet Road, Suite 200
Hartland Bank Bldg.
Austin, Texas 78758

SURNAME

FEB 20 1998

92-15-98-I-758

Ogden Environmental and Energy Services
910 Main Street, Suite 352
Boise, ID 83702

RE: Realistic Bomber Training Initiative

Dear Sir:

This letter responds to the memorandum from HQ ACC/CEVP, Langley AFB, to Nancy Kaufman, Regional Director, Region 2, U.S. Fish and Wildlife Service (Service), dated December 22, 1997. The letter states that the Air Force is in the process of preparing an Environmental Impact Statement for the subject project proposal. As requested, we are providing you with a list of threatened and endangered species from the counties in Texas that could be affected, according to the maps provided.

The New Mexico Ecological Service Field Office of the Service will be the lead office for consultation on this project. However, we will be of assistance to you for assessment of affects on species occurring in Texas, if needed. Please contact Mr. Nathan Allan, at (512) 490-0063, if you need further information.

Sincerely,

/s/ William Seawell

Field Supervisor

Enclosure

cc: USFWS, Field Supervisor, New Mexico ESFO
USFWS, Region 2, Geographic Manager, Texas
USFWS, Field Supervisor, Arlington ESFO

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services Field Office
10711 Burnet Road, Suite 200
Hartland Bank Bldg.
Austin, Texas 78758

FEB 20 1998

92-15-98-I-758

Ogden Environmental and Energy Services
910 Main Street, Suite 352
Boise, ID 83702

RE: Realistic Bomber Training Initiative

Dear Sir:

This letter responds to the memorandum from HQ ACC/CEVP, Langley AFB, to Nancy Kaufman, Regional Director, Region 2, U.S. Fish and Wildlife Service (Service), dated December 22, 1997. The letter states that the Air Force is in the process of preparing an Environmental Impact Statement for the subject project proposal. As requested, we are providing you with a list of threatened and endangered species from the counties in Texas that could be affected, according to the maps provided.

The New Mexico Ecological Service Field Office of the Service will be the lead office for consultation on this project. However, we will be of assistance to you for assessment of affects on species occurring in Texas, if needed. Please contact Mr. Nathan Allan, at (505) 490-0063, if you need further information.

Sincerely,

William Seawell

Acting Field Supervisor

RECEIVED
FEB 23 1998

Enclosure

cc: USFWS, Field Supervisor, New Mexico ESFO
USFWS, Region 2, Geographic Manager, Texas
USFWS, Field Supervisor, Arlington ESFO

OGDEN ENVIRONMENTAL AND ENERGY SERVICES

One East Anapamu Street
Santa Barbara, CA 93101
805 962 0992
Fax 805 966 1706

March 25, 1998

U.S. Fish and Wildlife Service
Field Supervisor
Ecological Services
10711 Burnet Dr., Suite 200
Austin, TX 78758

SUBJECT: Realistic Bomber Training Initiative (RBTI)

The United States Air Force (Air Force) is in the process of preparing an Environmental Impact Statement (EIS) to assess the potential environmental impacts of a proposal to implement the Realistic Bomber Training Initiative in the airspace and land in west Texas and northeastern New Mexico. This proposal is intended to provide efficient, integrated training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base (AFB), Texas and Barksdale AFB, Louisiana, respectively. The proposed action for RBTI would involve several interrelated elements:

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B. Modifications and additions to existing military operations area (MOA) airspace used for medium to high altitude training and maneuvering;
C. Increased flights by B-1 and B-52 aircraft in the MTR and MOA airspace;
D. Acquisition of a total of 12, 15-acre parcels under the MTR and MOA airspace for construction and operation of an Electronic Scoring Site system consisting of electronic emitters and associated facilities; and
E. Closure of existing Electronic Scoring Site systems at Harrison, Arkansas and La Junta, Colorado, and transfer of equipment to the proposed Electronic Scoring Site system developed for RBTI.

The proposed RBTI project could potentially affect those areas under MTR (low-altitude scoring site) and the MOA (high-altitude scoring site) where the emitter sites will be located. The accompanying maps identify those areas of potential impact. Pursuant to ESA and NEPA, we would like to request information regarding federally listed threatened, endangered, candidate, and proposed to be listed species that occur or may occur in the potentially affected area. Please send the requested information to the above address, attention: Rick Spaulding. If you could provide or direct us to a source of digital information on species list/concentration sites, we would be grateful. Until the extent of the potential impact to species is determined, no determination regarding the need for Section 7 consultation will be made.

The Air Force intends to hold public scoping meetings in the affected areas of Texas, New Mexico, Arkansas, and Colorado. Dates, times, and locations for these meetings will be announced through newspaper notifications and other media sources accessible to the public and agencies. These meetings are the first step in soliciting public and government agency comments on the RBTI proposal as required by NEPA. During the meetings, the Air Force will describe the proposed action and alternatives, the National Environmental Policy Act process, and outline the opportunities for involvement in the process.

If you have any specific questions about the RBTI proposal, we encourage you to contact Ms. Brenda Cook at the following address: HQ ACC/CEVP, Attention: Brenda Cook, 129 Andrews Street, Suite 102, Langley AFB, VA 23665-5542, (757) 764-9339 or RBTI EIS, 7th CES/CEV, 710 3rd Street, Dyess AFB, TX, 79607. Thank you for your assistance in this matter.

Rick Spaulding
Biologist/Environmental Analyst/Specialist

Attachment: Areas of Interest Maps

OGDEN ENVIRONMENTAL AND ENERGY SERVICES

One East Anapamu Street
Santa Barbara, CA 93101
805 962 0992
Fax 805 966 1706

March 25, 1998

U.S. Fish and Wildlife Service
Field Supervisor
Ecological Services
711 Stadium Dr., Suite 252
Arlington, TX 76011

SUBJECT: Realistic Bomber Training Initiative (RBTI)

The United States Air Force (Air Force) is in the process of preparing an Environmental Impact Statement (EIS) to assess the potential environmental impacts of a proposal to implement the Realistic Bomber Training Initiative in the airspace and land in west Texas and northeastern New Mexico. This proposal is intended to provide efficient, integrated training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base (AFB), Texas and Barksdale AFB, Louisiana, respectively. The proposed action for RBTI would involve several interrelated elements:

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C. Increased flights by B-1 and B-52 aircraft in the MTR and MOA airspace;
D. Acquisition of a total of 12, 15-acre parcels under the MTR and MOA airspace for construction and operation of an Electronic Scoring Site system consisting of electronic emitters and associated facilities; and
E. Closure of existing Electronic Scoring Site systems at Harrison, Arkansas and La Junta, Colorado, and transfer of equipment to the proposed Electronic Scoring Site system developed for RBTI.

The proposed RBTI project could potentially affect those areas under MTR (low-altitude scoring site) and the MOA (high-altitude scoring site) where the emitter sites will be located. The accompanying maps identify those areas of potential impact. Pursuant to ESA and NEPA, we would like to request information regarding federally listed threatened, endangered, candidate, and proposed to be listed species that occur or may occur in the potentially affected area. Please send the requested information to the above address, attention: Rick Spaulding. If you could provide or direct us to a source of digital information on species list/concentration sites, we would be grateful. Until the extent of the potential impact to species is determined, no determination regarding the need for Section 7 consultation will be made.

The Air Force intends to hold public scoping meetings in the affected areas of Texas, New Mexico, Arkansas, and Colorado. Dates, times, and locations for these meetings will be announced through newspaper notifications and other media sources accessible to the public and agencies. These meetings are the first step in soliciting public and government agency comments on the RBTI proposal as required by NEPA. During the meetings, the Air Force will describe the proposed action and alternatives, the National Environmental Policy Act process, and outline the opportunities for involvement in the process.

If you have any specific questions about the RBTI proposal, we encourage you to contact Ms. Brenda Cook at the following address: HQ ACC/CEVP, Attention: Brenda Cook, 129 Andrews Street, Suite 102, Langley AFB, VA 23665-5542, (757) 764-9339 or RBTI EIS, 7th CES/CEV, 710 3rd Street, Dyess AFB, TX, 79607. Thank you for your assistance in this matter.

Rick Spaulding
Biologist/Environmental Analyst/Specialist

Attachment: Areas of Interest Maps

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Taos Resource Area
226 Cruz Alta Road
Taos, New Mexico 87571-5983

In Reply Refer To:
2000 (018)
March 10, 1998

RBTI EIS
c/o 7 CES/CEV
710 3rd Street
Dyess AFB, TX 79607

To whom it may concern:

After reviewing the Realistic Bomber Training Initiative newsletter provided to us, we have the following comments:

- recommend no flyovers between April 15 and September 15 in the Ute Mountain area.
- see the enclosed Aircraft Overflight Problems - Wilderness/Wild and Scenic Rivers

Please provide us a copy of the Draft EIS when available. Thank you for allowing us to review your proposal.

Sincerely,

Steve Henke
Area Manager

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
LANGLEY AIR FORCE BASE, VIRGINIA

17 DEC 1999

MEMORANDUM FOR Field Supervisor
U.S. Fish and Wildlife Service
New Mexico Ecological Services Field Office
2105 Osuna NE
Albuquerque NM 87113

FROM: HQ ACC/CEVP
129 Andrews Street, Suite 102
Langley AFB VA 23665-2969

SUBJECT: Realistic Bomber Training Initiative (RBTI), Cons. #2-22-98-I-124

1. This is a request for consultation under the Endangered Species Act for possible impacts to listed species or species proposed for listing that may be caused by the implementation of the Realistic Bomber Training Initiative (RBTI) by the United States Air Force (Air Force). Pursuant to the National Environmental Policy Act (NEPA), this request is for consultation on all of the alternatives considered, since final selection of an alternative will not occur until the NEPA process is completed with a Record of Decision.

2. The Air Force has developed this project in ways that allow us to conclude that the proposed action may affect but is not likely to adversely affect any listed species or critical habitat. Consequently, we believe the proposed action qualifies under 50 CFR 402.14(b)(1) as an exception to the requirement for formal consultation, and seek your written concurrence with this conclusion.

3. We look forward to a successful conclusion of this consultation. Please direct any questions to Mr. Roy Barker, HQ ACC/CEVPN at (757) 764-9338.

Alton Chavis
ALTON CHAVIS
Chief, Environmental Analysis Branch

Attachment:
Biological Evaluation

BIOLOGICAL EVALUATION
Realistic Bomber Training Initiative

1. In accordance with the U.S. Fish and Wildlife Service's request during a 22 Sep 99 meeting with Ms. Torrez, the Air Force is providing the following material in support of consultation #2-22-98-I-124:

   A. This document, which:

   - summarizes the analysis of potential impacts to listed species or species proposed for listing as identified and discussed in the Draft Environmental Impact Statement (EIS) for RBTI, which was previously provided to you,
   - details the applicability to RBTI of recent consultations on other Air Force actions in the region,
   - presents relevant mitigation measures resulting from those consultations, and
   - discusses the potential of RBTI to affect the mountain plover and the aplomado falcon. (This information will appear in the Final EIS.)

   B. Maps showing RBTI alternatives, areas of RBTI alternatives covered under previous consultations, and airspace not previously consulted on that is associated with RBTI.

   C. A copy of the RBTI Natural Resources Report describing the background, methods, and results of biological surveys of candidate emitter sites and Electronic Scoring Sites.

   D. A CD containing photographs (in MS Word software) of the candidate emitter and scoring sites described in the Natural Resources Report.

   E. An updated version of Appendix H from the Draft EIS reflecting changes and corrections made to species lists at the request of Ms Torrez.

2. **Background.** The Air Force is in the process of preparing a Final EIS to assess the potential environmental impacts of a proposal to implement RBTI in the airspace and land in western Texas or northeastern New Mexico. This proposal is intended to provide efficient, integrated training opportunities for aircrews flying B-1 and B-52 aircraft from Dyess Air Force Base (AFB), Texas and Barksdale AFB, Louisiana, respectively. The Draft EIS was provided to the U.S. Fish and Wildlife Service in March, 1999. As detailed in Section 2.4 of the Draft EIS, the proposed action for RBTI would involve several interrelated elements:

   - Modifications (including elimination in some cases) and additions to existing Military Training Route (MTR) airspace used for low-altitude (300 to 3,000 feet above ground level [AGL]) training activities;

- Modifications (including elimination in some cases) and additions to existing Military Operations Area (MOA) airspace used for training and maneuvering above 3,000 feet AGL;

- Increased annual flights by B-1 and B-52 aircraft in the proposed MTR and MOA airspace;

- Acquisition of twelve 15-acre parcels under or near the proposed MTR and MOA airspace for construction and operation of an Electronic Scoring Site system consisting of 10 electronic emitters and 2 scoring sites; and

- Closure of existing Electronic Scoring Sites at Harrison, Arkansas and La Junta, Colorado.

The proposed action for RBTI has three alternative locations: Alternatives B, C, and D. Regardless of the alternative ultimately selected, the basic features of the proposed action, as outlined above, would be the same. A fourth alternative, Alternative A (No-Action), would involve no changes to current conditions or operations.

3. **Related Consultations.** The Air Force has conducted several recent consultations that overlap with areas affected by RBTI (See attached maps). These previous consultations resulted in mitigation measures affecting airspace also associated with RBTI alternatives. The outcomes of those consultations are found in:

   - Consultation #2-22-96-F-334: Biological Opinion dated 8 May 98 for the Proposed Expansion German Air Force (GAF) Operations at Holloman AFB, New Mexico

   - Consultation #2-22-98-I-224: USFWS Letter dated 14 Dec 98 for Proposed Force Structure and Foreign Military Sales at Cannon AFB, New Mexico (Cannon)

   RBTI operations would incorporate the GAF and Cannon consultation commitments as applicable, depending upon the RBTI alternative selected.

4. **Summaries of Anticipated Species Effects From Air Operations.** The only potential effects from aircraft operations associated with the alternatives for the proposed action would derive from noise and visual disturbance. Consequently, this discussion will focus on species that might be affected by noise and visual disturbance (e.g., birds and mammals).

   a) Alternative A. This is the No-Action Alternative. Its selection would entail no change in the current bomber training activities on the existing IR-178, or in the shape or size of the airspace. The affected area lies primarily within the same area covered by Alternatives B and C (see discussion for Alternative B below).

   Areas under Alternative A that do not overlap with Alternatives B and C are in portions of southeastern New Mexico and Texas (segments VW through YZ, AA-AB through AS-AT, and BA-BB through BJ-BK). This area is either rangeland or agricultural land. Potential habitat for the proposed mountain plover is found there. Listed species

potentially there include: bald eagle, brown pelican, interior least tern, northern aplomado falcon, southwestern willow flycatcher, and black-footed ferret.

The northern aplomado falcon has not recently been sighted this far north. However, some portions of this Alternative overfly a portion of the species' historical range and it could occur in the area as a rare transient visitor.

The bald eagle, brown pelican, and interior least tern depend on major water bodies and would only occur in the area affected by Alternative A as rare transient visitors.

The southwestern willow flycatcher has specific habitat requirements that are not commonly found under the affected airspace. This species is not known to occur in the affected areas of either New Mexico or Texas.

The black-footed ferret was last reported in Bailey County, Texas, in 1963 and is not expected to be found beneath Alternative A.

In consideration of these factors, and factors discussed below for the areas where this alternative "overlaps" other alternatives, the Air Force has concluded that Alternative A is not likely to affect listed species.

b) Alternative B. This alternative is located primarily in western Texas.

About 33 percent of Alternative B airspace (IR-178 segments AG-AH, AH-AI, AI-AJ, AJ-AK, and the proposed Lancer MOA) would involve flights only above 2,000 feet AGL, which the Air Force believes is high enough to avoid an adverse effect on listed species.

Another 33 percent of the total airspace (IR-178 segments AB, BC, CD, DE, EF, FG, GH, HI, IJ, JK, and half of KL) coincide with (but are at various points wider than) segments of IR-102/141 consulted on for GAF. As we previously reported to you, it has been decided that the GAF-related operations will now not take place on IR-102/141. RBTI aircraft using these areas will operate under the Terms and Conditions of the GAF Biological Opinion.

Another 33 percent of the airspace includes new areas not previously overflown by military aircraft or consulted on. This includes IR-178 segments VA-VB, VB-R, KL (partial), LM, MN, NO, OP, PQ, QR, RS, ST, TU, UV, VW, WA, WX, XY, YZ, Z-AA, AA-AB, AB-AC, AC-AD, AD-AE, AE-AF, AF-AG, O-OA, and OA-AE.

Potential impacts for Alternative B are as follows:

- Black-capped vireos are known to nest in only two Texas counties affected by Alternative B: Pecos and Brewster (USFWS 1991). In a report to Congress in 1992, the U.S. Forest Service reviewed potential impacts of aircraft overflights. Among their conclusions were: passerines cannot be driven any great distance from a favored food by a non-specific disturbance and; while passerines avoid intermittent or unpredictable sources of disturbance more than predictable ones, they return rapidly

to feed or roost once the disturbance ceases. In consideration of the infrequency of overflight that birds under this airspace may experience, the Air Force has concluded that RBTI Alternative B may affect, but is not expected to adversely affect this species

- The mountain plover was once thought to be particularly associated with Lea County, New Mexico (Ligon 1961), but there are no records of it in this county for 25 years (the 1970s through 1995) (Sager 1996), and the species is currently classified by the New Mexico Department of Game and Fish as uncommon in Lea County. The mountain plover has also been reported in Eddy County, New Mexico, as well as Jeff Davis, Brewster, Dawson, and Lynn counties in Texas. Air operations over Dawson and Lynn counties would take place at a minimum altitude of 3,000 feet AGL. The other three counties have not had confirmed nesting activity, although they are likely to be visited by migrants as they fly between their winter home in southern Texas and Mexico and the common breeding area in northern New Mexico (Peterson 1990). In consideration of these factors, the Air Force has concluded that Alternative B is not likely to jeopardize the continued existence of this proposed species.

- The northern aplomado falcon is a potential resident along the Texas and Mexico border. During GAF consultations for this species, it was determined that aircraft overflight actions "may affect but are not likely to jeopardize the continued existence of" the northern aplomado falcon. As a result of the GAF consultation, the Air Force has initiated annual aplomado falcon surveys (with reports of findings to the USFWS) under airspace flown by GAF aircraft. By expanding the ongoing northern aplomado falcon survey/reporting effort to cover potential falcon habitat under that airspace associated with RBTI Alternative B and which is overflown below 2,000 feet AGL, the Air Force believes it may conclude that Alternative B may affect, but is not likely to adversely affect, the northern aplomado falcon.

- Based on their known distribution and available habitat, none of the listed mammal species in this region (black-footed ferret, Mexican long-nosed bat, black bear, and ocelot) are expected to be found under the airspace affected by this alternative. Therefore, Alternative B is expected to have no effect on these species.

- The remaining listed bird species found in the region either do not have habitat directly under the airspace or would only be transient visitors in the area (see Appendix H of the Draft EIS, Table H-10, for a complete listing of sensitive species). Transient visitors include the bald eagle, interior least tern, whooping crane, piping plover, and brown pelican. Because of the small chance of overflight, these species would experience no adverse effect from Alternative B. Species that do not have habitat under the airspace include Mexican spotted owl, southwestern willow flycatcher, and golden-cheeked warbler. These species would experience no effect from Alternative B.

- Aircraft overflights from Alternative B are expected to have no effect on the 14 listed or proposed-for-listing plant species potentially found under the affected airspace. The six sensitive fish species present are expected to experience no adverse effect due

to habituation and to noise attenuation at the air/water interface. The only listed reptile species (the Concho water snake) is likewise not expected to respond to aircraft overflights. Therefore, Alternative B is not expected to adversely affect this species.

In summary, the Air Force has concluded that Alternative B may affect, but is not likely to adversely affect, listed species.

c) Alternative C. This alternative is very similar to Alternative B, and is roughly 75 percent existing airspace.

Under this alternative, aircraft would use the proposed Texon MOA (instead of the Lancer MOA and IR-178 segments AE-AF through AJ-AK in Alternative B). All flights in the Texon MOA would be at or above 3,000 feet AGL, which the Air Force believes is high enough to preclude an adverse effect on listed species.

IR-178 segments AB, BC, CD, DE, EF, FG, GH, HI, IJ, JK, and half of KL) coincide with (but are at various points wider than) segments of IR-102/141 which were consulted on for GAF. As we previously reported to you, it has been decided that the GAF-related operations will now not take place on IR-102/141. Like Alternative B, this alternative would include new IR-178 segments VA-VB and VB-R, but Alternative C would additionally have new segment N-NA. All segments of IR-178 would have minimum altitudes of less than 2,000 feet AGL, and RBTI aircraft using these areas would operate under the Terms and Conditions of the GAF Biological Opinion.

In summary, the overall potential effects for this alternative would be the same as for Alternative B. Consequently, the Air Force has concluded that Alternative C may affect, but is not likely to adversely affect, listed species.

d) Alternative D. This alternative is mostly located in northeastern New Mexico, with four counties in northern Texas also affected. Much of the airspace associated with Alternative D was covered in the Cannon and/or GAF consultations, although some segments will now be widened. New segments are Z-ZA (which would be flown at or above 2,000 feet AGL) and CD, WA-WB. Potential impacts for this alternative are as follows:

- Concentrations of wintering bald eagles occur within Alternative D. Those populations along the Canadian River and at Conchas Lake are under high-altitude overflight areas (greater than 2,000 feet AGL) and are expected to experience no adverse effect. Populations along the Pecos River and the Rio Chama could experience lower overflights, which could result in an adverse effect. New airspace in reconfigured segment HI is adjacent to a designated roost area. With the application of the eagle overflight restrictions described in the Cannon consultation to RBTI Alternative D, the Air Force concludes that Alternative D may affect, but is not likely to adversely affect, the bald eagle. The flight restrictions are as follows:

- *Avoid known nest sites by 1 mile laterally or 2,000 feet AGL during the entire bald eagle breeding season (October 1 to July 15).*
- *Avoid water bodies (named lakes, perennial rivers, and reservoirs) by 2,000 feet AGL October 1 through March 1 of each year.*
- *Avoid known roost sites by a minimum of 1,000 feet AGL from October 1 through March 1 of each year.*

- The Mexican spotted owl has potential habitat along the Rio Chama which would be overflown. Low-altitude overflight in this area could result in an adverse effect. By applying to RBTI Alternative D the Mexican spotted owl overflight restrictions described in the Cannon consultation, the Air Force concludes that Alternative D may affect, but is not likely to adversely affect, the Mexican spotted owl. The flight restrictions are as follows:

  - *Avoid known protected activity centers by 2,000 feet AGL and 2,900 feet laterally during the period 1 March to 31 August.*
  - *Overflights along the western segments of IR-109 and IR-111 will be restricted to 2,000 feet AGL during the breeding season (March 1 - August 31 of each year) to avoid impacts to inadequately surveyed owl habitat.*

- The mountain plover is considered to potentially occur in all of the 15 counties overflown by Alternative D. The mountain plover is considered common in only three affected New Mexico counties (Union, Colfax, and Torrance). Union and Colfax, the two counties identified by U.S. Fish and Wildlife Service as of high concern (USFWS 1999), would not experience overflight below 2000 feet AGL. Torrance County is crossed only in the northeast corner, leaving most of the county unaffected. Four Texas counties (Dallum, Hartley, Oldham, and Potter) have a low relative abundance. Flights in Dallum County would be over 3,000 feet AGL, and flights in Potter County and half of Oldham would be over 2,000 feet AGL, so any populations of mountain plovers in these areas would not be disturbed by low overflight. The remaining eight counties have uncommon to rare breeding populations (NMDGF 1997). In summary, low-altitude overflight would occur only over the uncommon to rare mountain plover population sites in the state, leaving most of the concentrations of birds relatively unaffected. In consideration of these factors, the Air Force has concluded that Alternative D is not likely to jeopardize the continued existence of this proposed species.

- Piping plover have been reported in the state on only six occasions. Because of the infrequency of exposure, the piping plover is likely to experience no effect from the Alternative D.

- The whooping crane exists only as a poorly performing experimental flock in New Mexico that is soon to be extirpated. The closest frequently used habitat is hundreds of miles from the RBTI area along the south coast of Texas. The state of New Mexico is considering delisting the whooping crane. Since this species occurs so

infrequently in the state as to warrant consideration for delisting, the Air Force concludes that all RBTI alternatives are likely to have no effect on this species.

- The brown pelican is only a rare visitor to the area, occurring primarily as immature wanderers during the summer and fall seasons: presumably these are storm-driven birds. Therefore, because of the infrequency of exposure, Alternative D is likely to have no effect on this species.

- The southwestern willow flycatcher is predominantly found in the southwestern portion of New Mexico and not underneath the proposed alternative airspace. Habitat has been identified along the Rio Grande west of Taos. However, the Alternative D proposed flight path bypasses this habitat to the north by more than 15 miles. Critical habitat in New Mexico is restricted to portions of the Gila, San Francisco, and Tularosa rivers in the southwestern corner of the state and is not found under the affected airspace. Therefore, Alternative D is likely to have no effect on this species.

- The interior least tern does not have nesting habitat under Alternative D airspace, although wintering or migrating birds may use wetlands and open water in the proposed project area. These same areas are frequented by the bald eagle, and are avoided by aircraft. This avoidance will afford coincidental protection to the tern. Therefore, the Air Force concludes that Alternative D will have no adverse effect on the interior least tern.

- The only listed mammal potentially found in the area is the black-footed ferret, but it is considered extirpated from the area. Therefore, Alternative D would have no effect on the black-footed ferret.

- By the very nature of the proposed action and the species themselves, the two listed plants and three listed fish species would not be affected by aircraft overflight under Alternative D. Proposed RBTI activities would have no effect on the holy ghost ipomopsis and the puzzle sunflower, and no adverse effect on the Arkansas River shiner, Colorado squawfish, and Pecos blunt-nose shiner.

In summary, the Air Force has concluded that Alternative D may affect, but is not likely to adversely affect, listed species.

7. **Summary of Anticipated Species Effects From Electronic Scoring and Emitter Sites.** As detailed in Section 2.4.1 of the Draft EIS, the Air Force specifically sought candidate sites that were previously disturbed in order to avoid impacts to biological and other resources. Development of the ten selected emitter sites would consist of the installation of a chain-link fence, a 14-foot-wide gravel driveway, and 0.25-acre gravel parking lot at each 15-acre site. The two electronic scoring sites would have a chain-link fence, a 14-foot-wide asphalt driveway, and a 3-acre asphalt pad. The attached Natural Resources Report details the methodology and findings of the site surveys. Key points are outlined below:

   - Surveys of the 42 candidate emitter and electronic scoring sites were conducted 20-28 Apr 98 and 10-11 Sep 98 in Texas and 11-18 May 98 in New Mexico.

- Biologists conducting the survey were Kirk Lakey and Scot Greenwood. Mr. Lakey is a Senior Biologist with The Environmental Company, Inc., and has a B.S. degree in Range Management and Wildlife Habitat Management and over 14 years' experience. Mr. Greenwood is an Environmental Analyst with Ogden Environmental and Energy Services Company, Inc., and has a B.S. degree in Natural Resources and Environmental Science and three years' experience.

- Sensitive plants surveyed include, but were not limited to, those listed in the Draft EIS Appendix H, Table H-4. All species observed were noted so that unexpected sensitive species present would have been discovered.

- The overall habitat disturbed by the sites would be less than 20 acres over twelve locations, all of which have already been disturbed by agriculture, grazing, or oil and gas development.

No listed species or potential habitat were observed during biological surveys of each of the candidate Electronic Scoring Sites and emitter sites in Texas or New Mexico. No sites are near known locations of listed bird species. Therefore, even though the sites overlap the general range of several sensitive bird, mammal, and reptile species, site inspections lead the Air Force to conclude that no adverse effect on listed wildlife species and no effect on listed plant species is expected from the development of these sites.

Attachments:
1. References Cited
2. Maps of Airspace
3. Natural Resources Report w/ CD Photo Album
4. RBTI Final EIS, Volume III, Appendix H

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APPENDIX I
SOCIOECONOMICS

This Appendix provides detailed supporting information for the socioeconomic analysis discussed in Section 4.4. Appendix I describes the methodology and assumptions used in the analysis, as well as the direct and indirect output, earnings, and employment impacts for each affected region. Changes in regional population and attendant impacts to public services are also assessed.

Economic Impact Methodology

An examination of economic effects requires a systematic analysis of the relationships among industries within regions because these relationships largely determine how regional economies are likely to respond to project changes. Regional input-output multipliers account for industry relationships within regions and are useful tools for estimating regional economic impacts.

The Regional Input-Output Modeling System (RIMS II) of the U.S. Bureau of Economic Analysis (BEA) was used for this analysis (U.S. Bureau of Economic Analysis 1997). RIMS II is widely used in both the public and private sectors and is based on an accounting framework called an input-output (I-O) table. For each industry, an I-O table shows the distribution of the inputs purchased and the outputs sold. A typical I-O table in RIMS II is derived mainly from two data sources: BEA's national I-O table, which shows the input and output structure of nearly 500 U.S. industries, and BEA's regional economic accounts, which are used to adjust the national I-O table to reflect a region's industrial structure and trading patterns.

Local procurement for goods and services, as well as local expenditures by employees support additional, indirect output, earnings, and jobs. Final-demand multipliers for output, earnings, and employment measure the economic impact of a change in final demand, in earnings, or in employment on a region's economy. Specific RIMS II regional multipliers developed by BEA for Boone County, Arkansas; Otero County, Colorado; Taylor and Reeves counties, Texas; and Quay, Union, and Harding counties, New Mexico were used in this EIS.

For this analysis, the following assumptions were made:

- All economic activity is assumed to occur within the affected counties (i.e., all expenditures are local).
- Maintenance expenditures are assumed to be the same for the existing and proposed scoring and emitter facilities.
- Maintenance expenditures are assumed to equal producers' prices.
- Expenditures associated with the un-manned emitter sites are assumed to occur in the county where the associated scoring facility is located.
- The creation of scoring facility operations positions would result in in-migration of personnel.
- The loss of scoring facility operations positions would result in out-migration of affected personnel.

- Quay, Union, and Harding counties, New Mexico are considered one economic region.

1.0 Alternative A: No-Action

Under Alternative A: No-Action, there would be no construction or changes in existing operations. No new socioeconomic impacts would be associated with this alternative.

2.0 Alternative B: IR-178/Lancer MOA

2.1 Construction Impacts

Under this alternative, construction costs are estimated to range from $3.6 million to $5 million for each scoring facility at Abilene, Taylor County, and Pecos, Reeves County. Construction costs for the associated emitter sites would range from $300,000 to $680,000 per site. Construction would take place in 2001 and last for 12 to 18 months for each scoring site and less than 2 months for each emitter site. Construction activities would employ an average of eight workers at any one time. Estimated costs to acquire fee, lease, and easement rights for the 10 emitter sites would be approximately $500,000. For the purposes of this analysis, half of the construction costs associated with the emitter sites are assessed in Taylor County and the other half in Reeves County.

The construction expenditures of approximately $4.3 million for each scoring facility and $2.7 million for five emitter sites would total approximately $7 million each in Taylor and Reeves counties. The impacts of facility construction are shown in Table I-1.

Table I-1. Estimated Construction Impacts Under Alternative B

Impact Based on the Change in Final Demand	*Taylor County*	*Reeves County*
Change in Final Demand	$7,000,000	$7,000,000
Final-demand multipliers:		
Output (dollars)	1.6471	1.2934
Earnings (dollars)	0.4892	0.2772
Employment[a] (jobs)	19.9	11.3
Impact on:		
Output	$11,530,000	$9,054,000
Earnings	$3,424,000	$1,940,000
Employment (jobs)	140	80

[a] The employment multiplier is measured on the basis of a $1 million change in output delivered to final demand.
Source: U.S. Bureau of Economic Analysis, 1998.

No changes to population would occur from construction activities. The required construction force of eight workers would be expected to be available from the local labor supply. Indirect jobs associated with construction expenditures would be approximately 140 and 80 in Taylor and Reeves counties, respectively. Most indirect job growth would occur in the services, wholesale, and retail trade industries. This would represent about 1 percent of current employment in both counties. No in-migration would be expected as a result of indirect job growth. Increased earnings as a result of construction activities would represent approximately 1 percent of current county personal income. This would represent a minor beneficial impact to the economy.

2.2 Ground Operations Impacts

The scoring facilities in Taylor and Reeves counties would employ 31 and 30 people, respectively, at an average salary of $30,000. It is assumed that these personnel would in-migrate to the area for employment. Annual maintenance costs for each scoring site would be approximately $150,000. The emitter sites would be unmanned; annual maintenance costs would be less than $50,000.

Total earnings paid in Taylor and Reeves counties would be $930,000 and $900,000, respectively. Annual maintenance costs would be approximately $175,000 in each county. Impacts associated with operations are shown in Tables I-2 and I-3.

Table I-2. Estimated Operations Impacts in Taylor County Under Alternative B

		Final-Demand Multiplier			*Impact*		
Industry	*Regional Purchases (dollars)*	*Output (dollars)*	*Earnings (dollars)*	*Employment*[a] *(jobs)*	*Output (dollars)*	*Earnings (dollars)*	*Employment (jobs)*
Utilities	43,750	1.4413	0.2357	6.2	63,000	10,000	1
Wholesale Trade	52,500	1.5560	0.4413	14.9	82,000	23,000	1
Insurance	17,500	1.8682	0.5732	20.9	33,000	10,000	1
Business Services	61,250	1.6593	0.5729	22.0	102,000	35,000	2
Households	930,000	0.9761	0.2659	12.9	907,000	247,000	12
Sub total	1,105,000				1,187,000	325,000	17
Initial Change					175,000	930,000	31
Total					1,362,000	1,255,000	48

[a] The employment multiplier is measured on the basis of a $1 million change in output delivered to final demand.
Source: U.S. Bureau of Economic Analysis 1998.

Table I-3. Estimated Operations Impacts in Reeves County Under Alternative B

		Final-Demand Multiplier			*Impact*		
Industry	*Regional Purchases (dollars)*	*Output (dollars)*	*Earnings (dollars)*	*Employment* [a] *(jobs)*	*Output (dollars)*	*Earnings (dollars)*	*Employment (jobs)*
Utilities	43,750	1.5844	0.1657	3.9	69,000	44,000	1
Wholesale Trade	52,500	1.2511	0.2898	9.4	66,000	15,000	1
Insurance	17,500	1.4229	.5096	17.9	25,000	9,000	1
Business Services	61,250	1.3520	0.5060	19.1	83,000	31,000	2
Households	900,000	0.5768	0.1468	7.8	519,000	132,000	7
Subtotal	1,075,000				762,000	231,000	12
Initial Change					175,000	900,000	30
Total					937,000	1,131,000	42

[a] The employment multiplier is measured on the basis of a $1 million change in output delivered to final demand.
Source: U.S. Bureau of Economic Analysis 1998.

Given an average household size of 2.8 and 3.3 in Taylor and Reeves counties, respectively (U.S. Census 1990), direct population change as a result of operations would be 87 in Taylor County and 99 in Reeves County. This would represent less than 1 percent of county population. No impacts would be expected to population-affected resources such as schools, libraries, fire and police protection, housing, etc.

Indirect jobs created as a result of operations would be 17 and 12 in Taylor and Reeves counties, respectively. Most indirect job growth would occur in the services, wholesale, and retail trade industries. Indirect job growth would represent less than 1 percent of county employment. The local labor pool would be expected to absorb this additional demand; no significant change in the unemployment rates and no in-migration of labor would be expected.

Increased earnings as a result of operations would represent approximately 1 percent of current county personal income. This would represent a minor beneficial impact to the economy.

2.3 Decommissioning Impacts

Under Alternative B, the electronic scoring facilities located in Harrison, Boone County, Arkansas and La Junta, Otero County, Colorado would be decommissioned and the equipment from the associated eight emitter sites removed. The decommissioning of the facilities would result in the loss of 30 positions in Harrison and 31 positions in La Junta. Affected personnel are assumed to move from the areas. The scoring facilities would be offered for sale to other federal and local governmental agencies and the leased emitter site property would be returned to the landowners.

Decommissioning would result in the loss of earnings of $900,000 and $930,000 in Boone and Otero counties, respectively. In each county, annual maintenance expenditures of $150,000 for the scoring facilities and $20,000 for the associated emitter sites would cease. Impacts associated with decommissioning are shown in Tables I-4 and I-5.

Table I-4. Estimated Decommissioning Impacts in Boone County Under Alternative B

		Final-Demand Multiplier			*Impact*		
Industry	*Regional Purchases (dollars)*	*Output (dollars)*	*Earnings (dollars)*	*Employment*[a] *(jobs)*	*Output (dollars)*	*Earnings (dollars)*	*Employment (jobs)*
Utilities	-42,500	1.2994	0.2069	6.5	-55,000	-9,000	-1
Wholesale Trade	-51,000	1.4112	0.3720	15.1	-72,000	-19,000	-1
Insurance	-17,000	1.5673	0.5674	25.3	-27,000	-10,000	-1
Business Services	-59,500	1.4972	0.5787	31.7	-89,000	-34,000	-2
Households	-900,000	0.7695	0.1952	11.1	-693,000	-176,000	-10
Subtotal	-1,070,000				-936,000	-248,000	-15
Initial Change					-170,000	-900,000	-30
Total					-1,106,000	-1,148,000	-45

[a]: The employment multiplier is measured on the basis of a $1 million change in output delivered to final demand.
Source: U.S. Bureau of Economic Analysis 1998.

Table I-5. Estimated Decommissioning Impacts in Otero County Under Alternative B

		Final-Demand Multiplier			*Impact*		
Industry	*Regional Purchases (dollars)*	*Output (dollars)*	*Earnings (dollars)*	*Employment*[a] *(jobs)*	*Output (dollars)*	*Earnings (dollars)*	*Employment (jobs)*
Utilities	-42,500	1.2458	0.1873	5.2	-53,000	-43,000	-1
Wholesale Trade	-51,000	1.3421	0.3442	11.5	-68,000	-18,000	-1
Insurance	-17,000	1.4949	0.5753	21	-25,000	-10,000	-1
Business Services	-59,500	1.4394	0.5213	21.7	-86,000	-31,000	-2
Households	-930,000	0.6950	0.1850	9.3	-646,000	-172,000	-9
Subtotal	-1,100,000				-878,000	-274,000	-14
Initial Change					-170,000	-930,000	-31
Total					-1,048,000	-1,204,000	-45

[a] The employment multiplier is measured on the basis of a $1 million change in output delivered to final demand.
Source: U.S. Bureau of Economic Analysis 1998.

Given an average household size of 2.5 and 2.7 in Boone and Otero counties, respectively (U.S. Census 1990), direct population loss as a result of decommissioning would be 75 in Boone County and 84 in Otero County. This would represent less than 1 percent of county population. No impacts would be expected to population-affected resources such as schools, libraries, fire and police protection, and housing.

Indirect jobs lost as a result of decommissioning would be 15 and 14 in Boone and Otero Counties, respectively. Most indirect job loss would occur in the services, wholesale, and retail trade industries. Indirect job loss would represent less than 1 percent of county employment. The county economies would be expected to absorb this additional capacity of labor; no significant change in the unemployment rates or out-migration of labor would be expected.

Lost earnings as a result of decommissioning would represent approximately 1 percent of current county personal income. This would represent a minor negative impact to the economy.

3.0 Alternative C: IR-178/Texon MOA

3.1 Construction Impacts

Impacts would be the same as those described for Alternative B.

3.2 Operations Impacts

Impacts would be the same as those described for Alternative B.

3.3 Decommissioning Impacts

Impacts would be the same as those described for Alternative B.

4.0 Alternative D: IR-153/Mt. Dora MOA

4.1 Construction Impacts

For the proposed Taylor County, Texas site, construction impacts would be the same as described under Alternative B. The proposed three scoring sites in New Mexico are located in Quay, Union, and Harding counties, near Tucumcari. Given the size and economic activity in the region, the three counties are considered one economic region for this analysis. Construction costs for the proposed Tucumcari scoring site would range from $3.6 million to $5 million. Construction costs for the associated emitter sites would range from $300,000 to $680,000 per site. Construction would take place in 2001 and last for 12 to 18 months for the scoring site and less than 2 months for each emitter site. Construction activities would employ an average of eight workers at any one time. Costs to acquire fee, lease, and easement rights for the 10 emitter sites would be approximately $500,000. For the purposes of this analysis, half of the construction costs associated with the emitter sites are assessed in Taylor County, Texas, and the other half in the tri-county region of Quay, Union, and Harding counties, New Mexico.

The construction expenditures of approximately $4.3 million for the scoring facility and $2.7 million for five emitter sites would total approximately $7 million in the tri-county region. The impacts of facility construction are shown in Table I-6.

Table I-6. Estimated Construction Impacts Under Alternative D	
Impact Based on the Change in Final Demand	*Tri-County Region of Quay, Union, and Harding Counties*
Change in Final Demand	$7,000,000
Final-demand multipliers:	
Output (dollars)	1.3992
Earnings (dollars)	0.3927
Employment[a] (jobs)	18.9
Impact on:	
Output	$9,794,000
Earnings	$2,749,000
Employment (jobs)	133

[a] The employment multiplier is measured on the basis of a $1 million change in output delivered to final demand.
Source: U.S. Bureau of Economic Analysis 1998.

No changes to population would occur from construction activities. The required construction force would be expected to be available from the local labor supply. Indirect jobs associated with construction expenditures would be approximately 133. Most indirect job growth would occur in the services, wholesale, and retail trade industries. This would represent about 2 percent of current employment. No in-migration would be expected as a result of new indirect job growth. Increased earnings would represent approximately 2 percent of current regional personal income. This would represent a minor beneficial impact to the regional economy.

4.2 Operations Impacts

For the proposed Taylor County site, ground operations impacts would be the same as described for Alternative B. The facility near Tucumcari would employ 30 people at an average salary of $30,000. It is assumed that all these personnel would in-migrate to the area for employment. Annual maintenance costs for the Tucumcari site would be approximately $150,000. The emitter sites would be unmanned; annual maintenance costs would be less than $50,000.

Total earnings paid in the region would be $900,000. Annual maintenance costs would be approximately $175,000. Impacts associated with operations are shown in Table I-7.

Table I-7. Estimated Operations Impacts in the Tri-County Region, New Mexico Under Alternative D

		Final-Demand Multiplier			*Impact*		
Industry	*Regional Purchases (dollars)*	*Output (dollars)*	*Earnings (dollars)*	*Employment[a] (jobs)*	*Output (dollars)*	*Earnings (dollars)*	*Employment (jobs)*
Utilities		1.4031	0.2496	8.3	61,000	11,000	1
Wholesale Trade	52,500	1.3479	0.4203	16.8	71,000	22,000	1
Insurance	17,500	1.5030	0.5670	24.9	26,000	10,000	1
Business Services	61,250	1.3900	0.5133	23.4	85,000	31,000	2
Households	900,000	0.6436	0.1759	9.9	579,000	158,000	9
Subtotal	1,075,000				822,000	232,000	14
Initial Change					175,000	900,000	30
Total					997,000	1,132,000	44

[a]: The employment multiplier is measured on the basis of a $1 million change in output delivered to final demand.
Source: U.S. Bureau of Economic Analysis 1998.

Given an average household size of 2.6 in the tri-county region (U.S. Census 1990), direct population change as a result of operations would be 78. This would represent less than 1 percent of regional population. No impacts would be expected to population-affected resources such as schools, libraries, fire and police protection, and housing.

Indirect jobs created as a result of operations would be 14, less than 1 percent of regional employment. Most indirect job growth would occur in the services, wholesale, and retail trade industries. The local labor pool would be expected to absorb this additional demand; no significant change in the unemployment rates and no in-migration of labor would be expected.

Increased earnings as a result of operations would represent approximately 1 percent of current regional personal income. This would represent a minor beneficial impact to the regional economy.

4.3 Decommissioning Impacts

The impacts would be the same as those described for Alternative B.

References

U.S. Bureau of Economic Analysis. 1998. Regional Multipliers for Boone County, AR; Otero County, CO; Taylor County, TX; Reeves County, TX; and Harding, Quay, and Union Counties, NM. December. Washington, DC.

U.S. Bureau of Economic Analysis. 1997. Regional Multipliers, A User Handbook for the Regional Input-Output Modeling System (RIMS II). Third edition. March. Washington, DC.

U.S. Census Bureau. 1990. Census of Population and Housing, Summary Tape File 3A. http://venus.census.gov/cdrom/lookup (October 6-7, 1998).

APPENDIX J
SOIL EROSION CALCULATIONS

Assumptions and Background for Calculations

While long-term wind and water caused soil erosion rates are predicted to be low in areas with established permanent cover and hardened surfaces (graveled pads, roads, etc.), potentially moderate erosion losses may occur on unimproved roads, other bare areas, and during short-term construction practices. If not protected, the majority of soils found on RBTI have the potential for water and wind erosion. However, best management practices would be followed and the erosion potential would be minimal. The following describes how soil erosion is calculated and Table J-1 provides the data that were used for these calculations.

Excessive water runoff causes three types of erosion: sheet, rill, and gully. The Universal Soil Loss Equation (USLE) can be used to estimate loss rates due to sheet and rill erosion. Gully erosion is more apparent when it occurs and is calculated by direct volume measurements. It is difficult to predict gully erosion rates: it is based on site specific factors and professional judgment.

Wind-caused erosion is typically most severe where soil textures are sandy. Moisture helps bind soil particles together, therefore, this type of erosion occurs predominantly during dry periods. Fine textured soils are susceptible to wind erosion if pulverized, as on road surfaces. Airborne dust, or fugitive dust, can be a result of this type of erosion.

USLE factors used to calculate sheet and rill erosion rates were obtained from various USDA-NRCS (SCS) soil surveys, NRCS technical guides, and NRCS soil scientists from New Mexico and Texas. Gully erosion estimates were based on site specific data provided by qualified field crew and technical staff after review of proposed construction concepts. Gully erosion may be a factor on localized sites and should be added to overall loss calculations. If it is known to occur, gully erosion can be estimated using an average gully size (e.g., v-shaped gully 30 ft. long by 2 ft. wide at ground surface by 1 ft. deep = 30 $ft.^3$ = 1.1 $yd.^3$, which is about 1 ton of soil).

Wind erosion estimates are based on NRCS methodologies (Wind Erosion Equation or WEQ), as well as an EPA standard method for calculating losses due to construction practices, in the form of fugitive dust (1.2 tons/ac/month x 50% reduction factor with Best Management Practice use = 0.6 tons/ac/month). Because some factors are site specific, WEQ calculations were made for each candidate MTR and MOA emitter and electronic scoring site. A 70% overall reduction factor that recognizes application of Best Management Practices is used in this analysis for WEQ. Care must be used when generalizing about wind erosion (see Assumptions).

Formulas, factors, and assumptions used in all cases are listed below.

Summary

1. Calculate area (acres) of ground to be disturbed (roads and right-of-ways, building pad areas, etc.), according to soil types listed for each emitter/scoring site.
2. Total predicted soil lost for given site = (acres x USLE factors) + (acres x Wind Erosion factors) + gully losses if any.

Assumptions

1. Total disturbed area for MTR/MOA sites = 0.6 acres.
2. Total disturbed area for ESS sites = 3.3 acres.
3. Bare soil construction period at each site is 10 days (0.33 months).
4. Erosion will be negligible after construction period is completed.
5. 250 lbs./ac. vegetation cover and/or coarse fragments, and no soil clods or crusts in construction areas (pulverized soil conditions).
6. Moderate to high erosion factors are used in USLE calculations (*P* factor equals *1*, *C* factor adjusted for low cover with low management =0.50, slope length *L* maximum and gradient *S* low, all other factors per NRCS FOTGs).
7. Wind erosion loss as fugitive dust will be reduced by 50% with application of Best Management Practices such as watering and soil stockpiling.
8. Other wind erosion losses to saltation, suspension, and surface creep, as calculated by WEQ will be reduced by 70% with application of Best Management Practices such as watering, covering with erosion fabric, and soil stockpiling.
9. Moderate to high erosion factors are used in Wind Erosion Equation (*K* factor set to 1, *L* factor at maximum length for graded site, *V* factor set low converted to small grain equivalents, all other factors per NRCS FOTGs).
10. Wind erosion calculated on 12-month basis and reduced to 10-day period. Because wind erosion periods vary on monthly basis, actual erosion rates will depend on weather conditions during construction periods.
11. Gully erosion will be minimal except on margins of steepest sites.

Factors and Calculations

(Note: Factors used in the USLE are not the same as in the Wind Erosion Equation)
BMP = Best Management Practice
USLE: R x K x LS x C x P = A in *tons/ac/year*

Wind Erosion Equation: f (I K C L V) = E x BMP reduction factor = E_{Tot} in *tons/ac/year*.

Fugitive Dust: 1.2 tons/ac/month x BMP reduction factor = D in *tons/ac/month*

Table J-1. Soil Erosion Calculations for Candidate Emitter and Electronic Scoring Sites

						Sheet and Rill Erosion						*Wind Erosion*							*Fugitive Dust*						*Gully Erosion**		*TOTAL***
Alt.	*Site Number*	*Soil Survey Area*	*Site Type*	*Soil Map Unit*	*Slope (%)*	R	K	LS	C	P	A tons/ac/ year	I	K	C	L	V	E tons/ac/ year	E_{Tot} (w 70% BMP Reduc.)	Tons	BMP % Reduc.	D tons/ac/ month	[(A + E_{Tot}) / 12 + D] x 0.33 months	x	Total Acres	+	(Cu. Ft. lost/ 27 ft^3/ ton)	=	Tons Erosion per Site
B	64	Scurry	MOA Emitter	Mansker series, Olton series	1-3 (est.)	120	0.32	0.27	0.50	1.0	5.18	86	1	55	100	250	12.1	3.6	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.3
B	65	Borden	MOA Emitter	Patricia fine sandy loam	1-3	120	0.38	0.27	0.50	1.0	6.16	86	1	65	100	250	16.2	4.9	1.2	50%	0.6	0.5	x	0.6	+	0	=	0.3
B	66	Borden	MOA Emitter	Lofton clay loam	0.2-0.6	120	0.32	0.13	0.50	1.0	2.50	86	1	65	100	250	16.2	4.9	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.2
B	67	Borden	MOA Emitter	Spade-Latom Complex	2-5	120	0.24	0.29	0.50	1.0	4.18	86	1	65	100	250	16.2	4.9	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.3
B	72	Garza	MOA Emitter	Berda loam	1-3	130	0.28	0.27	0.50	1.0	4.91	86	1	65	100	250	16.2	4.9	1.2	50%	0.6	0.5	x	0.6	+	0	=	0.3
B	95	Scurry	MOA Emitter	Miles and Cobb fine sandy loam	1-3	120	0.24	0.27	0.50	1.0	3.89	86	1	55	100	250	12.1	3.6	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.2
B/C	54	Brewster	MTR Emitter	Badland-Vieja Association	3-15	80	0.43	0.29	0.50	1.0	4.99	1	1	120	100	250	0.4	0.1	1.2	50%	0.6	0.3	x	0.6	+	0	=	0.2
B/C	55	Presidio	MTR Emitter	Nickel-Canutio Association (est.)	0-3	70	0.15	0.13	0.50	1.0	0.68	1	1	120	100	250	0.4	0.1	1.2	50%	0.6	0.2	x	0.6	+	0	=	0.1
B/C	59	Reeves	MTR Elect. Scor. Site	Delnorte-Nickel Association	5-12	80	0.15	0.35	0.50	1.0	2.10	1	1	120	300	250	1.3	0.4	1.2	50%	0.6	0.3	x	3.3	+	0	=	0.9
B/C	60	Reeves	MTR Elect. Scor. Site	Hodgins silty clay loam	0-1	80	0.32	0.18	0.50	1.0	2.30	86	1	120	300	250	62.6	18.8	1.2	50%	0.6	0.8	x	3.3	+	0	=	2.6
B/C	81	Brewster	MTR Emitter	Reagan-Hodgins-Sanderson Association	1-15 (est.)	80	0.37	0.29	0.50	1.0	4.29	1	1	120	100	250	0.4	0.1	1.2	50%	0.6	0.3	x	0.6	+	1	=	1.2
B/C	82	Pecos	MTR Emitter	Reagan silty clay loam, saline	0-1	90	0.32	0.13	0.50	1.0	1.87	1	1	120	100	250	0.4	0.1	1.2	50%	0.6	0.3	x	0.6	+	0	=	0.2
B/C	91	Pecos	MTR Emitter	Ector-Rock Outcrop Association, steep	20-45	90	0.15	0.43	0.50	1.0	2.90	1	1	120	100	250	0.4	0.1	1.2	50%	0.6	0.3	x	0.6	+	0	=	0.2
B/C	93	Pecos	MTR Emitter	Ector Association, hilly	10-30	90	0.1	0.35	0.50	1.0	1.58	1	1	120	100	250	0.4	0.1	1.2	50%	0.6	0.2	x	0.6	+	0	=	0.1
C	78	Upton	MOA Emitter	Reagan silty clay loam, saline	0-1	120	0.37	0.13	0.50	1.0	2.89	1	1	80	100	250	0.3	0.1	1.2	50%	0.6	0.3	x	0.6	+	0	=	0.2
C	79	Schleicher	MOA Emitter	Ector Association	1-8	150	0.1	0.29	0.50	1.0	2.18	1	1	50	100	250	0.3	0.1	1.2	50%	0.6	0.3	x	0.6	+	0	=	0.2
C	80	Upton	MOA Emitter	Ector very gravelly loam	1-8	120	0.1	0.29	0.50	1.0	1.74	1	1	80	100	250	0.3	0.1	1.2	50%	0.6	0.2	x	0.6	+	1	=	1.1
C	88	Regan	MOA Emitter	Conger-Reagan Association	0-3	120	0.37	0.13	0.50	1.0	2.89	86	1	70	100	250	20.3	6.1	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.3
C	89	Regan	MOA Emitter	Conger-Reagan Association	0-3	120	0.37	0.13	0.50	1.0	2.89	86	1	70	100	250	20.3	6.1	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.3
C	94	Irion	MOA Emitter	Ector very gravelly loam undulating	1-8	130	0.1	0.27	0.50	1.0	1.76	1	1	60	100	250	16.2	4.9	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.2
C/B/D	61	Taylor	En Route Elect. Scor. Site	Vernon Clay	1-3	170	0.32	0.29	0.50	1.0	7.89	86	1	35	300	250	5.1	1.5	1.2	50%	0.6	0.5	x	3.3	+	0	=	1.5
C/B/D	62	Taylor	En Route Elect. Scor. Site	Tillman clay loam	1-3	170	0.32	0.29	0.50	1.0	7.89	48	1	35	300	250	1.2	0.4	1.2	50%	0.6	0.4	x	3.3	+	0	=	1.4
D	2	Guadalupe	MTR Emitter	Clovis-Pastura Association	0-3	120	0.22	0.13	0.50	1.0	1.74	86	1	80	100	250	24.8	7.4	1.2	50%	0.6	0.5	x	0.6	+	0	=	0.3
D	6	Guadalupe	MTR Emitter	Tucumcari-Redona Association	0-5	120	0.37	0.29	0.50	1.0	6.44	86	1	80	100	250	24.8	7.4	1.2	50%	0.6	0.6	x	0.6	+	0	=	0.3
D	7	Guadalupe	MTR Emitter	La Lande-Chispa Complex	3-15	120	0.28	0.29	0.50	1.0	4.87	56	1	80	100	250	11.1	3.3	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.3
D	14	Harding	MOA Emitter	Dumas loam	0-3	120	0.32	0.13	0.50	1.0	2.50	56	1	100	100	250	16.1	4.8	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.2
D	15	Colfax	MOA Emitter	Dioxice fine sandy loam	1-5	120	0.28	0.27	0.50	1.0	4.54	86	1	90	100	250	29.3	8.8	1.2	50%	0.6	0.6	x	0.6	+	0	=	0.3
D	16	Colfax	MOA Emitter	Gruver fine sandy loam	0-3	120	0.28	0.13	0.50	1.0	2.18	48	1	90	100	250	9.7	2.9	1.2	50%	0.6	0.3	x	0.6	+	0	=	0.2
D	17	Union	MOA Emitter	Colmor silty clay loam	0-5	120	0.37	0.29	0.50	1.0	6.44	86	1	120	100	250	44.3	13.3	1.2	50%	0.6	0.7	x	0.6	+	0	=	0.4
D	20	Union	MOA Emitter	Torreon silty clay loam	0-3	120	0.37	0.13	0.50	1.0	2.89	48	1	120	100	250	15.6	4.7	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.2
D	21	Union	MOA Emitter	Spurlock loam	1-5	120	0.28	0.27	0.50	1.0	4.54	86	1	120	100	250	44.3	13.3	1.2	50%	0.6	0.7	x	0.6	+	0	=	0.4
D	24	Guadalupe	MTR Emitter	Clovis-Pastura Association	0-3	120	0.28	0.13	0.50	1.0	2.18	86	1	80	100	250	24.8	7.4	1.2	50%	0.6	0.5	x	0.6	+	0	=	0.3
D	28	Harding	MTR Elect. Scor. Site	Dioxice loam	0-3	120	0.37	0.27	0.50	1.0	5.99	86	1	100	300	250	49.6	14.9	1.2	50%	0.6	0.8	x	3.3	+	0	=	2.5
D	33	Union	MTR Elect. Scor. Site	Spurlock-Plack Complex	0-9	120	0.32	0.29	0.50	1.0	5.57	86	1	120	300	250	44.3	13.3	1.2	50%	0.6	0.7	x	3.3	+	0	=	2.4
D	34	Tucumcari Area (N. Quay Co.)	MTR Elect. Scor. Site	Amarillo fine sandy loam, Amarillo loamy fine sand	0-3	120	0.24	0.29	0.50	1.0	4.18	134	1	120	300	250	117.2	35.2	1.2	50%	0.6	1.3	x	3.3	+	0	=	4.2
D	35	Harding	MOA Emitter	Tricon loam	0-3	120	0.43	0.13	0.50	1.0	3.35	48	1	100	100	250	11.3	3.4	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.2
D	36	Harding	MOA Emitter	Dioxice loam	0-3	120	0.37	0.13	0.50	1.0	2.89	86	1	100	100	250	49.6	14.9	1.2	50%	0.6	0.7	x	0.6	+	0	=	0.4
D	37	Guadalupe	MTR Emitter	Pastura-Clovis Associaton	0-8	120	0.28	0.29	0.50	1.0	4.87	86	1	80	100	250	24.8	7.4	1.2	50%	0.6	0.5	x	0.6	+	0	=	0.3
D	38	Guadalupe	MTR Emitter	Redona-Hilken Loams	0-2	120	0.55	0.2	0.50	1.0	6.60	56	1	80	100	250	11.1	3.3	1.2	50%	0.6	0.5	x	0.6	+	0	=	0.3
D	39	Guadalupe	MTR Emitter	San Jon-Latom Rock Outcrop Complex	1-10	120	0.37	0.29	0.50	1.0	6.44	86	1	80	100	250	24.8	7.4	1.2	50%	0.6	0.6	x	0.6	+	0	=	0.3
D	40	Mora	MTR Emitter	Mion-Penrose Varient-Rock Outcrop Complex	3-45	120	0.15	0.29	0.50	1.0	2.61	48	1	80	100	250	8.0	2.4	1.2	50%	0.6	0.3	x	0.6	+	0	=	0.2
D	41	Mora	MTR Emitter	Partri loam	1-3	120	0.37	0.27	0.50	1.0	5.99	48	1	80	100	250	8.0	2.4	1.2	50%	0.6	0.4	x	0.6	+	0	=	0.3

* *Little evidence that gully erosion may occur on site was observed.*

** *Short-term erosion rates. Actual rates will depend on weather factors during construction period. Long-term erosion is not expected to exceed natural back-ground rates. Sites are relatively level and will be paved with rock or asphalt.*

APPENDIX K
IDENTIFYING THE PREFERRED ALTERNATIVE AND ENVIRONMENTALLY PREFERRED ALTERNATIVE

In conformance with the Council on Environmental Quality (CEQ) regulations (40 CFR 1502.14(e)), the Air Force evaluated information acquired during the RBTI environmental impact analysis process to determine the Air Force's preferred alternative. In addition, as required by 40 CFR 1505.2(b), the environmentally preferred alternative, necessary for the future Record of Decision is identified as well. The two-fold process is discussed below.

Identification of the preferred action alternative and environmentally preferred action alternative followed independent processes. For the preferred alternative, the Air Force evaluated each action alternative to identify which one best met the operational goals of RBTI. Although each action alternative achieves RBTI operational requirements, they can be differentiated by the level of training potential and operational utility. These differences were identified during the NEPA process. Identification of a preferred alternative followed review of the technical analysis, comments received from the public and agencies, as well as input from the FAA, a cooperating agency on this EIS.

For the environmentally preferred alternative, the Air Force evaluated each of the action alternatives based on the results of the environmental analysis as well as public and agency comments on the draft EIS. This evaluation differentiated the action alternatives according to the nature and magnitude of their environmental consequences.

Preferred Alternative

The process for identifying a preferred alternative from among the three action alternatives consisted of a two-part screening. A coarse screening was conducted, followed by a fine screening.

Step 1: Coarse Screening. During coarse screening, the Air Force evaluated the operational utility of each action alternative. Section 2.4 of the EIS indicates that all three alternatives met the rigorous requirements of the systematic alternative identification process in order to be carried forward for analysis in the EIS. This means they all fulfilled the operational requirements. Further evaluation, as presented in Section 2.6.3 of the EIS and summarized below, established that the expected operational outcomes of all three alternatives were similar, although Alternatives B and C would provide slightly more combat training time than Alternative D.

	Alternative B	Alternative C	Alternative D
Percent reduction in low-value transit time	67 – 71%	67 – 71%	45 – 75%
Percent increase in proportion of combat training time	20 – 26%	26 – 29%	18 – 26%

In addition, training activities in Alternative D are more likely to be adversely constrained by weather than the other two action alternatives. The northeastern New Mexico area, where Alternative D is located, is prone to afternoon thunderstorms during the summer months and severe snowstorms during the winter months potentially impairing the ability for military aircraft to train. Western Texas, where Alternatives B and C are located, receives less severe weather. This factor and the operational considerations described above resulted in eliminating Alternative D from being carried forward for fine screening. At this coarse level of consideration, Alternatives B and C had approximately equal potential for being identified as the preferred alternative. Both were carried forward for fine screening.

Step 2: Fine Screening. Alternatives B and C were then assessed in detail to determine the extent to which operational differences had been identified by the technical analysis, agency input, public comments, and cooperating agency (FAA) input.

Both Alternatives B and C would achieve RBTI operational goals almost equally. In terms of training value, Alternative C would provide slightly more combat training time than Alternative B. Since this difference was minor, input from the FAA was the primary tool used to differentiate between the two alternatives. The FAA indicated that the modification and increased use of the proposed Texon MOA/ATCAA within Alternative C could significantly impair IFR traffic, would require rigid management with little or no capability to support any flight changes or delayed operations, necessitate rerouting of civil and commercial aircraft using affected jet routes and federal airways, and possibly require restructuring of the airspace. Given these constraints, the operational flexibility of the proposed Texon MOA/ATCAA would be limited.

In contrast, the proposed Lancer MOA/ATCAA associated with Alternative B offers flexibility and is better suited to support the designated training activities with less potential interference to other aviation in the area. While the proposed Lancer MOA/ATCAA could require rerouting of civil and commercial aircraft, the amount of traffic would be minimal and easily accommodated by the FAA. The proposed Lancer MOA/ATCAA would allow less constrained flow into and out of the training airspace. These factors make Alternative B the more operationally preferable alternative, therefore, it has been identified as the Air Force's preferred alternative.

Environmentally Preferred Alternative

Independent of the identification of the preferred alternative, the Air Force evaluated all three action alternatives to determine the environmentally preferred alternative. Similar to the operational evaluation, a two-step coarse and fine screening approach was used.

Step 1: Coarse Screening. This effort focused on differentiating the overall potential for environmental impacts among the three action alternatives. An assessment of the environmental analysis in the EIS, public comments, and agency input demonstrated that Alternative D, IR-153/Mt. Dora MOA, was the least preferred alternative.

Review of the impact summary table in the Executive Summary of the EIS (repeated below) reveals that in three of the six resource categories, the magnitude of potential impacts for Alternative D would exceed those resulting from Alternatives B and C. In the other three categories, all action alternatives were considered equal. Implementing Alternative D would result in substantial (>10 dB) increases in noise over 22 of 38 segments of proposed IR-153. In contrast, four segments in Alternative B and two in Alternative C would be subjected to similar changes in noise levels. Both

the analysis and comments from agencies indicated that Alternative D has the potential to affect more special use land management areas and threatened or endangered species due to increased aircraft noise and overflights.

Alternatives B and C each have the potential for fewer and lower magnitude environmental impacts than Alternative D. At this coarse level of consideration, Alternatives B and C had approximately equal potential for being identified as the environmentally preferred alternative.

Potential Effects of RBTI Alternatives

EIS Section	*Resource*	*Alternative A*	*Alternative B*	*Alternative C*	*Alternative D*
4.1	Airspace and Aircraft Operations	⊗	♦	♦	♦♦[1]
4.2	Land Management and Use	⊗	♦	♦	♦♦
4.3	Biological Resources	⊗	⊗	⊗	♦
4.4	Socioeconomics and Environmental Justice	⊗	⊗	⊗	⊗
4.5	Cultural Resources	⊗	⊗	⊗	⊗
4.6	Soils and Water Resources	⊗	⊗	⊗	⊗

⊗ = Negligible/inconsequential effects
♦ = Potential adverse effects
♦♦ = Magnitude of potential adverse effects
[1] = Applies to noise

Step 2: Fine Screening. This second level of screening addressed each environmental resource category, individually and cumulatively, to determine if there were environmental discriminators between the two alternatives. Although no dramatic differences were identified from either the EIS analysis or comments, a detailed interdisciplinary review revealed the relative environmental differences presented below.

Airspace and Aircraft Operations. Both alternatives include similar modifications to existing IR-178. Although proposed IR-178 in Alternative B would involve more total airspace, it would create less new airspace, both in total and proportionally. With respect to the MOAs/ATCAAs associated with these alternatives, the proposed Lancer MOA/ATCAA (Alternative B) would reduce the total area affected by this type of airspace, (90 percent would be composed of existing airspace), whereas modifications to the proposed Texon MOA/ATCAA (Alternative C) would increase the total area underlying MOA airspace by 25 percent (with 25 percent of the MOA comprised of new airspace). Coupled with the operational constraints and issues derived from the FAA, these factors make Alternative C less environmentally preferred in terms of airspace management.

Because of similar location, structure, and projected use, neither Alternative B or C is measurably different than the other with regard to noise, air quality, or aircraft safety.

Land Management and Use. Land management and uses underlying the airspace for both Alternatives B and C are relatively similar since the alternatives cover similar area. Ranching, farming, and hunting (through leases) represent the most common land management and uses. Both

alternatives overlie the same two special use land management areas and noise levels at each area increase no more than 3 dB. While population under Alternative B is greater, the establishment of more new airspace in Alternative C affects more locations not previously exposed to aircraft noise. This factor suggests that Alternative B would be slightly preferable to Alternative C.

Biological Resources. No substantive differences were identified between the two alternatives during the screening. Both affect almost the same area and habitats.

Socioeconomics and Environmental Justice. No discernible differences in socioeconomic and environmental justice impacts would result from these two alternatives. Short-term and long-term revenues from construction and operation of the emitters and electronic scoring sites would be identical and apply to the same counties.

Cultural Resources. The number of cultural resources potentially affected by construction of emitter and electronic scoring sites would be one less under Alternative B. Although these resources could be avoided under both Alternatives B and C, the reduced potential for effects makes Alternative B minimally preferable to Alternative C.

Soils and Water. No substantive differences were identified between the two alternatives during the screening. Soil loss and erosion would be minimal under each alternative, and neither would effect water use or availability.

Cumulative Effects. The areas affected by and the timing of both alternatives would be very similar. No known or foreseeable actions would interact with either alternative. Neither alternative could be considered environmentally preferable.

Fine screening of environmental impacts revealed minor differences in the potential consequences of Alternatives B and C. Since Alternative B offers somewhat less potential for environmental impacts, it has been identified as the environmentally preferred alternative.

In conclusion, Alternative B is environmentally preferred. Therefore, the Air Force's preferred alternative and the environmentally preferred alternatives are one in the same -- Alternative B, IR-178/Lancer MOA.