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## Public Scoping Summary Report

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**Air National Guard  
F-15EX Eagle II & F-35A Lightning II  
Operational Beddowns  
Environmental Impact Statement**

**Final Scoping Summary Report**



**November 2022**

## **ACRONYMS AND ABBREVIATIONS**

104 FW	104th Fighter Wing
144 FW	144th Fighter Wing
159 FW	159th Fighter Wing
ANG	Air National Guard
ANGB	Air National Guard Base
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
DAF	Department of the Air Force
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
JRB	Joint Reserve Base
NAS	Naval Air Station
NEPA	National Environmental Policy Act
NGB	National Guard Bureau
NGB/A4AM	National Guard Bureau, Asset Management Division, Plans and Requirements Branch
NOI	Notice of Intent
Q&A	question and answer
SUA	special use airspace



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## **1.0 INTRODUCTION**

The National Guard Bureau (NGB) and Department of the Air Force (DAF) propose to locate F-15EX or F-35A aircraft at alternative locations and is preparing an Environmental Impact Statement (EIS) to analyze the potential impacts of these beddown actions. The NGB is conducting a public involvement process as required by the Environmental Impact Analysis Process (EIAP).

The NGB proposes to beddown one squadron of 21 F-15EX aircraft at two of three alternative locations and one squadron of 21 F-35A aircraft at one of four alternative locations. These beddown actions would replace the F-15C/D aircraft at the alternative locations where they are currently based. Those existing aircraft would be retired from the inventory due to their age and resulting maintenance costs. The Proposed Action also includes personnel needed to operate and maintain the F-15EX and F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Additional details are as follows.

- Approximately 100 additional personnel would be needed for the F-15EX beddown and approximately 80 personnel would be needed for the F-35A beddown.
- Necessary construction projects would be implemented to successfully beddown the aircraft at the selected installations.
- There would be no changes required to the geographic boundaries or altitude structure of the special use airspace used for training.

The alternative locations for the Air National Guard (ANG) F-15EX and F-35A beddowns include:

- Barnes ANG Base at Westfield-Barnes Regional Airport, Westfield, Massachusetts, home of the 104th Fighter Wing (104 FW)
- Fresno ANG Base at Fresno Yosemite International Airport, Fresno, California, home of the 144th Fighter Wing (144 FW)
- Naval Air Station (NAS) Lemoore, Lemoore, California (the 144 FW would relocate from Fresno to NAS Lemoore)
- NAS Joint Reserve Base (JRB) New Orleans, Belle Chasse, Louisiana, home of the 159th Fighter Wing (159 FW)

Each of these locations is a candidate for either the F-15EX or the F-35A aircraft, with the exception of NAS Lemoore, which is a candidate for the F-35A aircraft only because it does not have F-15C/D aircraft to replace. Additionally, should the beddown of either of these aircraft at one or more of these locations not occur, it is feasible that any of these locations could continue operating with their existing legacy F-15C/D model aircraft for a limited time, in which case, construction associated with operating those legacy aircraft into the future is also being analyzed.

In accordance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code 4321-4347), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] §§ 1500-1508), and 32 CFR 989 *et seq.*, *Environmental Impact Analysis Process*, the NGB is preparing an EIS to evaluate the potential consequences to the human and natural environment that may result from implementation of this beddown and its associated components. As part of preparation of the EIS, the NGB must include public involvement in the EIAP. Public involvement is an integral part of developing a representative EIS. NEPA requirements for public involvement, set forth in 32 CFR 989 *et seq.*, specifically require a process called “scoping” to involve the public early in the EIAP.

Scoping is defined in 32 CFR 989 *et seq.* as “an iterative, pro-active process of communicating with individual citizens, neighborhood, community, and local leaders, public interest groups, congressional delegations, state, Tribal, and local governments, and federal agencies. The scoping process must start prior to official public scoping meetings and continue through to preparation of the draft EIS.” Furthermore, “the purpose of this process is to de-emphasize insignificant issues and focus the scope of the environmental analysis on significant issues (40 CFR 1500.4(g)). Additionally, scoping allows early and more meaningful participation by the public. The result of scoping is that the proponent and Environmental Planning Function determine the range of actions, alternatives, and impacts to be considered in the EIS (40 CFR 1508.25).”

This document presents a summary and overview of the scoping process conducted by the NGB for this EIS. Chapter 2.0 describes notification methods utilized by the NGB to inform the public of opportunities for involvement. It also provides an overview of the scoping meetings and provides a synopsis of the opportunities for public comment. Chapter 3.0 provides a summary of comments received during the scoping meetings and throughout the scoping period, which began on July 19, 2022 and ended on September 2, 2022. While this report identifies issues, the document does not make decisions nor does it set forth policies.

## **2.0 THE SCOPING PROCESS**

Scoping for this EIS took place from July 19, 2022 to September 2, 2022. The initiation of the scoping process began with the publication of the Notice of Intent (NOI) to prepare an EIS in the *Federal Register* on July 19, 2022 (Appendix A) notifying the public and government agencies and other interested parties about the proposal, the scoping period, and associated scoping meetings. As required under NEPA, the scoping period extended at least 30 days, and in fact lasted 46 days, from publication of the NOI in the *Federal Register*.

### **2.1 SCOPING PUBLIC NOTIFICATION PROCESS**

The NGB utilized several methods to notify the public of opportunities for involvement and methods to comment on the Proposed Action. These methods included:

- The NOI announcement in the *Federal Register*.
- A mailing of Interagency and Intergovernmental Coordination for Environmental Planning (IICEP) letters (along with a project fact sheet.).
- Distribution of flyers at nearby community centers and businesses.
- Distribution of a press release to local media outlets.
- Placement of newspaper display advertisements in local newspapers at each of the alternative locations.
- Postings to social media via each alternative location's social media channels.
- A website dedicated to the EIS project.

Details of these notification methods are outlined below.

#### **2.1.1 FEDERAL REGISTER NOTICE OF INTENT**

As required by NEPA, an NOI to prepare an EIS was published in the *Federal Register* on July 19, 2022 and is included in Appendix A. This notice provided an overview of the proposal and the NGB's intent to prepare an EIS that will evaluate the potential environmental impacts of the proposal. The NOI also announced the public scoping meeting times and locations. The NOI officially convened the scoping period, during which time the NGB accepted public comments on the EIS through several means described below. While comments can be submitted throughout the EIAP, in order for public comments to be considered in the preparation of the Draft EIS, it is important that they were received by September 2, 2022.



### 2.1.2 INTERAGENCY AND INTERGOVERNMENTAL COORDINATION FOR ENVIRONMENTAL PLANNING

The NGB initiated direct contact with potentially interested and affected Native American tribes, non-tribal government agencies, and government representatives near the installations through IICEP letters distributed in mid-July and August 2022. The NGB sent government agencies and Native American tribes the letters soliciting agency input on the Proposed Action and requesting submittal of any relevant studies or data that might be useful in the analysis of potential impacts. Similar to the NOI, the IICEP letters also provided an overview of the proposal and the NGB's intent to prepare an EIS. In addition, the letters announced the public scoping meetings, as well as separate agency meetings for any agency staff to attend during normal workday hours. Each scoping letter included information about the scoping meetings, along with a fact sheet describing the proposal. Appendices A1–A3 of the EIS contain examples of the IICEP scoping announcement letters and the distribution list.

<i><b>Letter</b></i>	<i><b>Mail Out Date</b></i>
Agency letters	July 22, 2022
Barnes ANG Tribal letters	August 2, 2022
Fresno ANG Tribal letters	August 2, 2022
NAS Lemoore Tribal letters	August 2, 2022
NAS JRB New Orleans Tribal letters	August 12, 2022

*Legend:* ANG = Air National Guard; JRB = Joint Reserve Base;  
NAS = Naval Air Station.

### 2.1.3 FLYERS

Flyers were placed at various community centers and businesses near the installations, which helped inform the local community of the public scoping meetings and encouraged their participation. The flyers were distributed approximately 1 week prior to the public meetings.

### 2.1.4 PRESS RELEASE AND NEWSPAPER DISPLAY ADS

The NGB published newspaper advertisements in newspapers near the installations starting approximately 2 weeks in advance of the scoping meetings.

- Barnes ANGB at Westfield-Barnes Regional Airport
  - *The Republican* – Sunday, August 7 and Sunday, August 14
- NAS JRB New Orleans
  - *The Times-Picayune* – Sunday, August 7 and Sunday, August 14
  - *The Plaquemines Gazette* – Tuesday, August 2 and Tuesday, August 9
- Fresno ANGB at Fresno Yosemite International Airport
  - *The Fresno Bee* – Sunday, July 31 and Sunday, August 7
- NAS Lemoore
  - *Hanford Sentinel* – Tuesday, August 2 and Saturday, August 6

Further, a press release was prepared for each installation and distributed to local media approximately 1 week prior to the scoping meetings.

#### 2.1.5 SOCIAL MEDIA

Installations were encouraged to publicize the scoping period and public meetings on their social media channels, such as Facebook, Twitter, and Instagram.

- Fresno ANG 144 FW social media channels: Facebook, posted August 25, 2022;  
Instagram, posted August 1, 2022  
Facebook – 8 reactions, 1 comment, 0 shares  
Instagram – 156 likes
- NAS Lemoore social media channels: Facebook and Instagram, posted July 25, 2022  
Facebook – 17 reactions, 24 comments, 23 shares  
Instagram – 33 likes
- NAS JRB New Orleans/159 FW – no social media postings
- Barnes ANG 104 FW social media channels: Facebook, posted August 9, 2022 and  
August 16, 2022; flyer posted to 104 FW website on August 5, 2022  
Facebook – 80 reactions, 2 comments, 16 shares

#### 2.1.6 WEBSITE

The NGB published a website to enable the public to easily obtain information about the proposal and associated EIAP. The website, <http://www.angf15ex-f35a-eis.com>, provides links to the following webpages:

- A *Home* page providing a Welcome, information on how to submit scoping comments and attend public meetings, and links to other pages.
- A *Proposed Action* page describing the Proposed Action and alternatives, information about the F-15EX and F-35A aircraft, and information about proposed construction and modifications at each of the installations.
- A *Get Involved* page describing public involvement opportunities, how to submit scoping comments and attend public meetings, and a link to the *NEPA Process and EIS Schedule* page. Recordings of the virtual public scoping meetings are also posted on this page (as well as made available on the *Home* page).
- A *Frequently Asked Questions (FAQs)* page providing responses to common questions.
- A *Documents* page providing links to the NOI, project fact sheet, and posters from the public scoping meetings. This page will also include the Draft EIS when available.
- There are also four forms on the website:
  - *Mailing List form*, to request to be added to the project mailing list for future notifications.

- *Comment form*, to submit an official scoping comment.
- *Contact form*, to submit an inquiry or otherwise contact the project team.
- *Virtual meeting question form*, to submit a question in advance of the virtual public scoping meeting.

The website went online July 19, 2022, concurrently with the NOI, and is being updated regularly throughout the duration of the EIAP.

## 2.2 SCOPING MEETINGS

The NGB held four in-person and three virtual public scoping meetings over the course of three weeks as follows.

- Barnes ANG Base at Westfield-Barnes Regional Airport
  - In-person – Thursday, August 18 at Westfield Intermediate School
  - Virtual – Wednesday, August 24 via Zoom Webinar
- NAS JRB New Orleans
  - In-person – Tuesday, August 16 at Belle Chasse Auditorium
  - Virtual – Tuesday, August 23 via Zoom Webinar
- Fresno ANG Base at Fresno Yosemite International Airport
  - In-person – Tuesday, August 9 at the Piccadilly Inn-Airport
  - Virtual – Thursday, August 25 via Zoom Webinar (combined meeting with Lemoore)
- NAS Lemoore
  - In-person – Wednesday, August 10 at L.T.A. Portuguese Hall
  - Virtual – Thursday, August 25 via Zoom Webinar (combined meeting with Fresno)

### 2.2.1 IN-PERSON MEETINGS

At each of the four in-person locations, there were two meetings each day. The first meeting was for local, state, and federal agencies to attend during their normal work hours from 2 p.m. to 4 p.m. The second meeting at each location was for the general public (or agency personnel) from 5 p.m. to 7 p.m. These meeting locations, compliant with the Americans with Disabilities Act, were near the areas potentially impacted by the proposal to the extent possible. Table 1 shows the meeting times and locations, as well as the number of attendees. Table 2 lists the personnel that hosted the scoping meetings.

The public scoping meetings were open to the general public, as well as government officials and agencies, and were conducted in an informal open house format where NGB representatives and the contractor team were on hand to provide information and answer questions.

During the meeting, the NGB provided a fact sheet, comment forms, and a series of seven stations presenting 14 to 17 poster displays, depending on the location. Throughout the open house, the NGB and its representatives encouraged meeting attendees to comment by submitting

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a written comment form. Formal comment forms were available to all attendees at comment tables or to take home and mail at their convenience. Use of the website to submit comments was also encouraged.

**Table 1 Public Scoping Meetings – In-person and Virtual**

<i><b>Date/Time</b></i>	<i><b>Meeting Attendees</b></i>	<i><b>Location</b></i>
Agency Meeting August 9, 2022 2–4 p.m.	1	(Fresno ANG Base at Fresno Yosemite International Airport) Piccadilly Inn Airport 5115 E. McKinley Ave. Fresno, CA 93727
Public Meeting August 9, 2022 5–7 p.m.	31	(Fresno ANG Base at Fresno Yosemite International Airport) Piccadilly Inn Airport 5115 E. McKinley Ave. Fresno, CA 93727
Agency Meeting August 10, 2022 2–4 p.m.	1	(NAS Lemoore) L.T.A. Portuguese Hall 470 Champion St. Lemoore, CA 93245
Public Meeting August 10, 2022 5–7 p.m.	13	(NAS Lemoore) L.T.A. Portuguese Hall 470 Champion St. Lemoore, CA 93245
Virtual Meeting August 25, 2022 5:30–6:30 p.m. PDT	9	Focused on Fresno ANG Base and NAS Lemoore Zoom Webinar
Agency Meeting August 16, 2022 2–4 p.m.	0	(NAS JRB New Orleans) Belle Chasse Auditorium 8398 LA-23 Belle Chasse, LA 70037
Public Meeting August 16, 2022 5–7 p.m.	5	(NAS JRB New Orleans) Belle Chasse Auditorium 8398 LA-23 Belle Chasse, LA 70037
Virtual Meeting August 23, 2022 5:30–6:30 p.m. CDT	1	Focused on NAS JRB New Orleans Zoom Webinar
Agency Meeting August 18, 2022 2–4 p.m.	0	(Barnes ANG Base at Westfield-Barnes Regional Airport) Westfield Intermediate School 350 Southampton Rd Westfield, MA 01085
Public Meeting August 18, 2022 5–7 p.m.	60	(Barnes ANG Base at Westfield-Barnes Regional Airport) Westfield Intermediate School 350 Southampton Rd Westfield, MA 01085
Virtual Meeting August 24, 2022 5:30–6:30 p.m. EDT	18	Focused on Barnes ANG Base Zoom Webinar

*Legend:* ANG = Air National Guard; CDT = Central Daylight Time; EDT = Eastern Daylight Time; JRB = Joint Reserve Base; NAS = Naval Air Station; PDT = Pacific Daylight Time.

**Table 2 Meeting Hosts**

<i><b>Date/Time</b></i>	<i><b>Location</b></i>	<i><b>Meeting Hosts</b></i>
Agency and Public Meeting August 9, 2022 2–4 p.m. 5–7 p.m.	(Fresno ANG Base at Fresno Yosemite International Airport) Piccadilly Inn Airport 5115 E. McKinley Ave. Fresno, CA 93727	Will Strickland, NGB Col John Lundholm, 144 FW Lt Col Luke Campagne, 144 FW Maj Harold Peralta, 144 FW Lt Micaelah Tweedy, 144 FW SMSgt Timothy Bellini, 144 FW Capt Jason Sanchez, 144 FW MSgt Charles Vaughn, 144 FW John Macedo, 144 FW Kate Bartz, Stantec Geoff Olander, Stantec Christine Davis, Stantec Tania Fragomeno, Stantec
Agency and Public Meeting August 10, 2022 2–4 p.m. 5–7 p.m.	(NAS Lemoore) L.T.A. Portuguese Hall 470 Champion St. Lemoore, CA 93245	Will Strickland, NGB Col John Lundholm, 144 FW Lt Col Luke Campagne, 144 FW Maj Harold Peralta, 144 FW Lt Micaelah Tweedy, 144 FW SMSgt Timothy Bellini, 144 FW Capt Jason Sanchez, 144 FW MSgt Charles Vaughn, 144 FW John Macedo, 144 FW Cynthia Echavarria-Baruch, Navy John S. Crawmer, Navy Jessica Nilsson, Navy Dallas Belcher, Navy CDR Greg Woods, Navy ENS Jarrett Stengel, Navy Amanda Peyton, Navy Kate Bartz, Stantec Geoff Olander, Stantec Christine Davis, Stantec Tania Fragomeno, Stantec
Agency and Public Meeting August 16, 2022 2–4 p.m. 5–7 p.m.	(NAS JRB New Orleans) Belle Chasse Auditorium 8398 LA-23 Belle Chasse, LA 70037	Will Strickland, NGB Major Jason Askins, NGB 159 FW (To be Inserted) Kate Bartz, Stantec Geoff Olander, Stantec Christine Davis, Stantec Tania Fragomeno, Stantec
Agency and Public Meeting August 18, 2022 2–4 p.m. 5–7 p.m.	(Barnes ANG Base at Westfield-Barnes Regional Airport) Westfield Intermediate School 350 Southampton Rd Westfield, MA 01085	Will Strickland, NGB Major Jason Askins, NGB 104 FW (To be Inserted) Kate Bartz, Stantec Geoff Olander, Stantec Christine Davis, Stantec Tania Fragomeno, Stantec



**Table 2 Meeting Hosts**

<i>Date/Time</i>	<i>Location</i>	<i>Meeting Hosts</i>
Virtual Meeting August 23, 2022 5:30–6:30 p.m. CDT	Focused on NAS JRB New Orleans Zoom Webinar	Will Strickland, NGB Major Jason Askins, NGB Col Jonathan Mumme, 159 FW Lt Col Jon Comeaux, 159 FW Lt Col Cody Clark, 159 FW Lt Col Jeffrey Andrieu, NGB Adonna Clayton, Navy Bruce Keller, Navy Kate Bartz, Stantec Tania Fragomeno, Stantec Caitlin Jafolla, Stantec Vanessa Williford, Stantec Lisa Woerber, Stantec Derek Stadther, Stantec Torrey Webb, Stantec Leah McCormick, Stantec
Virtual Meeting August 24, 2022 5:30–6:30 p.m. EDT	Focused on Barnes ANG Base at Westfield- Barnes Regional Airport Zoom Webinar	Will Strickland, NGB Major Jason Askins, NGB John Richardson, 104 FW Lt Col Andrew St. Jean, 104 FW Lt Col Jeremy Dugan, 104 FW Michael Lamprecht, FAA Lisa Woerber, Stantec Vanessa Williford, Stantec Torrey Webb, Stantec Derek Stadther, Stantec Christine Davis, Stantec Leah McCormick, Stantec Caitlin Jafolla, Stantec Kate Bartz, Stantec Tania Fragomeno, Stantec
Virtual Meeting August 25, 2022 5:30–6:30 p.m. PDT	Focused on Fresno ANG Base at Fresno Yosemite International Airport and NAS Lemoore Zoom Webinar	Will Strickland, NGB Major Jason Askins, NGB Capt Jason Sanchez, 144 FW 1st Lt Micaelah Tweedy, 144 FW Sgt Tim Bellini, 144 FW Steve Cawmer, Navy Amanda Peyton, Navy Vicky Anh Ngo, Navy Jessica Nilsson, Navy Cynthia Echavarria-Baruch, Navy Dallas Belcher, Navy CDR Greg Woods, Navy ENS Jarrett Stengel, Navy Michael Lamprecht, FAA Susan Staehle, FAA Kate Bartz, Stantec Tania Fragomeno, Stantec Christine Davis, Stantec Vanessa Williford, Stantec Derek Stadther, Stantec

**Table 2 Meeting Hosts**

<i>Date/Time</i>	<i>Location</i>	<i>Meeting Hosts</i>
		Lisa Woeber, Stantec Torrey Webb, Stantec Caitlin Jafolla, Stantec Leah McCormick, Stantec

*Legend:* 104 FW = 104<sup>th</sup> Fighter Wing; 144 FW = 144<sup>th</sup> Fighter Wing; 159 FW = 159<sup>th</sup> Fighter Wing; ANG = Air National Guard; CDT = Central Daylight Time; EDT = Eastern Daylight Time; FAA = Federal Aviation Administration; JRB = Joint Reserve Base; NAS = Naval Air Station; NGB = National Guard Bureau; PDT = Pacific Daylight Time.

### 2.2.2 VIRTUAL MEETINGS

To help maximize participation and increase attendance for individuals unable to or uncomfortable with attending in-person meetings, the NGB held three virtual public scoping meetings using Zoom Webinar. Each meeting began with opening remarks followed by a pre-recorded narrated PowerPoint featuring posters shown at the in-person public meetings (approximately 20-minute video) and closed with a question and answer (Q&A) session with the audience. The Q&A session began with questions received via the project website in advance of the meeting, followed by live Q&A. To fill time when no questions were being asked by the public, the project team read from prepared FAQs, specifically FAQs posted to the project website. No attendees asked a question verbally; all questions were asked via the written Q&A box function on Zoom Webinar. The contractor moderated the virtual meeting, and the NGB project manager served as the lead presenter and question responder. NGB, Wing, installation, and contractor staff were online to support question response.

### 2.2.3 DISPLAYS

Seven display stations guided meeting participants visually through the EIAP and the Proposed Action and alternatives. The posters were uploaded to the website for further review by the public. The seven display stations included the following:

<i>Display Stations</i>
<ul style="list-style-type: none"> <li>• Station 1 <ul style="list-style-type: none"> <li>○ Welcome/Sign in</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Station 2 <ul style="list-style-type: none"> <li>○ NEPA displays (two)</li> <li>○ EIS Timeline poster</li> <li>○ Cooperating Agency poster</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Station 3 <ul style="list-style-type: none"> <li>○ Mission poster (unique for each FW)</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Station 4 <ul style="list-style-type: none"> <li>○ Proposed Action poster</li> <li>○ Alternatives poster</li> <li>○ Construction poster <ul style="list-style-type: none"> <li>▪ Construction and modifications for new aircraft (Fresno had an additional two posters to show all the COAs)</li> <li>▪ Construction and modifications for legacy aircraft</li> </ul> </li> </ul> </li> </ul>

<i>Display Stations</i>
<ul style="list-style-type: none"><li>• Station 5<ul style="list-style-type: none"><li>○ F-15EX Program poster</li><li>○ F-35A Program poster</li><li>○ F-15EX vs F-35A poster</li></ul></li></ul>
<ul style="list-style-type: none"><li>• Station 6<ul style="list-style-type: none"><li>○ Noise modeling display</li></ul></li></ul>
<ul style="list-style-type: none"><li>• Station 7 – Comment Station<ul style="list-style-type: none"><li>○ How to Comment poster</li></ul></li></ul>

*Legend:* COA = Course of Action; EIS = Environmental Impact Statement; FW = Fighter Wing; NEPA = National Environmental Policy Act

#### 2.2.4 FACT SHEET/NEWSLETTER

During the public scoping meeting, the NGB provided a fact sheet handout to the public. The NGB developed a two-page fact sheet providing the following information:

- A description of the Proposed Action and why it is needed.
- An overview of NEPA, opportunities for public involvement, the EIS timeline, and the public scoping meetings.
- How to submit scoping comments.

The fact sheet is also available on the project website. There will be six fact sheets developed during the EIAP to assist the public with understanding the project status.

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## **3.0 SYNOPSIS OF PUBLIC COMMENTS**

### **3.1 OPPORTUNITIES TO COMMENT**

The NGB provided the public with various opportunities to comment on the Proposed Action and any other related issues. The following is a comprehensive list of methods made available for commenting during the scoping process.

- By mail or email – The NGB invited interested parties to submit comments by mail or email in the NOI, IICEP letters, fact sheet, project website, flyers, press release, newspaper display advertisements, and comment forms.
- Via the project website – The NGB included the project website URL on notifications, the comment form, and the fact sheet. The website included an online submission form and a printable comment form for download.
- Submission at public scoping meetings – The NGB provided printed comment forms at the in-person public scoping meetings, which could be completed and submitted during the meeting or mailed afterwards via United States (U.S.) mail. The virtual meeting did not allow for submission of official comments during the meeting.

### **3.2 SUMMARY OF PUBLIC AND AGENCY COMMENTS**

The following section provides a summary of the public and agency comments provided to the NGB during the public scoping period. The NGB received nine comment submissions from government agencies, listed below.

- City of Fresno (Fresno)
- City of Hanford (Lemoore)
- Federal Emergency Management Agency
- Kings County Board of Supervisors (Lemoore)
- Kings County Economic Development Corporation (Lemoore)
- Louisiana Department of Transportation & Development (New Orleans)
- Massachusetts Division of Fisheries & Wildlife (Barnes)
- U.S. Department of Agriculture-National Resources Conservation Service (New Orleans)
- U.S. Environmental Protection Agency

The NGB received a total of 79 comments from the public and agencies during the official public comment submittal period (July 19 to September 2, 2022) and 1 comment was received after the scoping period closed. The method of submission is shown in Table 3.



**Table 3 Summary of Type of Scoping Comments Received**

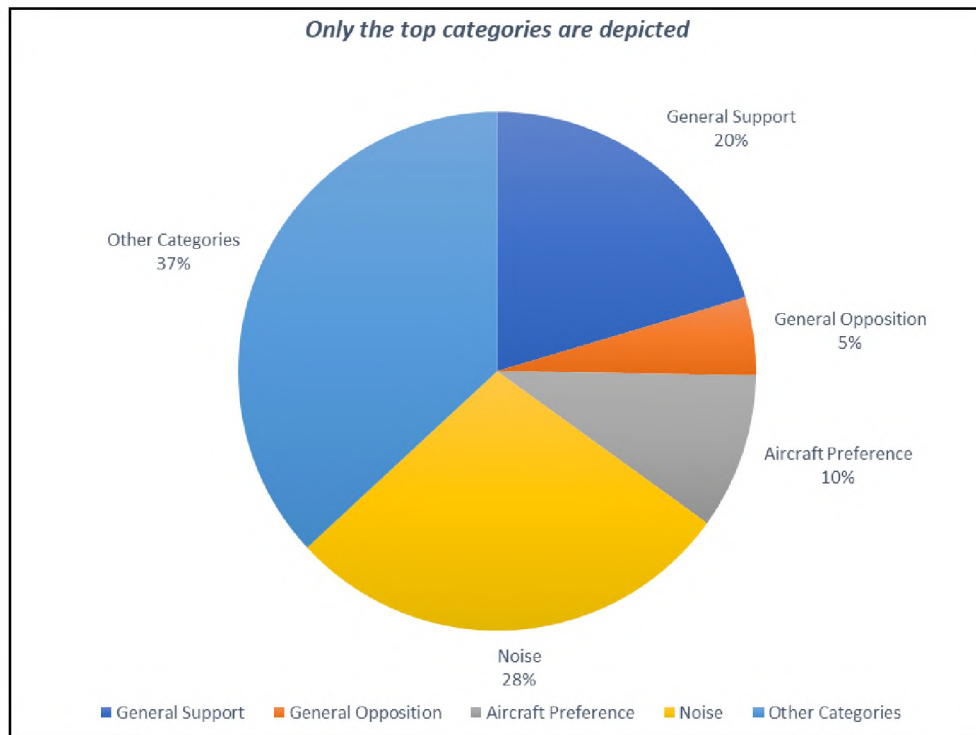
<i>Type/Location</i>	<i>Fresno</i>	<i>Lemoore</i>	<i>Barnes</i>	<i>New Orleans</i>	<i>Unknown</i>	<i>TOTAL</i>
Website	17	0	17	1	0	35
Scoping Meeting	6	3	5	2	0	16
Email	4	0	7	3	1	15
Mail	6	2	4	1	0	13
<b>Total</b>	<b>29</b>	<b>5</b>	<b>33</b>	<b>7</b>	<b>1</b>	<b>79</b>

A summary of scoping comment topics can be found in Table 4 and comments by category can be found in Figures 1–5. A table of written comments (scoping meeting, mail, online form) submitted to the NGB during the scoping period is contained in Appendix B. The NGB will review all public comments received during the scoping period to ensure that all relevant concerns are addressed in the Draft EIS.

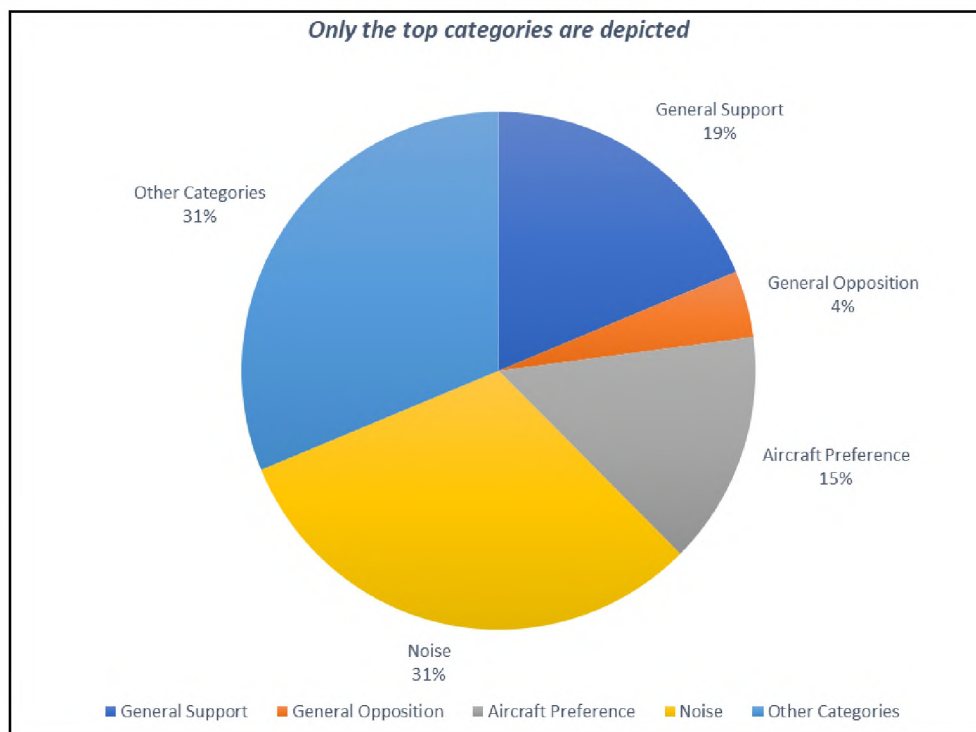
**Table 4 Summary of Scoping Comment Topics**

<i>Location</i>	<i>General Support</i>	<i>General Opposition</i>	<i>Aircraft Preference</i>	<i>Location Preference</i>	<i>Noise</i>	<i>Vibration</i>	<i>Socioeconomics</i>	<i>Air Quality</i>	<i>Wildlife</i>	<i>Water</i>	<i>Airspace</i>	<i>Flight Operations</i>	<i>Environmental Justice</i>	<i>Transportation</i>	<i>Domestic Animals</i>	<i>Multiple Environmental</i>	<i>Other</i>	<i>Cumulative</i>
Fresno	9	2	7	1	15	2	4	2	0	0	0	1	1	1	1	1	1	0
Lemoore	3	0	1	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Barnes	8	2	2	0	13	2	0	2	1	2	0	0	0	1	0	2	2	1
New Orleans	1	1	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0
<b>Total*</b>	<b>21</b>	<b>5</b>	<b>10</b>	<b>6</b>	<b>29</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>

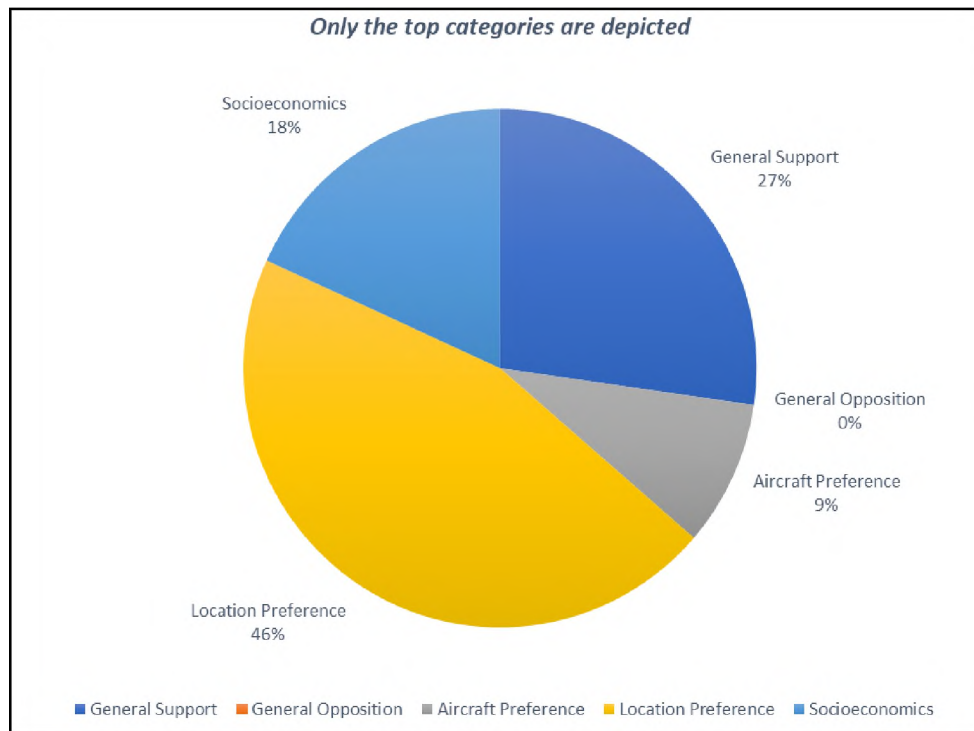
Note: Many comments addressed multiple topics.



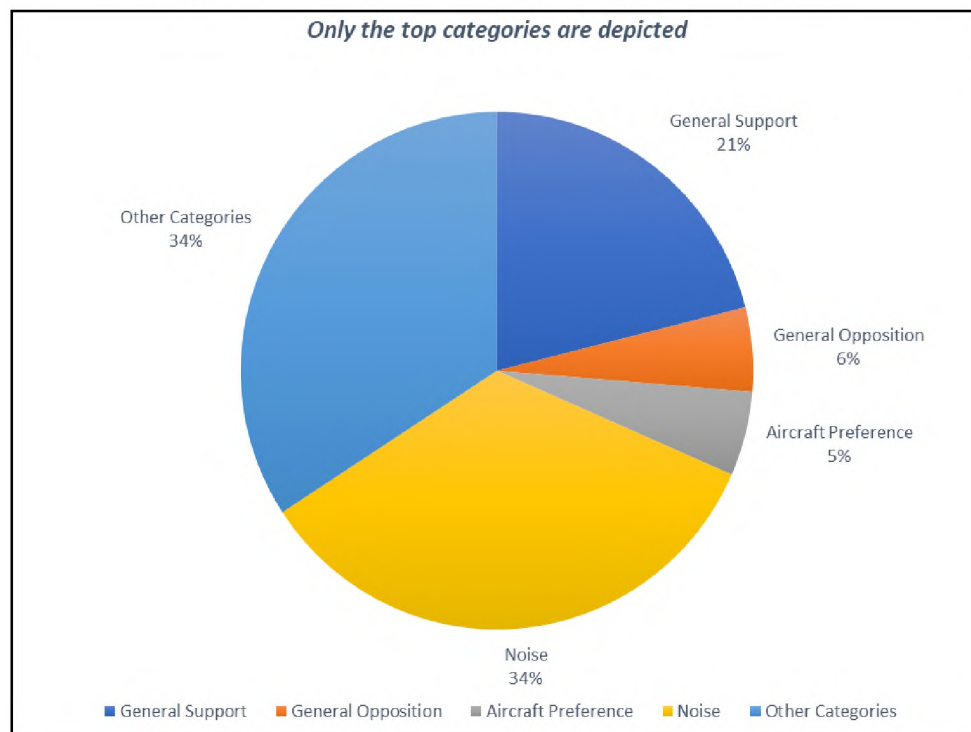
**Figure 1 Comments by Category – All Locations**



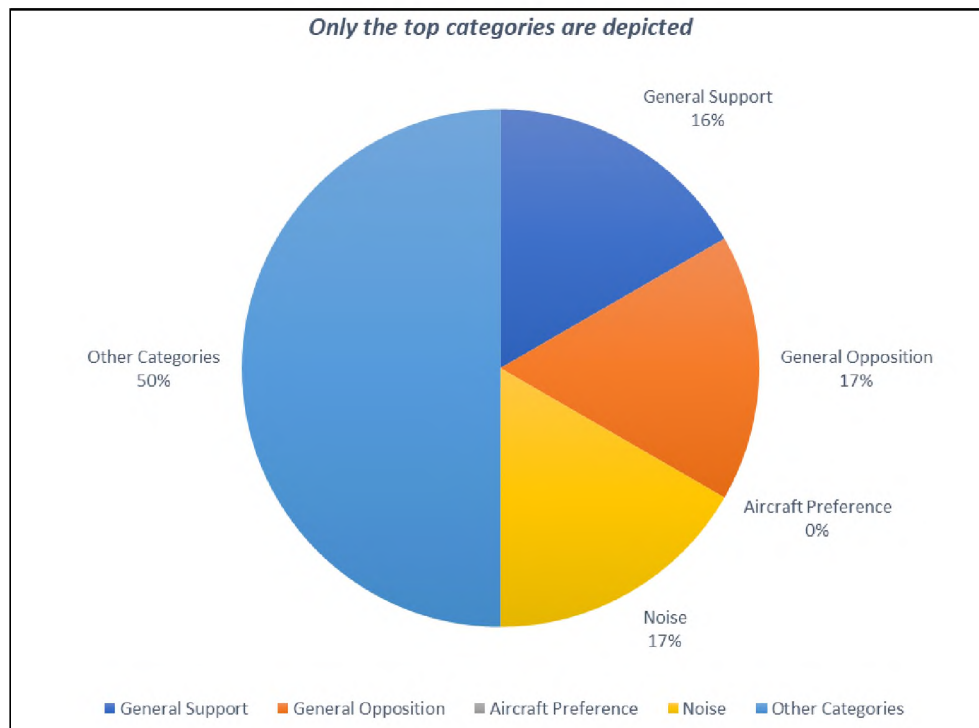
**Figure 2 Comments by Category – Fresno ANGB**



**Figure 3 Comments by Category – Lemoore**



**Figure 4 Comments by Category – Barnes ANGB**



**Figure 5      Comments by Category – NAS JRB New Orleans**

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## **4.0 SUMMARY**

The NGB received a total of 79 public scoping comments during the official comment submittal period (July 19 to September 2, 2022). Thirty-five comments were submitted via the project website, 16 comments were received at the public scoping meetings, 15 comments were received via email, and 13 comments were received via U.S. mail. The Draft EIS will address substantive comments and concerns and is expected to be available for public review in summer 2023. When the Draft EIS is available for public review, the NGB will hold a series of public hearings. The public will have an opportunity to review results of the environmental analysis and see how the NGB addressed their concerns. The public will also be able to ask questions, make statements for the public record, and voice additional concerns, if they desire to do so.

A summary of the in-person and virtual public scoping meetings follows.

### **Fresno ANG Base at Fresno Yosemite International Airport, 144 FW, California**

#### ***In-Person Meeting***

**Date:** August 9, 2022

**Time:** 2 p.m. to 4 p.m. (Agency) and 5 p.m. to 7 p.m. (Public) PDT

**Location:** Piccadilly Inn Airport, 5115 E. McKinley Ave., Fresno, CA 93727

**Attendees:** 1 person attended the Agency meeting and 31 people attended the Public meeting

**Meeting Format:** Open house

**Written comments submitted during the meeting:** 6

#### **Summary:**

Fresno was the first of the in-person scoping meetings. Questions and concerns mostly pertained to noise, particularly for residents and businesses near the airfield. The City of Fresno, Airport, and Senator Dianne Feinstein's office were key stakeholders in attendance. ABC 30 News attended and aired a segment, including an interview with Vice Wing Commander Col. J.D. Lundholm.

#### ***Virtual Meeting***

**Date:** August 25, 2022

**Time:** 5:30 p.m. to 6:30 p.m. PDT

**Location:** Zoom Webinar

**Attendees:** Est. 9

**Meeting Format:** Welcome, pre-recorded presentation, live Q&A

**Number of questions submitted during the meeting:** 16

**Summary:**

There were 16 questions received via the written Q&A function; no questions were received via the verbal queue. All questions were responded to verbally. The following are the questions received:

1. Is there a precedent for co-locating ANG aircraft on a Naval Facility?
2. What are the legalities for moving an ANG base to a naval base?
3. Does congress or the DoD have to make approvals and how long would that take?
4. Was there a statement in the presentation that mentioned the 144th Fighter Wing could possibly relocate to Lemoore Naval Air Station? If so, under what circumstances would this occur in relation to this proposed action?
5. Since the purpose of acquiring a squadron of 21 F-15EX aircraft is to replace the F-15C/D jets, how many F-15C/D jets does the 144th Fighter Wing have at Fresno airport and what will happen to the existing 18 F16-C Fighter Falcon jets stationed there now??
6. I hate to hog up time, but are there any F-35 ANG units in the western United States?
7. Does the CA ANG have a stated preference between these two aircraft, when it comes to the performance of their current mission?
8. Is it possible for the Air Force to change the quantities of purchase of either aircraft that could change any of the current beddown locations before the final locations are determined?
9. If NAS Lemoore were selected, approximately how many people would move to the local Lemoore/Hanford area?
10. Do any of either proposed beddown locations already have advantages over the other locations that could influence the final decision to locate one type of aircraft over the other type of aircraft?
11. Could moving the 144th hinder any expansion of squadrons NAS Lemoore may want to make in the future?
12. \*NOT A QUESTION\* Just wanted to say thank you for your time. Good luck on your process!

13. According to the 144th Fighter Wing website there are 18 F-16C Fighter Falcons and 1 F16-D Fighter Falcon in service at the Fresno location please clarify the number and type of jets at the Fresno location.
14. Please clarify are there any F-15C/D in operation at the 144th Fresno Fighter Wing?
15. Is the EIS for the F-16 study for Fresno still available?
16. Would the 144th FW detachment at March ARB also receive the same aircraft?
17. Since the presentation mentioned the possibility of the relocation of the 144th to Lemoore...should this be included on the website or mentioned in the proposed action materials?

### **NAS Lemoore, California**

#### ***In-Person Meeting***

**Date:** August 10, 2022

**Time:** 2 p.m. to 4 p.m. (Agency) and 5 p.m. to 7 p.m. (Public) PDT

**Location:** L.T.A. Portuguese Hall, 470 Champion St., Lemoore, CA 93245

**Attendees:** 1 person attended the Agency meeting and 13 people attended the Public meeting

**Meeting Format:** Open house

**Written comments submitted during the meeting:** 3

#### **Summary:**

Notable stakeholders in attendance included Lemoore City Council members, Kings County Association of Governments, Kings County Board of Supervisors, Office of Congressman David G. Valadao, Office of Senator Dianne Feinstein, City of Hanford, and City of Lemoore. Media in attendance included Visalia-Hanford-Lemoore Future.

#### ***Virtual Meeting***

The NAS Lemoore virtual meeting was combined with the Fresno virtual meeting. Please see summary under Fresno above.

### **Barnes ANG Base at Westfield-Barnes Regional Airport, 104 FW, Massachusetts**

#### ***In-Person Meeting***

**Date:** August 18, 2022

**Time:** 2 p.m. to 4 p.m. (Agency) and 5 p.m. to 7 p.m. (Public) EDT

**Location:** Westfield Intermediate School, 350 Southampton Rd, Westfield, MA 01085

**Attendees:** 0 persons attended the Agency meeting and 60 people attended the Public meeting

**Meeting Format:** Open house

**Written comments submitted during the meeting:** 5

**Summary:**

The Barnes ANGB meeting was the most highly attended of the four public scoping meetings. Notable stakeholders in attendance included Westfield Residents Advocating for Themselves (WRAFT), State Senator John Velis, State Representative Kelly W. Pease, City of Westfield, Airport staff and Airport Commissioners, City of Westfield Mayor Michael A. McCabe, and a school committee representative. Media in attendance included Western Mass News and The Republican.

***Virtual Meeting***

**Date:** August 24, 2022

**Time:** 5:30 p.m. to 6:30 p.m. EDT

**Location:** Zoom Webinar

**Attendees:** Est. 18

**Meeting Format:** Welcome, pre-recorded presentation, live Q&A

**Number of questions submitted during the meeting:** 5

**Summary:**

There were six questions received via the written Q&A function; no questions were received via the verbal queue. All questions were responded to verbally. The following are the questions received:

1. Are there any alterations or changes that could be made to flights / take off to reduce the disturbance to the residents?
2. Can we see who is answering?
3. Will the EIS include AICUZ and/or FAA Part 150 Study contours for both aircraft?
4. Will published approaches, departures, ATC vectors, and/or VFR patterns change due to the proposed changes of aircraft?"
5. Where will the transcript for this Zoom meeting be accessed?
6. Prior to acceptance of any new aircrafts, are both aircrafts going to be (F-15EX and F35) be flown at Barnes ANG Westfield during the drafts for explicit data at this location instead of another location?

**NAS JRB New Orleans, 159 FW, Louisiana**

***In-Person Meeting***

**Date:** August 16, 2022

**Time:** 2 p.m. to 4 p.m. (Agency) and 5 p.m. to 7 p.m. (Public) CDT

**Location:** Belle Chasse Auditorium, 8398 LA-23, Belle Chasse, LA 70037

**Attendees:** 0 persons attended the Agency meeting and 5 people attended the Public meeting

**Meeting Format:** Open house

**Written comments submitted during the meeting:** 2

**Summary:**

The New Orleans meeting was sparsely attended. Attendees included members of the public, mostly retired service members. There was no media in attendance.

***Virtual Meeting***

**Date:** August 23, 2022

**Time:** 5:30 p.m. to 6:30 p.m. CDT

**Location:** Zoom Webinar

**Attendees:** Est. 1

**Meeting Format:** Welcome, pre-recorded presentation, live Q&A

**Number of questions submitted during the meeting:** 5

**Summary:**

There were five questions received via the written Q&A function; no questions were received via the verbal queue. All questions were responded to verbally. The following are the questions received:

1. The project website says you will evaluate training in the existing SUA. Will the action include changes to the current training or will changes to training occur in future NEPA analyses?
2. What is the general decibel level difference from the original planes and the replacement planes?
3. Which SUAs, if any, have low-elevation flights such as 100 ft or 500 ft above ground? Will there be new sonic booms where there weren't before due to louder planes?

4. Thank you for your answer. When you said no SUAs currently have low flight floors - does that pertain to the New Orleans location? For the CA locations? For the MA location?
5. Approx how low is the flight floors in these locations?

## **Appendix A**

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## ***Notice of Intent***

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**Summary Report Public Scoping  
Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns  
Environmental Impact Statement  
Final – November 2022**



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including the validity of the methodology and assumptions;

- Propose ways to enhance the quality, utility, and clarity of the information to be collected; and
- Propose ways to minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

A 60-day Notice requesting public comment was published in the **Federal Register** on March 14, 2022 at 87 FR 14255. This comment period ended May 13, 2022, and AmeriCorps received 56 comments by the comment deadline identifying a number of issues.

Many comments directly addressed the time burden required by this information collection. Everyone who commented on the agency's estimated time burden stated that the estimated 5 minutes per individual was significantly lower than the time actually required to fulfill a National Service Criminal History Check (NSCHC) for an individual in order to obtain the required records under this information collection. Recommended new estimates ranged from 30 minutes per individual to 4 hours per individual. Several commenters noted that a missing element of the estimate is the travel time it takes to take individuals to get fingerprinted, given that the closest fingerprinting facilities in rural or remote areas may be located up to a four hours' drive away. A few commenters also noted that the burden of completing the NSCHC training course and staying updated on requirements had not been factored into the time estimate. Based on this input, AmeriCorps has adjusted its estimates of time burden to reflect that it takes, on average, an estimated 135 minutes (2 hours and 15 minutes) per covered individual. AmeriCorps has streamlined and clarified requirements on its website at [americorps.gov/grantees-sponsors/history-check](https://americorps.gov/grantees-sponsors/history-check) over the past year, and will continue to review to determine whether any additional clarifications could be made to reduce burden given that respondents are responsible for reading and understanding the requirements for compliance with the law.

Commenters also raised issues related to difficulties with the AmeriCorps-approved vendors. AmeriCorps underwent the required Federal procurement process to select Fieldprint and Truescreen as contractors to serve as the approved vendors. AmeriCorps will forward these comments to the

vendors for any appropriate remedial action and will consider the issues presented in soliciting future proposals for approved vendor contracts. Comments also raised issues that are beyond the scope of this information collection; however, AmeriCorps is maintaining a comprehensive record of all these comments and the issues raised in the comments for consideration as it continues implementation of the statutory requirements for NSCHCs.

Finally, the other issues raised in the comments in response to the 60-day notice were already raised and addressed in the rulemaking process that culminated in 2021 in the current regulation, such as who must undergo an NSCHC, what the NSCHC consists of, and when the NSCHC must be completed. See 86 FR 1141 (February 24, 2021).

**Title of Collection:** National Service Criminal History Check Recordkeeping Requirement.

**OMB Control Number:** 3045-0150.

**Type of Review:** Renewal.

**Respondents/Affected Public:** Businesses and organizations (AmeriCorps grantees and subgrantees).

**Total Estimated Number of Annual Responses:** 337,071.

**Total Estimated Number of Annual Burden Hours:** 758,410.

**Abstract:** Section 189D of the National and Community Service Act of 1990, as amended, requires AmeriCorps grantees and subgrantees to conduct a National Service Criminal History Check on individuals in covered positions. Documenting compliance with the requirement is critical to that responsibility. The Check includes a nationwide check of the National Sex Offender Public website, a check of the State criminal history record repository or agency-designated alternative for the individual's State of residence and State of service, and a fingerprint-based check of the FBI criminal history record database through the State criminal history record repository or agency-approved vendor. One way for grant recipients or subrecipients to obtain and document the required components is through the use of agency-approved vendors, but use of vendors is not required. The currently approved information collection is due to expire on July 31, 2022. This notice announces AmeriCorps' intention to seek renewal of the information collection approval without revisions, but with an adjustment of burden hours.

Dated: July 13, 2022.

**Fernando Laguarda,**  
*General Counsel.*

[FR Doc. 2022-15309 Filed 7-18-22; 8:45 am]  
BILLING CODE 6050-28-P

## DEPARTMENT OF DEFENSE

### Department of the Air Force

#### Notice of Intent To Prepare an Environmental Impact Statement for Air National Guard F-15EX Eagle II and F-35A Lightning II Beddowns

**AGENCY:** National Guard Bureau, Department of the Air Force, Department of Defense.

**ACTION:** Notice of intent.

**SUMMARY:** The Department of the Air Force (DAF) is issuing this Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) to assess the potential social, economic, and environmental impacts associated with beddown of F-15EX and F-35A aircraft that would replace the legacy F-15C/D aircraft. The DAF is the lead agency on the preparation of the EIS and the Department of the Navy and the Federal Aviation Administration are participating as cooperating agencies.

**DATES:** A public scoping period of 45 days will take place starting from the date of this Notice of Intent (NOI) publication in the **Federal Register**. Identification of potential alternatives, information, and analyses relevant to the proposed action are requested and will be accepted at any time during the EIS process. To ensure DAF has sufficient time to consider public input in the preparation of the Draft EIS, scoping comments should be submitted in writing to the website or the address listed below within the 45-day scoping period. In-person scoping meetings are scheduled at Fresno, CA on August 9th, Lemoore, CA on August 10th, New Orleans, LA on August 16th, and Westfield, MA on August 18th. Virtual scoping meetings are scheduled at New Orleans, LA on August 23rd, Westfield, MA on August 24th, Fresno and Lemoore on August 25th.

**ADDRESSES:** The project website ([www.ANGF15EX-F35A-EIS.com](https://www.ANGF15EX-F35A-EIS.com)) provides information on the EIS and the scoping process and can be used to submit scoping comments online. Scoping comments may also be submitted by email to [NGB.A4.A4A.NEPA.COMMENTS.org@us.af.mil](mailto:NGB.A4.A4A.NEPA.COMMENTS.org@us.af.mil), including F-15EX, F-35A Beddown EIS in the subject line, or by mail to Mr. Will Strickland, National Guard Bureau, NGB/A4AM, Shepperd

**Summary Report Public Scoping  
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Hall, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762–5157; (240) 612–7042. EIS inquiries and requests for digital or print copies of scoping materials are available upon request to Mr. Strickland at the email or mailing address provided. For printed material requests, the standard U.S. Postal Service shipping timeline will apply. Members of the public who want to receive future mailings informing them on the availability of the Draft and Final EIS, or to receive periodic Fact Sheets, are encouraged to submit a comment that includes their name and email or postal mailing address.

**SUPPLEMENTARY INFORMATION:** The purpose of the Proposed Action is to replace aging F-15C/D aircraft currently utilized by the Air National Guard with the state-of-the-art fighter aircraft to better address future mission requirements, offer expanded capability, and provide life-cycle cost savings in comparison to continued operation of existing F-15C/D aircraft. The Proposed Action is needed because the F-15C/D aircraft are reaching the end of their service life. It is not economically feasible to retain the F-15C/D aircraft beyond fiscal year 2026 and DAF has already begun to retire aircraft that have reached the end of their serviceability. The proposed basing alternatives include the 104th Fighter Wing at Barnes Air National Guard Base (ANGB), Westfield-Barnes Regional Airport, Westfield, Massachusetts; the 144th Fighter Wing at Fresno Yosemite International Airport, Fresno, California; the 144th Fighter Wing at Naval Air Station Lemoore, Lemoore, California; and the 159th Fighter Wing at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana. These aircraft would replace the legacy F-15C/D aircraft at the selected installations, with the exception of NAS Lemoore, which does not currently have F-15C/D aircraft to replace.

The EIS will assess the potential environmental consequences of each alternative in support of these operational beddowns. Each of the two F-15EX beddowns would include one squadron of 21 Primary Aircraft Authorized, 2 Backup Aircraft Inventory, and 1 Aircraft Reserve; the F-35A beddown would include one squadron of 21 Primary Aircraft Authorized and 2 Backup Aircraft Inventory. These aircraft are being acquired in support of the Air National Guard mission.

Resource areas being analyzed for impacts under the Proposed Action include noise, biological resources, cultural resources, socioeconomics,

soils and geology, water resources, infrastructure and transportation, land use, hazardous materials and wastes, health and safety, air quality, and environmental justice and other sensitive receptors. Potential significant impacts as a result of the Proposed Action include those related to aircraft noise, air quality, and land use. Should any permits be required for the Proposed Action, the DAF will identify and obtain all appropriate permits. The DAF will also consult with appropriate resource agencies and Native American tribes to determine the potential for significant impacts. Consultation will be incorporated into the preparation of the EIS and will include, but not be limited to, consultation under Section 7 of the Endangered Species Act and consultation under Section 106 of the National Historic Preservation Act.

The Draft EIS is anticipated in summer 2023 and the Final EIS is anticipated in Winter/Spring 2024. The Record of Decision would be approved and signed no earlier than 30 days after the Final EIS.

**Scoping and Agency Coordination:** To effectively define the full range of issues to be evaluated in the EIS, DAF will determine the scope of the analysis by soliciting comments from interested local, state, and federal elected officials and agencies, Tribes, members of the public, and others. Consistent with Executive Order (E.O.) 11988 and E.O. 11990, this Notice of Intent initiates early public review of the Proposed Action and alternatives and invites public comments and identification of potential alternatives. Comments will be accepted throughout the process, but in order to have comments incorporated into the Draft EIS, comments should be received within 45 days of the publication of this notice in the **Federal Register**. The scheduled dates, times, locations, and addresses for the scoping meetings are concurrently being published in local media and on the website. Public scoping will be accomplished both remotely and in-person during the scoping period. The project website provides posters, a presentation, an informational fact sheet, downloadable comment forms to fill out and return by mail, and the capability for the public to submit scoping comments online.

**Adriane Paris,**  
*Air Force Federal Register Liaison Officer.*  
[FR Doc. 2022–15328 Filed 7–18–22; 8:45 am]  
BILLING CODE 5001–10-P

**DEPARTMENT OF DEFENSE**

**Defense Acquisition Regulations System**

[Docket No. DARS–2022–0010; OMB 0704–0574]

**Information Collection Requirement; Defense Federal Acquisition Regulation Supplement; DFARS Part 215, Only One Offer and Related Clauses in DFARS 252; Submission for OMB Review; Comment Request**

**AGENCY:** Defense Acquisition Regulation System, Department of Defense (DoD).  
**ACTION:** Notice.

**SUMMARY:** The Defense Acquisition Regulations System has submitted to OMB for clearance the following proposal for collection of information under the provisions of the Paperwork Reduction Act.

**DATES:** Consideration will be given to all comments received by August 18, 2022.

**Title, Associated Forms, and OMB Number:** Defense Federal Acquisition Regulation Supplement (DFARS) Part 215; Only One Offer and Related Clauses at 252.215; OMB Control Number 0704–0574.

**Type of Request:** Extension of a currently approved collection.

**Number of Respondents:** 2,691.

**Responses per Respondent:** 1.33, approximately.

**Annual Responses:** 3,593.

**Average Burden per Response:** 37.7 hours, approximately.

**Annual Burden Hours:** 135,330.

**Affected Public:** Businesses or other for-profit and not-for-profit institutions.

**Frequency:** On occasion.

**Respondent's Obligation:** Required to obtain or maintain benefits.

**Needs and Uses:** This information collection pertains to information that an offeror must submit to DoD if only one offer was received in response to a competitive solicitation, and the contracting officer must request certified cost or pricing data because of the revised standard for adequate price competition that is applicable to DoD. The Government requires this information in order to determine whether an offered price is fair and reasonable and to meet the statutory requirement for certified cost or pricing data. The contracting officer obtains this information through use of DFARS solicitation provisions 252.215–7008, Only One Offer; and DFARS 252.215–7010, Requirements for Certified Cost or Pricing Data and Data Other Than Certified Cost or Pricing Data. These provisions implement 10 U.S.C. 2306a.

Comments and recommendations on the proposed information collection

## **Appendix B**

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### *Scoping Comments*

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**Summary Report Public Scoping**  
**Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns**  
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Entry ID	Location	First Name	Last Name	Organization/ Affiliation (if any)	City	State	Comment	Comment Category
1	Barnes	TREVOR	ECKHART		Westfield	MA	I would like to see the noise levels considered inside schools which reside in the proposed F35 training areas. According to research -kids in nearby schools to F35 are affected by "speech interference" due to the loud noise and schools not being sufficiently sound-proofed. Communities like Westfield, MA which include many schools and colleges are already suffering from jet noise. Increased distractions from noise inside schools has the potential to become a major issue for our children.  <a href="https://www.popularmechanics.com/military/aviation/a28625774/f-35-too-loud/">https://www.popularmechanics.com/military/aviation/a28625774/f-35-too-loud/</a>	Noise
2	Fresno	Kevin	Damm		Fresno	CA	As a former member of the 144th Fighter Wing this news brings me much excitement! And as a resident within 2 miles, concern. While I currently love seeing and listening to the 15s fly directly over my house while on approach, the bed-down of F-35s would be quite bothersome. The F-35, according to <a href="https://www.safeskiescleanwaterwi.org/noise-level-comparisons-f-35-and-other-aircraft/">https://www.safeskiescleanwaterwi.org/noise-level-comparisons-f-35-and-other-aircraft/</a> , generates significantly more decibels than any other fighter airframe in the U.S. Air Force. This increase in noise level in the vicinity of Fresno Airport would be too much. I own and operate a outdoor swim school in my back yard for young children and as I mentioned earlier am directly under the current approach pattern. seeing the F15s over head on a daily is amazing and makes me miss working there but knowing how loud F35s are concerns me for the ears of my clients, and my own children.  Best, (Former) SSgt. Kevin Damm	Noise
3	Fresno	Shezam	Jahromi		Fresno	CA	Hi, I am writing my comments with a strong support for continuing our mission to protect the West Coast. Fresno is a perfect location as it is centrally located. The 144 was the reason I moved to Fresno. In addition I am also personally supporting F-15EX as I am a flight surgeon and F-35 will definitely kill my career and force me to retire/leave! It makes sense to go from F-15 to F-15EX rather than a new airframe which is more costly.	General Support Socioeconomics Aircraft Preference
4	Fresno	Ava	Jahromi		Fresno	CA	I am in support of F-15EX	General Support Aircraft Preference
5	Fresno	Aimee	Jahromi		Fresno	CA	I think Fresno would be an amazing home to the f15EX!!	General Support Aircraft Preference
6	Fresno	Khwaja	Shams		Fresno	CA	Thank you for this opportunity.  Every time we see jets flying over our home myself and my family feel proud and secure.  We are happy that men and women who work at the base are part of our community and contribute to its well being.	General Support
7	Fresno	bob	albertson		clovis	CA	let them come fresno central to west coast	General Support
8	Fresno	Jeremy	Brownstein	LCSW	Fresno	CA	As a mental health provider whose office is located near the airport I cannot express enough concern regarding the impact of these flights on my clients. In many instances I've had clients who suffer from PTSD and other severe mental illnesses experience	Noise



**Summary Report Public Scoping**  
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Entry ID	Location	First Name	Last Name	Organization/ Affiliation (if any)	City	State	Comment	Comment Category
							increased panic and anxiety in session during fly overs. Additionally, many of my clients live in the vicinity of the airport and report increased concerns about their mental health due to the intense sounds from these flyovers.	
9	Fresno	Michael	Kohl		Fresno	CA	Living in Fresno is difficult. The heat is so bad, the air quality is just about the worst in the entire state. I live in a neighborhood just west of FSU. I am right under the flight path from the airport. The current noise pollution from overhead jets is quite bad. Adding bigger jets will just make this worse. Fresno is the fourth most populous city in California. Please spare us from making it an even more difficult place to live.	Noise
10	Fresno	Tuck	Burnis		Fresno	CA	I now live directly under the Fresno flight zone & I find it tolerable but this new plan for fighter jets is just too much! I live in a continuing care retirement facility with over 400 quite elderly & infirm folks who do not need this extra noise. The Terraces at San Joaquin Gardens where I live (I'm 83+ & handicapped) was started over 60 years ago when Fresno & the airport were much smaller & quieter; now everything is bigger & noisier. Please don't sacrifice us to this expansion. Choose a less urban site, please. Thank you.	Noise
11	Fresno	Emily	Kuizenga		Fresno	CA	The noise from these jets is incredibly disruptive to our calm neighborhoods. Sometimes I am playing in the backyard with my kids and the noise decibel level registers at an unhealthy range. Please do not relocate to Fresno!	Noise
12	Fresno	Michael	Caliendo		Roseville	CA	Put the planes in Lemoore, CA. We need to modernize our fleet and it would be good for the economy while keeping us safe	General Support Socioeconomics Location Preference
13	Barnes	Tyler	Cullen	MA ANG		MA	As a current member employed at Barnes ANG base working the the maintenance group, I feel the F-15EX better fits our current mission, especially our alert mission. On the maintenance end I believe the turn over to the new F-15EX will be smooth and efficient as we are well versed in the current F-15 models and learning the upgrades on the new version will be a more fluid and efficient than learning a completely new aircraft. On a logistics end having two air bases in the north east with the F-35A seems redundant. On the environmental end I don't believe the excess noise from the F-35A will be very welcomed by the local community.	Aircraft Preference
14	Fresno	Elizabeth	Thomas		Fresno	CA	I live south and east of Shaw and Willow, between Hwy 168 and the airport. I hear your jets nearly every day and I hate them. I feel like I'm in a war-torn country, not America.  I have seriously put off having children because I can't move to a quieter place yet.	Noise
15	Fresno	Janet	Smith		Fresno	CA	ANG F-15EX & F-35A Beddown EIS  I am concerned about the noise and vibrations in the house when the jets fly over.  Since we moved here in 1968, the flight patterns have changed as well as the frequency, the speed of take off and landing, and time of the day. The practice time went from around 2:00 P.M and around 6:00 P.M. Now, I can't even plan a garden brunch, luncheon, or dinner-not knowing when the jets will go out. The flight pattern was never over the house. Now, they fly directly over, fast, and low. (And by the way, I never signed off my air space, when the surrounding houses were fitted with noise reduction windows, because I'm in the yard.)	Noise Vibration

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							<p>Also, the the take off and landing speed was slow and rarely, did I hear the throttling down noise. Now, the planes “hot rod” straight up in the sky, take off with such speed one doesn’t have to look up, and when I do, often times I can’t see them because they are so far west and so high the light has to catch them just right to see them. There are more of them at one time (from 3 to 6), and more frequent. Then there are the days of practice landing and take off, making the landing turn directly over my house or next door neighbors. Loud, loud, loud. The vibrations are strong enough to make pictures on the walls crooked, car alarms go off, the cat run under the bushes, plaster crack, and everyone talking pause until the planes (all 6) fly over.</p> <p>I’ve have been meaning to call the National Guard for a long time. Now with the new jets, they will probably be louder, yet, and be more of them.</p> <p>I know jets can be flown quieter. I’m asking to be respectful, change the noise decibels, which in turns changes the vibrations. I know it can be done.</p>	
16	Fresno	John	O’Rorke		Fresno	CA	The noise pollution over the cities of Fresno and Clovis, caused already by the low flying fighter aircraft, i at times, is deafening. If newer, more powerful aircraft, are to come to Fresno, then please consider changing the takeoff and landing patterns, to exit asap, instead of over our populated areas	Noise
17	Fresno	Karen & Tom	Kovac		Fresno	CA	<p>We attended the Aug 9, 2022 public scoping meeting in Fresno Ca regarding proposed Draft EIS. We are very upset regarding the current noise levels of existing operations of the Air National Guard at the Fresno airport utilizing F-15 fighter jets. The current noise levels from take-offs is so egregious we cannot have personal or phone discussions inside our closed off house, or be able to hear the TV/radio during those take-offs. If we’re outside the take-off noise is actually hurtful to our ears. In discussing the situation with the person at the public meeting assigned to noise issues I was informed that noise tests were yet to be conducted at a military base in another state. I find it very disconcerting that absolutely no noise dosimeter readings are proposed in our Fresno neighborhoods for the current jets to be compared with the noise studies proposed for the new aircraft planned for the Fresno airport. How can the EIS responsibly address any positive or negative impacts of the newer aircraft that will replace the existing older jets. It would not take an extensive effort to collect some current spontaneous noise data from neighborhoods underlying the take-off flight path in order for the EIS to appropriately address the noise comparison between old and new Air Guard jets. Industrial Hygienists routinely perform noise tests and are readily available. They may be a more appropriate person to address the noise issues at future public meetings. Failure to do so will impugn the integrity of the EIS. Thank you.</p>	Noise
18	MA	Robert & Darnell	Greenleaf & Giroux		Westfield	MA	What will be done to curb the sound & fuel pollution of the neighboring homes especially since not all the homes have the sound proofing that was only offered to portions of the neighbors?	Noise Air Quality
19	MA	Daniel	Dodge		Florence	MA	I would like to add my objection to the plan to bring on more aircraft. I live in nearby Florence, and the noise from the current jets in their flight path over our home is already too loud. The area around Westfield is not appropriate, for there are too many residential areas.	General Opposition Noise

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20	MA	Robert	Stefano		Westfield	MA	As a past member of the ANG at Barnes, noise is not a problem. I enjoy the aircraft	General Support
21	MA	Jan	Emerson		Southampton	MA	awakened at 3:30 a.m. and two other late a.m.s by loud military planes in Southampton! Jan	Noise
22	MA	John	Tassinari			MA	Hello,  I attended the other night for the presentation in Westfield Middle School. Had the opportunity to review the slides you had. I'm not opposed to the upgrade, the base is important to this area and has a very good history. I live on the approach (Munger Hill Area) and think the current F-15C sound levels are acceptable. F-15EX seems like the logical choice, but I would welcome the F-35A as it is available now and will have a longer deployment life.  Thanks, John	General Support
23	MA	James	Haley		Westfield	MA	I am located on the north end of runway 02-20, directly in the flight line of all aircraft coming and going into Barnes Airport. I have seen and heard all of the aircraft the 104th MANG has been issued since 1949. The F-35A is one of the loudest aircraft in the Air Force inventory. This F-35A is a preposterous aircraft to even be considered for BAF. We are already deluged by harmful aircraft noise. I am asking you to NOT ASSIGN THE F-35A to Westfield. I am requesting you send an F-35A aircraft to Westfield for a well-publicized flight demonstration so we can all see and hear this aircraft. Thank You	Noise
24	MA	William	Onyski		Westfield	MA	Please accept this email as support of the F-15EX or F-35A aircraft for the 104th Fighter Wing at Barnes Airport. The 104th has always been an important part of the Westfield Community. Their service is appreciated. As you are aware, the 104th has received many accolades for the base from the Air Force. The men and women of the base are professional and well respected in the community. Please provide full consideration of the new aircraft at the 104th. Thank you, Bill	General Support
25	MA	denise	heintze		Easthampton	MA	As many others have also expressed, my main worry about Barnes, and all such facilities, is pollution, viz, noise, water, air, soil, and its long-term effects on area residents and on wildlife. Even in Easthampton, the noise from the ANG planes is considerable; I can't even imagine what it must be right next door to Barnes. I hope this is a real EIS and not just a superficial glance at the base and environs. Please deploy any and all mitigating actions regarding these issues, no matter which base is chosen. Thank you.	Air Quality Noise Water Multiple Environmental
26	MA	Michael	Ripa		Westfield	MA	VIBRATION  In my neighborhood our homes are aging. Over time the vibrations from Barnes aircraft have caused foundation and structures to move with expansion beyond constructed tolerances.  Doors and windows don't work like they used to and foundations are starting to shift	Vibration Noise



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							<p>and relocate. Subtle cracks have become larger and causing structural damage and concern.</p> <p>I realize the need to protect our country with the most up to date equipment available, but with the addition of the F15EX eagle and F35A aircraft the increase in decibel levels and V[BRATION, in an already high decibel area would quickly accelerate this process, destroying and distorting our homes even more, resulting in a drop in our property values, and increasing maintenance cost. WHAT ARE YOU DOING TO SOLVE THIS PROBLEM???</p> <p>NOISE</p> <p>According to Wyle FINAL NEM update for Wristfield-Barnes 2019-2024 the noise level contour line do not EXPAND (CHANGE) . With the advent of “known” increase in Db levels. Explain to me, HOW the Db levels contour lines profile remain the same, as well as the Db levels (in the first two (2) outer contour lines???</p> <p>Mitigation cannot fix this problem. When the F15s first arrived our homes were “sound proofed” with new windows, doors, insulation, etc. None of which have solved these problems. Only land acquisition will remedy this situation and is the only plausible solution.</p>	
27	MA	John	Petta		Holyoke	MA	I live right next to Ashley reservoir and if I had a choice F35 all the way I love the sound the feel the sight of freedom	Aircraft Preference
28	MA	Christine	Hagan		Southampton	MA	We'd like to see these young men flying in new planes. The current 40 yr old planes need to be retired. We support the new planes, personnel & construction. Most of us who have lived in the area are used to the "noise" of the planes & always stop & look up. The "sound" of freedom is welcomed here.	General Support
29	MA	Kristen	DeGray		Westfield	MA	Hold tours to include flight simulators!!	Other
30	MA	Victor	Bartolussi		Westfield	MA	Planes when take offs are not sticking to the flight paths and are going over my house with full afterburners.	General Opposition
31	MA	Dennis	Biagetti		Westfield	MA	We live on Springdale Rd. so the F-15 & other military aircraft come right over our house! Being a retired military W.O. I can tell you I love hearing the "boys" fly over our house. They have an important mission & keep us all safe & secure. Whatever their future we want to wish all, not only the pilots but all the support staff that work at Barnes AFB. "God Bless Them All"	General Support
32	MA	Vicki	Alfano		Westfield	MA	We live on the southern flight path. We're so used to the planes taking off and returning. Sometime the windows rattle but its not overwhelming and we've gotten used to the sounds and do not have any problems with it. As long as there is not too much extra pavement to influence water run off and the extra runoff is mitigated we don't see any problems. We appreciate keeping locals informed as to what is going on. Hope you get the new planes. Good luck. Thanks to the entire crew for your service.	General Support
33	Fresno	Ralph	Aguilera	144th Fighter Wing	Fresno	CA	Comparing the publicly available information on both airframes I believe the F-15EX is the go to airframe. With the Alert mission of aerospace defense the F-15EX and it's longer range, heavier combat loadout capability and ease of maintenance make it the obvious choice, on the back side I will list a handful more statistics to supplement my argument.	Aircraft Preference

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							<p>F-15EX  Unit Cost: 87.7 million~  Cost per flight hour: \$29,000~  Airframe lifespan: 20,000 hours  Lifetime Cost: \$580,000,000~  Weapons: 22 missiles  Range: 1100 miles  Sound: 115 dB~  Reduced Unit Conversion Training</p> <p>F-35A  Unit Cost: 77.9 million~  Cost per flight house: \$44,000~  Airframe lifespan: 8,000 hours  Lifetime cost: \$352,000,000~  Weapons: 10 missiles  Range: 670 miles  Sound: 122 dB  Extended Unit Conversion Training</p> <p>Per 100 aircraft and 2,000,000 flight hours the F-15EX program is \$43 billion~ cheaper.</p>	
34	Fresno	Rob	Rhodes		Fresno	CA	I desire maximum deployment of either aircraft to Fresno. Not concerned about noise or environmental impacts.	General Support
35	Fresno	A	Rhodes		Fresno	CA	It's about time newer aircraft are being brought here. Let's not just propose it. Do it!!	General Support
36	Fresno	Thomas W.	Kovac		Fresno	CA	The current aircraft used by the National Guard are extremely loud. Some have a high pitched "screech" that precludes any telephone conversation inside the house with doors & windows closed. I am located about 1/4 mile north of the flight path and the aircraft are approximately 1000 ft above the ground as they fly by on takeoff. Usually the planes go out in sets of four prolonging the noise level several minutes. I would estimate the noise levels are 100+ decibels, sometimes enough to hurt the ears if outside. What are the mitigation measures proposed to address this fundamental issue??	Noise
37	Fresno	Jeffery	Sundstrom		Fresno	CA	15EX seems to be a seamless transition from 15C. Less noise and less impact on public. Agin F-35 is a all eggs in one basket if it is to replace F-16 - 15 - A10. Didn't we learn from the F-4 that this policy does not work. History repeats.	Aircraft Preference
38	Fresno	Joshua E.	Lloyd	144 FW MXS/MXMP	Fresno	CA	From the perspective of an airman part of the 144th FW Maintenance Squadron, I see significantly more benefit adopting the F-15ES. From a mission standpoint, the new F-15EX offers a more air superior weapons layout, longer range for overseas operations, and an overall wider variety of capability to defend the West Coast. From a maintenance standpoint, general component swaps, such as engine pulls, are significantly faster by days in the F-15EX, while the F-35 can take weeks to perform maintenance. The F-15EX is also more cost efficient coming from a flight house perspective. Overall, the F-15 has been unmatched throughout its generation. The new technological advances the new F-15EX brings to the table is a mixture of everything needed for air superiority.	Aircraft Preference
39	Lemoore	Chad	Draxler		Hanford	CA	I believe the Fresno National Guard should get F-15EX. I don't think LNAS is in any	Aircraft Preference

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							need of F-35A. The expansion would be too much. The air quality I Kings County is already horrible. More jets are bad.	Location Preference
40	Lemoore	Gregory	Woods	U.S. Navy	Hanford	CA	Although more expensive, there are significant synergies with bringing F-35A to Lemoore, as well as reduced noise pollution at other locations. Lemoore is the <u>best</u> choice from an operators perspective.	Location Preference
41	Lemoore	Kalish	Morrow	Mayor of Hanford	Hanford	CA	I wanted to state that the potential expansion of NAS Lemoore comes with the support of the City of Hanford. Lemoore has a lot of fanfare from the local communities & is uniquely situated with little to no encroachment from residential zoning. When I was running for Hanford City Council I often stated that I was intent on creating a more vibrant town that military personnel & their families would be excited to move to. I'm proud to say that Hanford continues to improve with quality housing, parks, retail, and entertainment. We would be pleased to welcome you to our community.	Location Preference General Support
42	NOLA	Bruce	Keller, CPLO	NAS/JRB New Orleans	Belle Chasse	LA	If LAANG were to get the F-35 here, I understand that they would need to add air-to-ground training as part of their training flights, which would have some of their flights heading toward the air to ground facilities both west and east of NAS JRB New Orleans. This leads to the suggestion of including a map of the ranges that we currently use versus the ones we would likely use if changes are made in based-aircraft (which might affect the use of existing and new flight tracks)? Note: Just a suggest not sure if changes will have much if any impact on flight patterns.	Airspace
43	NOLA	Bruce	Keller, CPLO	NAS/JRB New Orleans	Belle Chasse	LA	Some things to include/identify if possible in the study: - How many new flight operations will be added (if any) to the total flight operations we do here after implementation (ex: total today is aprox 20K) Expect it might increase to 24K. - How the mixture of LAANG flight operations will change compared to their current portion of the total pie of flight ops. (Ex: LAANG currently flies about 25% of total flight ops today; expect that it would increase to 30%)	Flight Operations
44	Mail	Joe	Neves	County of Kings Board of Supervisors	Hanford	CA	RE: Support for the F-35A Lightning II Operational Beddown at Naval Air Station Lemoore To Whom It May Concern: On behalf of the Kings County Board of Supervisors, we are writing to express our support for the F-35A Lightning II Operational Beddown at Naval Air Station (NAS) Lemoore. We are extremely pleased that the Department of the Air Force and the National Guard Bureau are considering Lemoore as one of the preferred locations for beddowns of these aircraft. Kings County has enjoyed a mutually beneficial relationship with NAS Lemoore since 1961 when the naval air station was first commissioned, and we fully support its continuing operation. The Board of Supervisors wishes to formally communicate the views of its constituents, the residents of Kings County, as favoring the Department of the Air Force and National Guard Bureau's decision to consider NAS Lemoore as the location of the F-35A Lightning II. NAS Lemoore is highly respected and considered a vital community in our county. We recognize the importance of the military in our great nation and applaud the families that commit their lives to defending our freedom. Many military families, based at NAS Lemoore, call Kings County home, and are integral to this county.	General Support Location Preference Socioeconomics

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							<p>NAS Lemoore is a major economic driver for our local economy. According to the 2020 Economic Impact Assessment, NAS Lemoore contributed more than \$947 million to local economies in Kings and Fresno counties. With an excess of 11,800 jobs attributed to the base, and a payroll exceeding \$4 75 million, NAS Lemoore represents the single largest employer in Kings County. The continued success of NAS Lemoore is critical to our local economy.</p> <p>We stand firm in our commitment to the support of NAS Lemoore -the nation's premier Naval master jet base. Please know that the County of Kings and the Kings County Board of Supervisors highly support the Department of the Air Force and National Guard Bureau's decision to consider locating the F-35A Lightning II at NAS Lemoore.</p> <p>Sincerely,  Joe Neves  Chairman, Kings County Board of Supervisors  cc: Rear Admiral Bradley N. Rosen, Commander, Navy Region Southwest  Captain Douglas Petersen, Commanding Officer, NAS Lemoore  Senator Diane Feinstein  Senator Alex Padilla  Representative David G. Valadao  Lance Lippincott, Kings County EDC</p>	
45	Mail	Lance	Lippincott	Kings County Economic Development Corporation	Hanford	CA	<p>RE: Support for the F-35A Lightning II Operational Beddown at Naval Air Station Lemoore</p> <p>To Whom It May Concern:</p> <p>On behalf of the Kings County Economic Development Corporation (Kings EDC) Board of Directors, I write to express our support for the F-35A Lightning II Operational Beddown at Naval Air Station (NAS) Lemoore. We are extremely pleased that the Department of the Air Force and the National Guard Bureau are considering Lemoore as one of the preferred locations for beddowns of these aircraft. Kings County has enjoyed a mutually beneficial relationship with NAS Lemoore since 1961 when the naval air station was first commissioned. As Kings County's economic development agency, Kings EDC has benefitted from the experience and insights provided by the air station's ex-officio board member for the past 24 plus years. Having gone to battle alongside NAS Lemoore during multiple BRAC's, the MOA campaign, aircraft homebasing competitions, and coordinating the Friends of NAS Lemoore Committee, we feel Kings EDC is uniquely positioned to enthusiastically offer our support for NAS Lemoore's continued operation and the expansion of its mission.</p> <p>On behalf of Kings EDC and its partner, the Job Training Office (JTO), I would like to offer our continued assistance to the air station, its personnel, and families. Kings EDC's mission is to enhance Kings County's economy through economic assistance to businesses and communities. Its partner, the Job Training Office, is Kings County's workforce development agency responsible for matching potential workers with available jobs and assisting workers in gaining the skills needed to succeed in today's workplace. We feel strongly that NAS Lemoore is a Kings County community, and those that work and live at the facility are important Kings County residents.</p> <p>NAS Lemoore is a major economic driver for our local economy. According to the 2020 Economic Impact Assessment, NAS Lemoore contributed more than \$947</p>	General Support Location Preference Socioeconomics

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							<p>million to local economies in Kings and Fresno counties. With an excess of 11,800 jobs attributed to the base, and a payroll exceeding \$475 million, NAS Lemoore represents the single largest employer in Kings County. The continued success of NAS Lemoore is critical to our local economy.</p> <p>As agencies in pro-armed services Kings County, we recognize the importance of the military in our great nation and applaud the families that commit their lives to defending our freedom. Therefore, it is my pleasure to convey the Kings EDC Board of Directors wishes to formally communicate its unqualified support for the Department of the Air Force and National Guard Bureau's decision to consider NAS Lemoore as the logical location of the F-35A Lightning II.</p> <p>Sincerely,  Lance Lippincott  Economic and Workforce Development Director  cc: Rear Admiral Bradley N. Rosen, Commander, Navy Region Southwest  Captain Douglas Petersen, Commanding Officer, NAS Lemoore  Senator Diane Feinstein  Senator Alex Padilla  Representative David G. Valadao  State Senator Melissa Hurtado  Assemblymember Rudy Salas</p>	
46	Barnes	William	Giles		Westfield	MA	<p>I live not far from the end of the runway. Sometimes the noise bothers me but then a say to my self I would rather have them flying that someone else. Therefore I support the Barnes AFB 100%. I served in the AF back in the 50's and was part of the 12th SFW that flew missions in northern Japan to protect us from Korea. I think from that experience I know a little what those guys do. That's why I support them 100%.</p>	General Support
47	Fresno	Terry	Busch		Fresno	CA	<p>Dear EIS project manager,</p> <p>My letter is the complaint of these jets. They are such a nerve reeking annoyance all day. When I bought my house 3 yr ago I keep in mind of being somewhat close to National Guard &amp; airport before buying. We sat around the area of this house to see the loudness in morning &amp; eve. before making a bid o this home. We are now suffering. I know get more headaches migraines having to take doctor medication. Also my partner sleeps in day works at night at Heart Hospital. She is having problems styng asleep. The other big big problem is my pet. My ten yr old dog now has issue shaking - and hiding under bed. Now having to give her calming meds which really not working. These jets sound like thunder to her. This is why we did not move to South Dakota. Thunder is really bad there.</p> <p>Please please please stop these jets from being housed in Fresno CA. We want back our dog and normal day. Please house jets in Lemoore CA, not Fresno. This effect our health peace &amp; wellness. It has een so bad just hating life at home anymore.</p> <p>Thank you  Terry Busch</p>	Noise General Opposition Domestic Animals
48	Fresno	Janet	Smith		Fresno	CA	<p>Janet Smith  August 12, 2022  EIS Project Manager  National Guard Bureau, NGB/A4AM</p>	Noise Vibration

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							<p>Shepperd Hall  3501 Fetchet Ave.  Joint Base Andrews MD 20762-5157  ANG F-15EX &amp; F-35A Beddown EIS</p> <p>I am concerned about the noise and vibrations in the house when the jets fly over. Since we moved here in 1968, the flight patterns have changed as well as the frequency, the speed of take off and landing, and time of the day. The practice time went from around 2:00 P.M and around 6:00 P.M. Now, I can't even plan a garden brunch, luncheon, or dinner-not knowing when the jets will go out.</p> <p>The flight pattern was never over the house. Now, they fly directly over, fast, and low. (And by the way, I never signed off my air space, when the surrounding houses were fitted with noise reduction windows, because I'm in the yard.)</p> <p>Also, the take-off and landing speeds were slow and rarely, did I hear the throttling down landing noise. Now, the planes "hot rod" straight up in the sky or take off with such speed one doesn't have to look up, but when I do, I can't see them because they are so far west (ahead of the sound) and so high the light has to catch them just right to see them.</p> <p>There are more of them at one time ( from group of 3 to 6), and more frequent. Then there are the days of practice landing and take off, making the landing turn directly over my house or neighbors next door. Loud, loud, loud.</p> <p>The vibrations are strong enough to make pictures on the walls crooked, car alarms go off, the cat run under the bushes, house plaster cracks., and everyone visiting need to stop talking until the planes (all 6 +) fly over.</p> <p>I've have been wanting to call the National Guard for a long time. Now with the new jets, they will probably be louder, yet, and more of them.</p> <p>I know jets can be flown quieter. I'm asking to be respectful. Change the way the jets fly in and out of the airport; that will change the noise decibels and in turn change the vibrations. I know it can be done.</p> <p>If there is another person I should address this letter to, please let me know.</p> <p>Sincerely,</p> <p>Janet Smith</p>	
49	NOLA	Samuel	LaValla		Belle Chasse	LA	<p>To whom it may concern, my name is Samuel LaValla. I am against having any new jets at our air navy base in Belle Chasse. We have a lot of problems with noise and pollution in our area. House and car alarms going off when they fly over. Our house roofs are black and when pressure washed you can smell the fuel oil. This is bad for anyone breathing this and for pets also. Our vehicles are black with unburned fuel and fumes. I have tried to get a noise study done in my back yard and they said they would do it. I called and they said they did it, but no one did, I was going to get the results in the mail, I still waiting. This was years ago. I have talked to and meet with captains and commander's but with no help. I have had a captain hang up the phone on me for asking a question. I am tired of the noise and flyovers. There is more I can tell you but</p>	<p>General Opposition</p> <p>Noise</p> <p>Multiple Environmental</p>



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							this will do for now. No new planes in Belle Chasse please. Go to the desert in California. Thanks, please call or write me anytime.	
50	Barnes	Amy	Hoenig	Mass Wildlife, NHESP	Westborough	MA	See letter following table	Wildlife
51	Barnes	Robert	Riggs		Southampton	MA	I am a concerned resident of Southampton regarding the potential noise increase of the new aircraft under review. I think the review board should provide clear data on the noise implications of these 2 aircraft compared to the current F-15's in use today. Lately there has been increased traffic which only adds to my future concerns. Also the noise mapping that Barnes Airport currently uses doesn't provide a clear picture of how widespread the sound travels, this is a highly residential area around the airport for many miles. Based on various reports I have read it appears the F-35A is a very loud aircraft and would be better suited to a more remote area. I don't know much about the newly proposed F-15EX. In general I support the base but feel that it also needs to be a good neighbor, ie; minimal night flying, and a conscious effort on the pilots keeping noise to a minimum both during takeoff and approach. I hope that each local comment is valued, and will be given consideration. Respectfully, Robert Riggs	Noise
52	Barnes	Denise M.	Riggs		Southampton	MA	I live in Southampton, the fighter jets routinely fly directly over my home. I'm obviously concerned about the potential noise increase of the new aircraft under review. I would appreciate the review board providing clear information about the noise implications of the jets under consideration. Over the past few months there has been a noticeable increase in early morning jet traffic which only adds to my concerns. If the new jets are louder I believe they might be better suited for a less residential area. I've heard that pilots can minimize the engine noise during takeoff and approach...why don't they??? I support the base and think that respect should be reciprocal on the part of the base.	Noise
53	Barnes	Nancy	Boersig		Westfield	MA	My Husband and I have been residents of Westfield Ma for 35 years and have only great things to say about having ANGB as part of our community. The effects that either of these aircrafts will have on our area outweigh the benefits we receive. We are hopeful we receive the F35 and would be proud to have this 5th generation aircraft	General Support
54	Fresno	Tony	Lopez		Fresno	CA	To whom it may concern, Please reconsider housing the 2 squadrons of fighter jets at the Fresno Air Terminal. Being a longtime resident of the, I feel it will bring a lot more unwanted noise to our somewhat peaceful neighborhood. I feel one of the other potential locations would be more suitable for these jets, such as Lemoore. I appreciate the need for these jets and they should be housed at a less populated (and residential) area. Thank you.	General Opposition Noise
55	Fresno	Michael	Carrillo		Fresno	CA	See letter following table	Transportation Air Quality Socioeconomics Aircraft Preference
56	Barnes	Kristen	Mello	WRAFT	Westfield	MA	Thank you for providing the opportunity to submit comments. Westfield residents have several concerns regarding this choice. I have collated them here for you, in no particular order.	Multiple Environmental Other Cumulative

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							<p>-----</p> <p>Please consider the geological nature of the base and surrounding area (it's a bowl with bedrock sidewalls), and air and noise pollution. What operational adjustments could be made - within the current framework - to mitigate both, especially for those North side residents living near Hampton ponds, an along East Mountain and Southampton Roads (like Heritage Mobile Home park and the high-density apartments)? What could be done in the immediate future to address these concerns? (as opposed to waiting for studies or after the EIR is published)</p> <p>There is a general mis-understanding here that the F35s were sent away from VT after citizen complaints. If that is not the case, could you please share with us what the relationship with the VT residents is like, what noise mitigation strategies have been tried and work there, and how VT residents' concerns get addressed as a matter of practice?</p> <p>Please let the Westfield public know how the F15/F35 question relates, if at all, to the City's proposed runway expansion work. How do the environmental, air, water, noise pollution factors change when this work is combined with the work and tree removal the City has proposed? What are the cumulative impacts expected to be?</p> <p>Will you be physically testing the noise and emissions from these aircraft here, in Westfield, in order to get real-world data? Will that process be open to the public for education and engagement? If not, please justify this choice.</p> <p>What types of weapons do these planes carry, and what is the general nature/size/scope of each in the event of a disaster? How dangerous are these plane options to the community below and how dangerous are the weapons they carry? What kind of statistics are there for such mishaps? Is it a relatively low occurrence?</p> <p>Will there be hot re-fueling? What are the accident incidence rates associated with that? Do hot refueling accidents require the use of PFAS laden AFFF? What has the ANG / DoD done to ensure future AFFF discharges on the Base do not result in additional soil, surface water, and groundwater PFAS contamination? What precautions will be taken to prevent any future releases the will affect nearby municipal drinking water wells?</p> <p>We have been told that deliberately having the planes take off heading North reduces noise pollution for the residents South of the airport. What has already been done to mitigate the residences North/Northeast of the airport in order to accommodate this traffic shift? How can this noise affected residents experience be addressed in a more timely fashion?</p> <p>How does the proposal of a Target Distribution Facility directly North of the Base affect this project, if at all?</p> <p>Thank you for addressing these resident concerns.</p>	Noise



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							Sincerely, Kristen Mello	
57	Fresno	Jerry	Dyer	Mayor, City of Fresno	Fresno	CA	<p>As the City of Fresno’s Mayor, I am writing in support of continuing our longstanding relationship with the California Air National Guard’s 144th Fighter Wing (144th Fighter Wing). The 144th Fighter Wing continues to be a valued part of Fresno’s future, where we seek an inclusive, prosperous, beautiful city where people take pride in their community. I am incredibly proud of the important role the 144th Fighter Wing plays in protecting California and the entire United States. Generations of City leadership, residents and employees have embraced the 144th Fighter Wing as a point of civic pride, an economic driver, and now, a standout site for the next generation of aircraft squadrons.</p> <p>Fresno Yosemite International Airport’s military history dates to its original opening as Hammer Field during World War II, and the 144th Fighter Wing itself dates back to 1954. As the U.S. Air Force continues to evolve and meet the needs of 21st Century national defense, there are several compelling factors make our airport the ideal site to locate squadrons of either F-15EX or F-35A aircraft. The 144th Fighter Wing’s current bed down squadron of fourteen F-15C/D aircraft already generates approximately 2,400 annual flight operations. As a joint commercial/military use airport with an active F15C/D squadron, our airport is equipped and ready to receive the next generation squadron of F-15EX or F-35A aircraft. Our Air Traffic Control Tower provides 24-hour ground and airspace communication, which assist with military aircraft alert missions.</p> <p>The airport is equipped with a Category III landing system. This advanced technology allows for continued military aircraft operations during low visibility conditions. Additionally, in cooperation with California Air National Guard, the airport expands Aircraft Rescue Firefighting resources for emergency support of military and civilian aircraft.</p> <p>As California’s fifth-largest city, Fresno has created an environment that provides thriving career opportunities and economic mobility for residents and businesses. The 144th Fighter Wing continues to invest in our community with an economic impact of nearly \$160 million, including \$94.1 million in military and civilian wages. This benefits our readily available workforce, with high-paying career opportunities and helps sustain the regional economy. With 1,106 military and civilian personnel, the 144th Fighter Wing remains one of Fresno’s most valued employers.</p> <p>On behalf of the City of Fresno, I commit to making Fresno the ideal location for the most-advanced fleet of aircraft in the world. We will continue our work to meet future needs and will constantly strive to improve and modernize the airport to benefit both civilian and military uses. Be it improving the runway, making capital improvements, or possibly moving the 144th Fighter Wing to a better location within the Fresno Yosemite International Airport, I will do all I can to ensure success.</p>	General Support Socioeconomics
58	Fresno/ Lemoore	Karen	Vitulano	U.S. Environmental Protection Agency	San Francisco	CA	See letter following table	Noise Environmental Justice

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								Air Quality Multiple Environmental
59	Barnes	Michael	Ripa		Westfield	MA	<p>Referencing F-15EX Eagle II &amp; F-35A Lightning II Operational Beddowns Air National Guard Environmental Impact Statement Comment Form LOCATION: Westfield MA</p> <p>VIBRATION</p> <p>In my neighborhood our homes are aging. Over time the vibrations from Barnes aircraft have caused foundation and structures to move with expansion beyond constructed tolerances. Doors and windows don't work like they used to and foundations are starting to shift and relocate. Subtle cracks have become larger and causing structural damage and concern. I realize the need to protect our country with the most up to date equipment available, but with the addition of the F15EX eagle and F35A aircraft the increase in decibel levels and VIBRATION, in an already high decibel area would quickly accelerate this process, destroying and distorting our homes even more, resulting in a drop in our property values, and increasing maintenance cost. WHAT ARE YOU DOING TO SOLVE THIS PROBLEM???</p> <p>NOISE</p> <p>According to Wyle FINAL NEM update for Westfield-Barnes 2019-2024 the noise level contour line do not EXPAND (CHANGE). With the advent of "known" increase in Db levels. Explain to me, HOW the Db levels contour lines profile remain the same, as well as the Db levels (in the first two (2) outer contour lines???</p> <p>Mitigation cannot fix this problem. When the F15s first arrived our homes were "sound proofed" with new windows, doors, insulation, etc. None of which have solved these problems. Only land acquisition will remedy this situation and is the only plausible solution.</p> <p>Respectfully submitted, Michael P. Ripa</p>	Vibration Noise
61	Barnes	Donna	Vrith				<p>Our quality of life has already suffered with the F15s at Barnes. You cannot hold a conversation while the planes are taking off or landing. My neighborhood is in the middle of the flight path. They take off just west of us and when landing they fly upwind to the west of us, cross wind just south of us, cross wing just north of us and downwind east of us. When on base and final they end up just north and west of us. Conversations are limited while this happens. We are obviously in the middle of the flight path but are not considered in the noise zone. I worked at a company that had a housing construction program. If you could not have a conversation with someone face to face because of background noise you needed hearing protection. I was tested yearly to monitor my hearing. I have been retired for 6 years and now need hearing aids when the planes do their vertical takeoffs they are almost directly over us. Everything in the house rattles and all conversations stop - phone calls are impossible. When the F15's first came I requested noise monitoring. I was told it would happen - never did. One of my neighbors has had to replace their windows twice now because of seal failures they believe were caused by the vibrations.</p> <p>Traffic is another concern. Currently you can wait up to 15 minutes to take a left turn out of our neighborhood at certain times of the day. Traffic backs up from E Mountain Rd past the entrance to our street making it impossible to take a right turn. You have to try and schedule appointment around the traffic so you don't have to add an additional</p>	Noise Water

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							15-20 minutes to your trip. The additional noise and car and truck exhaust is affecting us too. Besides these concerns we have been affected with our poisoned drinking water from the base. My last 3 pets have died of cancer - neighbors have also lost pet too to cancer. No matter how careful you are spills will happen which will continue seeping into our water supply. We already have an unusual amount of cancer deaths in our area. While the upgrade of aircraft will happen, something needs to be done to help mitigate our deteriorating lifestyles thanks to these changes.	
62	Fresno	Jimmy	Gaede		Fresno	CA	<p>I would like to offer the following comments:</p> <p>In 2012 we were informed that the 144th was going to upgrade their aircraft from the F16 to the F15C. At that time at an in-person meeting in Fresno, with airport and National Guard representative and through notices in our local newspaper, we were told that the F15C would be slightly louder, and that they were going to fly fewer missions. As it turned out the first statement (noise) of the F15C was considerably louder than the F16. As to the second statement of the number of take-offs, they have increased dramatically in the past several years. We are experiencing shaking of our house windows, inability to hear tv, or converse on the telephone. Outside conversation is nearly impossible during flight take-offs. We were also promised that there would be serious consideration into the take-off pattern to help mitigate the loud noise. To date, no improvements have taken place. Has anyone seriously considered changing the take-off pattern from the current Westerly direction over the most populated area of the city to an Easterly direction over vacant fields and low-density housing? When I mentioned this idea to the airport representatives at the in-person meeting, I was informed that the jets had to take off into the wind. Who are they kidding?</p> <p>I realize and truly appreciate that the National Guard is our nation's security. However, the disruptions to the residents in the flight pattern should weigh heavily into the Environmental Impact report.</p> <p>Thank you for taking my comments into consideration.</p>	Noise
63	Fresno	Bernadette Ann	Brierty	Morongo Band of Mission Indians	Banning	CA	<p>Dear Colonel Austin: The Morongo Band of Mission Indians (Tribe/MBMI) Tribal Historic Preservation Office is in receipt of the Department of The Air Force 144<sup>th</sup> Fighter Wing letter regarding the above referenced project. The proposed Beddown of F-15EX Eagle at the Fresno Air National Guard Base Project is not located within the boundaries of the ancestral territory and traditional use are of the Cahuilla and Serrano people of the Morongo Band of Mission Indians.</p> <p>Thank you for notifying the MBMI about this project. MBMI encourages your consultation with tribes more closely associated with the lands upon which the project is located.</p>	General
64	NOLA	Michael	Rachal		Gretna	LA	We live around 60 yards from the aviation canal in Gretna, LA. and are close to the Naval Air Station Joint Reserve Base New Orleans. My wife and I are very much in favor of bringing the F-15EX and F-35A Operational Beddowns what we refer to as Calendar Field. The hours of operation are consistently during the day and early evening hours, and it is comforting to know our pilots are practicing their craft to keep us safe. I apologize for this late comment, but we just heard about it.	
65	Barnes	Bill	Giles				I just wanted to say I am in favor of anything that needs to be done at the Airport. Its a great asset to the city and our Country. I live not far from the end of the runway and	

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							sometimes they go right over my house or take off in the middle of the night. I get mad but then I say they are just doing their job. I am a Air Force vet from the 50's having served in SAC so I know alittlebit about what goes on. Plus I have 2 friends that are stationed up there. So whatever needs to be done, do it.	
66	NOLA	Mitchell	Mouton	USDA-NRCS	Alexandria	LA	See letter following table	
67		Michael	Saremi				Are there already existing MOAs, MTR, or other special use airspaces for these two aircraft to train at associated with which of the beddown location options? OR would the beddown be expected to lead to new airspace to be acquired?	
68	Fresno	Susan	Rutkowski				Hello. I became aware recently that there may be a plan to house additional jets at the Guard base here in Fresno California. I currently live in the flight zone and we experienced yet's flying overhead daily and the air pollution and the sound causes a lot of disruptions along with health issues, stress and especially with our dogs. My neighbors dog is terrified of loud sounds and the thought of additional jets is causing a lot of anxiety in our neighborhood. I am hoping you will reconsider placement of additional jets at a different location.	
69	NOLA	Rhonda	Braud	Louisiana Department of Transportation & Development	Baton Route	LA	<p>Dear Will Strickland,</p> <p>I have received notification in the mail regarding the project noted above. (Team #3915 for my reference)</p> <p>If the beddown is located in Louisiana, the applicant may be responsible for the following:</p> <ol style="list-style-type: none"> <li>1) Obtaining a levee (408) permit/or letter of no objection from the United States Army Corps of Engineers, the Coastal Protection &amp; Restoration Authority, and the local Louisiana Levee District</li> <li>2) Obtaining a permit from the Louisiana Department of Transportation and Development if the project occurs within Louisiana DOTD right-of-way (eg crosses the road or discharges into a state-owned ditch)</li> <li>3) Coordinating with the State Historic Preservation Office</li> <li>4) Coordinating with the Parish Floodplain Coordinator</li> <li>5) Obtaining a wetlands (404) permit from United States Army Corps of Engineers</li> <li>6) Coordinating with the United States Fisheries and Wildlife Service, the National Oceanic and Atmospheric Administration, and/or the Louisiana Department of Wildlife and Fisheries regarding Endangered/Threatened Species/Habitat affected</li> <li>7) Obtaining a permit from the Louisiana Department of Natural Resources if the project is within the Coastal Zone</li> </ol> <p>The applicant is responsible for any additional local, state, or federal permits. Please contact the District Permit Specialist Ennis Johnson at (504) 437-3103 for more information.</p> <p>Sincerely,</p>	
70	NOLA	Loukisha	Williams	Federal Emergency Management Agency			<p>Mr. Strickland,</p> <p>Thank you for contacting FEMA for information in reference to your questions pertaining to</p> <p>Request for comments for the beddown of one of your squadron of 21F-15EX aircraft construction project request for information. Please review our attached response.</p>	

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							<p>FEDERAL EMERGENCY MANAGEMENT AGENCY REGION 6 MITIGATION DIVISION</p> <p><b>RE: Request for information: Attn: F-15EX, F-35A EIS</b></p> <p><b>NOTICE REVIEW/ENVIRONMENTAL CONSULTATION</b></p> <hr/> <p><input type="checkbox"/> We have no comments to offer. <input checked="" type="checkbox"/> We offer the following comments:</p> <p><b><u>WE WOULD REQUEST THAT THE COMMUNITY FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 &amp; EO 11990.</u></b></p> <p><b><u>New Orleans, LA</u></b> Jerome Landry Floodplain Manager Dept. of Safety and Permits 1300 Perdido Street, 7th FL New Orleans, LA 70112 <a href="mailto:jlandry@nola.gov">jlandry@nola.gov</a> (504) 658 – 7127</p>	
71	Fresno	Jimmy	Gaede				<p>Since the purpose of acquiring a squadron of 21 F15EX aircraft is to replace the F15 C/D jets, how many F15 C/D Jets does the 144th fighter wing have at the Fresno Airport, and what will happen to the existing 18 F16C fighter falcon jets stationed there now?</p> <p>Thank you for your answer.</p>	
72	Barnes	Molly	Goodwin		Easthampton	MA	<p>To whom it may concern,</p> <p>I am writing to express my wish to NOT have more aircraft at Barnes. I live in the flight path in Easthampton and the noise pollution has been significant since the aircraft, that I believe arrived several years ago from Otis, began to fly over my neighborhood.</p> <p>It is difficult to talk on the phone when the aircraft go over my house. If I am outside on my deck or in my yard, I have to block my ears due to the pain the sound causes and any conversations of any kind are impossible. It is often a daily occurrence. I don't know if the paths can ever be changed so that not just one area is affected all the time.</p> <p>I don't begin to understand all of the issues involved with the military and I do appreciate any efforts necessarily made to protect our country. However, this noise does not represent the sound of freedom to me. It is a reminder of the inability of humans to cooperate and to work out their issues in non-violent ways. And it is just loud and disruptive to my daily life.</p> <p>Thank you for your consideration,</p>	



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73	Barnes	Mary Lakoma					<p>To Whom This Concerns:</p> <p>I've lived on for 42 years. It was once a quiet, pleasant place to live until the F15's came to town. The noise was tolerated but lately over the last few years it's been so much more "annoyingly noisy". As soon as we hear the rumbling as those jets get ready to take off my husband and I are running to shut all the windows and doors, although that doesn't do much. Not only do we deal with the loud noise from these jets we also deal with the house shaking, windows rattling and I'm sure this has affected our foundation. Has anyone ever gone to people's homes in this area to see for themselves how much disruption this causes???</p> <p>I'm sure that was never a priority...</p> <p>If I'm outside doing yardwork the noise is ridiculous. If I'm in the house on a phone call I have to stop talking until the jets have flown by. It's like living in a war zone.</p> <p>When I first retired in 2020, I was home one morning and had a mother bear and her 3 cubs playing in my back yard. They were just out there causing no harm and then a bunch of F15's flew over. The mother and cubs all starting running into the woods and one of the babies ran 20 feet up a tree and would not come down. The mother was standing at the bottom of the tree trying to get the baby to come down. After almost an hour the cub finally came down. This is just an example of how this has affected not only people, but animals in the area.</p> <p>I also feel sorry for anyone who has a baby who has to deal with this noisy disruption day in and day out!!</p> <p>These jets belong where there are open areas with no homes or wildlife. It's amazing how "money" means so much more than people being able to enjoy their homes. I'm sure there's a lot of people in Westfield who think this is great ... but I bet most of them don't live in this area so it doesn't affect them everyday!!</p> <p>I know this email won't matter to any of you, but regardless of whether or not it has any impact on your decision, I felt I needed to voice my opinion. From what I've been reading, it appears this is a done deal. So much for people having any say in this decision. One other thing - nothing like having your windows open for some fresh air but waking up to those jets revving their engines at 5:30 this morning!!</p> <p>Sincerely,</p>	
74	Barnes	Mark & Karen	Rogers		Westfield	MA	<p>We would like to make a comment with respect to the prospect of the F35's, or any other jets for that matter, coming to Barnes Airport in Westfield, MA. Quite simply, we are in opposition of it.</p> <p>We have lived here on for 35 years, we are in our sixties, retired, and moving is not an option, we shouldn't "have" to. Yes, we moved next to an airport, A10's were there at the time. Unfortunately, then came the F15's. There is no peace up here, it's constant noise between jets (and trucks), house shaking, windows and wall hangings vibrate. And now this, where does it end?</p> <p>My father was a Navy veteran WW2, served 21 years, retired as a Chief Petty Officer, my brother in Vietnam. We get it, the military is greatly needed, and more importantly appreciated. Quality of life for the residence that live on this side of town is, to us, more important. The A-10's were tolerable, the F-15's and beyond do not belong in a residential area. You can provide homes with all the windows you want, but it won't stop the outside noise (people would like to open their windows), vibrations and shaking.</p>	

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							Thank you	
75	Barnes	Mary Ann	Babinski		Westfield	MA	See email following table	
76	Barnes	Robin	Nargi				<p>To Whom it may concern</p> <p>I would like to know why parts of Southwick were not included in this meeting. My home in on Depot Street in Southwick. The F-15's coming over our house have taken my hearing out numerous times if next to a wall. The 1st time this happened it brought me to my knees. My hearing still isn't completely "healed".</p> <p>I do have to ask this question: Just common sense. Why in a city, why in a crowd residential area. Do you want everyone wearing hearing aides before they are 30??</p> <p>My husband already does. And for your information YOU do not get used to the noise from them</p>	
77	Barnes	David	Zajdel				<p>My name is David ZAJDEL I have lived on since 1972. I know the world has changed greatly since then however the jets that fly @the airport @Barnes know do create a lot of noise throughout the day. I was in the Army Reserve for 8 years &amp; know the need for the military is very important. The jets F15 at Barnes &amp; the Helicopters that also train there do fly over our home morning thru night &amp; create a lot of noise.</p> <p>In the past the military has added sound insulation to those homes affected. If the newer jets F35A fighters sound like they would even be louder &amp; our disruption would be more. The bigger issue is safety from what I have read the F35A don't have a great track record.</p> <p>Those are our concerns just wanted to get them to you.</p>	
78	Barnes	Claude	Borowsky				<p>We live by Hampton Ponds The jets fly low directly over our house on Beccari Ln as they loop towards their landing approach.</p> <p>We get buzzed by the F15's all the time. Shakes the house and sometimes drops hydraulic oil on our deck. Vertical/emergency takeoffs are really loud too.</p> <p>Sincerely,</p>	
79	Fresno	Meng	Heu	California State Clearinghouse			<p>Hello,</p> <p>Has this document already been filed with SCH? If not, this can be done at <a href="https://ceqasubmit.opr.ca.gov/">https://ceqasubmit.opr.ca.gov/</a></p> <p>Thank you.</p>	
80	Fresno	Meng	Heu	California State Clearinghouse			<p>Good Morning,</p> <p>I am following up on my last email.</p> <p>Has this document already been filed with SCH? If not, this can be done at <a href="https://ceqasubmit.opr.ca.gov/">https://ceqasubmit.opr.ca.gov/</a></p>	

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**DIVISION OF  
FISHERIES & WILDLIFE**

1 Rabbit Hill Road, Westborough, MA 01581  
p: (508) 389-6300 | f: (508) 389-7890  
**MASS.GOV/MASSWILDLIFE**

August 30, 2022

Mr. Will Strickland  
ATTN: F-15EX, F35A EIS  
3501 Fetchet Avenue  
Joint Base Andrews, MD 02762-5157

*Project Name:* Westfield-Barnes Regional Airport, Air National Guard (ANG) 104<sup>th</sup> Fighter Wing  
Candidate Location for Aircraft Replacement and/or Facility Modifications  
*Proponent:* National Guard Bureau (NGB) and Department of the Air Force (DAF)  
*Location:* Barnes ANG Base & Westfield-Barnes Regional Airport, Westfield MA  
*Project Description:* Beddown of one squadron of 21 F-15EX or F-35A aircraft with construction  
improvements (or retain existing F-15C/D aircraft with facility modifications)  
*NHESP Tracking No.:* 10-28624  
*Document Reviewed:* NGB coordination letter noticing the preparation of an Environmental Impact  
Statement (EIS) pursuant to the National Environmental Policy Act (NEPA)

Dear Mr. Strickland:

The Massachusetts Division of Fisheries and Wildlife's (MassWildlife) Natural Heritage & Endangered Species Program received a letter prepared by the NGB providing notice of the preparation of an EIS for the proposed beddown of one squadron of 21 F-15EX or 21 F-35A aircraft with construction improvements (or retain existing F-15C/D aircraft with facility modifications) at Barnes ANGB and Westfield-Barnes Regional Airport, Westfield, MA.

MassWildlife is the agency responsible for the protection and management of the inland fish and wildlife resources of the Commonwealth. The mission of MassWildlife also includes conserving and protecting endangered, threatened and species of special concern pursuant to the Massachusetts Endangered Species Act (MESA; M.G.L. c. 131A) and its implementing regulations (321 CMR 10.00) through the Natural Heritage & Endangered Species Program.

The purpose of MESA is to conserve and protect state-listed rare species and their habitats. The MESA prohibits the unauthorized Take of any state-listed species, which is defined "in reference to animals, to harass, harm, pursue, hunt, shoot, hound, kill, trap, capture, collect, process, disrupt the nesting, breeding, feeding or migratory activity or attempt to engage in any such conduct, or to assist such conduct, and in reference to plants, to collect, pick, kill, transplant, cut or process or attempt to engage or to assist in any such conduct" (M.G.L. c. 131A § 1). The MESA regulations further provide that "the disruption of nesting, feeding or migratory activity may result from, but is not limited to, the modification, degradation or destruction of habitat" (321 CMR 10.02).

**MASSWILDLIFE**



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Barnes ANGB and Westfield-Barnes Regional Airport are mapped as Priority Habitat for state-listed species as delineated in the Massachusetts Natural Heritage Atlas. The following species have been documented at the site.

Scientific Name	Common Name	Taxonomic Group	MESA Status
<i>Ammodramus savannarum</i>	Grasshopper Sparrow	Vertebrate Animal	Threatened
<i>Poocetes gramineus</i>	Vesper Sparrow	Vertebrate Animal	Threatened
<i>Bartramia longicauda</i>	Upland Sandpiper	Vertebrate Animal	Endangered
<i>Sturnella magna</i>	Eastern Meadowlark	Vertebrate Animal	Special Concern
<i>Speranza exonerata</i>	Pine Barrens Speranza	Invertebrate Animal	Special Concern
<i>Zanclognatha martha</i>	Pine Barrens Zanclognatha	Invertebrate Animal	Special Concern
<i>Callophrys irus</i>	Frosted Elfin	Invertebrate Animal	Special Concern
<i>Apodrepanulatrix liberaria</i>	New Jersey Tea Inchworm	Invertebrate Animal	Endangered
<i>Ambystoma opacum</i>	Marbled Salamander	Vertebrate Animal	Threatened
<i>Terrapene carolina</i>	Eastern Box Turtle	Vertebrate Animal	Special Concern
<i>Liatrix scariosa</i> var. <i>novae-angliae</i>	New England Blazing Star	Vascular Plant	Special Concern

Based on the preliminary information available, there are several potential projects that may result in the loss of habitat for state-listed species. MassWildlife requests that the EIS provide detailed information on the natural community classifications for areas that may be impacted by anticipated construction projects as well as a calculation of the anticipated temporary and permanent impacts to the natural communities. MassWildlife recommends using Swain, 2016 (Classification of the Natural Communities of Massachusetts. Version 2.0. NHESP. (<https://www.mass.gov/service-details/classification-of-natural-communities>)) as the classification scheme for the habitat and natural community assessment.

In addition to conceptual site plans or figures for the construction projects, MassWildlife recommends that the EIS include an assessment of potential project alternatives or a strategy for avoiding, minimizing, or mitigating potential impacts to state-listed species and their habitats, to the extent practicable.

We appreciate the opportunity to provide preliminary comments. MassWildlife looks forward to receipt of the EIS containing information to evaluate projects and any feasible alternatives or components that facilitate preservation of the state-listed species and their habitats. MassWildlife is available to the EIS project team to provide feedback relative to state-listed species, their habitats, and natural community classifications.

If you have any questions about this letter, please contact Amy Hoenig, Endangered Species Review Biologist, at (508) 389-6364 or [Amy.Hoenig@mass.gov](mailto:Amy.Hoenig@mass.gov).

Sincerely,



Everose Schlüter, Ph.D.  
Assistant Director

**MASSWILDLIFE**

**Comments for the F-15EX and the F-35AA Beddowns EIS**

These comments should be understood to be coming from a non-military, non-engineering civilian.

I live in Fresno, California. Being a resident here I am biased in maintaining the Air National Guard base in my city. The base has continually been a part of this community since the mid-1950s. The Fresno Yosemite International Airport (FAT) and its forerunner, Hammer Field, has been an important part of the U.S. and California militaries for 80 years. Fresno, being located nearly geographically in the center of the state is an important tactical location for the California Air National Guard (CA ANG) in carrying out part of its defense mission of the Western United States.

Currently, the CA ANG has a squadron of F-15C/D aircraft based in Fresno. The National Guard Bureau is proposing to beddown either the F-15EX or the F-35A fighter jets at the Fresno base. I have three thoughts about bedding-down either aircraft here.

**Noise**

While listening to the virtual meeting held for Fresno and Lemoore, I heard one comment from someone complaining about the noise. Noise can be a problem, especially if one lives directly in the take-off path of the F-15s. They tend to take-off in a northwest direction from the airport. From there they usually tend to bank either to the north or south and then turn in a southeasterly direction. These areas are highly populated sections of the city. However, the jets are so fast, and they gain altitude so quickly, that, from my perspective, the amount of time they are heard is minimal. (I do not live under the take-off path. I live in Northeast Fresno under the path from where they are heading in the southeasterly direction mentioned above. I can definitely hear them and the sound gets my attention, but at that point they are high in the sky and quickly moving away.)

The number of take-offs is also not continuous; there are no take-offs after take-offs. There are far more commercial aircraft take-offs daily than there are ANG flights. I have found that many of the ANG flights are late-morning or early-afternoon. It is rare to hear them at night, and almost never in the middle of the night. So, I feel that the amount of noise is acceptable. It is a small price to pay for our security.

One question I do have regarding noise is, will noise increase if the F-15EX or F-35A are based in Fresno? I understand that the F-15EX will have a different engine than the current F-15C/D jets. I also know that the F-35A has an entirely different engine than what is proposed for the F-15EX.

**Air Pollution**

This is not a concern about the aircraft polluting the air, this is regarding the scenario where the Fresno ANG base is closed and moved to Lemoore NAS should Lemoore gain the F-35A.

The San Joaquin Valley, where both Fresno and Lemoore are located, suffers from some of the highest levels of air pollution from various sources in the entire nation. From the virtual meeting, I understood that a move to Lemoore would affect 1200 personnel. I don't know the numbers, but I imagine that the majority of base personnel and employees of the Fresno ANG base live in the Fresno-Clovis area.

The distance from Fresno to NAS Lemoore is over forty miles and takes approximately one hour one way to reach it. If most people do not carpool, that's 1200 additional cars on the road driving daily between Fresno and Lemoore.

The main artery between Fresno and NAS Lemoore is State Highway 41. There have been many fatalities on a stretch of it between Fresno and Kings counties. In order to mitigate that until the road can be widened, which will take several years, a portion of Highway 41 is currently one lane in each direction. This causes slow, backed-up driving conditions which is made worse during the current rush hours for people who already travel between Fresno and Hanford-Lemoore. Highway 41 is also a busy highway for travel to the Central Coast.

I believe that closing the Fresno base would exacerbate the air pollution problem we already have here in the San Joaquin Valley.

#### **The Economic Impact**

I'm not sure how much revenue Fresno would lose if the Fresno base were to close and relocate to Lemoore. As I mentioned above, I believe many Guard personnel and civilian employees live in the Fresno-Clovis area, so much of their earnings will still be spent in this area. But money that comes in because of the base's infrastructure would be lost which would be a blow to the city of Fresno. Remember, the ANG has been a part of Fresno's revenue source for nearly 70 years. To take that away would be a major economic hit to this area.

#### **Additional Comments**

I do not know if these following comments are pertinent to the environmental impact of deciding whether to beddown either aircraft here in Fresno, but I have no other place to express them.

#### **The Air Force and the Air National Guard Missions**

The mission of the United States Air Force is "to fly, fight, and win---airpower anytime, anywhere."

"The Air National Guard has total responsibility for the air defense of the entire United States."

#### **Which Fighter is Best for Fresno and the California ANG?**

As I understand it, the F-35A can take the fight to the enemy using sophisticated stealth technology. Once that is achieved the other fighters in the Air Force's arsenal take over and finish the job. As "cool" as it would be to have the F-35A in Fresno, it seems more of an offensive aircraft better suited for attacking the enemy on their turf. Whereas, in keeping with the mission of the ANG, the F-15EX seems more in line with defending the continental United

States. The F-15 for years has been the Air Force's primary fighter and it has proved itself in combat. Hence, I think the F-15EX would be a better "fit" for Fresno than the F-35A.

The F-15EX appears almost to be a brand-new airplane with all the upgrades it is getting. It is not an old plane getting new equipment just to keep it upgraded. It looks to be the same airframe but newly built and equipped with the newest technologies. It is estimated to have twenty more years of service.

With the rising threats of China in the Pacific and Russian provocations in Alaska, the west coast needs fighter jets whose role it is to be defenders. I feel that the F-15EX would fill that role nicely.

The Oregon ANG is already slated to get the F-15EX. It makes sense to have compatible airplanes along the entire west coast of the continental United States. With California and Oregon equipped with the F-15EX, they would be a formidable force to reckon with.

#### **Why Not Let California Have Both the F-15EX and the F-35A?**

As I mentioned earlier, the F-35A is great as an offensive fighter and the F-15 is a great defending aircraft. However, the F-35A has a longer range and if need be, can be sent out towards the Pacific should enemy aircraft get past the Navy and is approaching the West Coast.

Why can't there be a squadron of F-35As based at NAS Lemoore as a detachment of the Fresno ANG base much like there is a detachment of planes at March Air Reserve Base in Riverside, CA? It would make sense to have an F-35A detachment at NAS Lemoore since it is an F-35A centric base already and is tactically located, like Fresno.

There are no F-35A ANG units on the West Coast. It would make sense to have one based at Lemoore.

Having a detachment in Lemoore would not require the closing for the Fresno base. It would reduce the number of commuters from Fresno. It may even perhaps incentive people to relocate to the Hanford-Lemoore area and reduce air pollution concerns.

#### **Conclusion**

I think that Fresno would be an excellent location for the F-15EX since it is an established ANG base that already has the F-15C/D.

If the newer jets are much louder than the current F-15C/D, there may be some push back from the Fresno community, especially those who live under the flight path. But overall, most people support the ANG and its mission.

Losing the Fresno ANG base to NAS Lemoore could exacerbate the air pollution problem in the San Joaquin Valley due to commuting from Fresno to Lemoore.

The Fresno ANG base and the city of Fresno have had a long and healthy relationship for 70 years. Losing it to NAS Lemoore would have a negative economic impact upon Fresno.

I believe that the F-15EX is a better fit for the mission of the California ANG because of the defensive nature of the ANG. Basing a squadron of F-15EX jets would be a good fit for Fresno.

I feel that the National Guard Bureau should consider basing both aircraft in California. Fresno could base the F-15EX and NAS Lemoore could have a detachment of F-35A's since there are no ANG F-35A squadrons on the West Coast.

Thank you for the opportunity in letting me express my concerns. I hope they help in the environmental impact study.

Michael Carrillo

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9/1/22



**Summary Report Public Scoping  
Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns  
Environmental Impact Statement  
Final – November 2022**

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

September 2, 2022

Will Strickland  
National Guard Bureau  
NGB/A4AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Subject: Scoping Comments for the Air National Guard F-15EX Eagle II and F-35A Lightning II Beddowns, Barnes Air National Guard Base, Westfield-Barnes Regional Airport, Westfield, Massachusetts; Fresno Yosemite International Airport, Fresno, California; Naval Air Station Lemoore, Lemoore, California; and Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana

Dear Mr. Strickland:

The Environmental Protection Agency has reviewed the Notice of Intent (NOI) published on July 19, 2022 regarding the Department of the Air Force, National Guard Bureau's (NGB) decision to prepare an Environmental Impact Statement for the subject project. Our comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508) and our NEPA review authority under Section 309 of the Clean Air Act.

The NGB, in cooperation with the Navy and Federal Aviation Administration, proposes to replace the legacy F-15C/D aircraft, which are reaching the end of their service life, with F-15EX and F-35A aircraft. The NGB proposes to beddown one squadron of F-15EX aircraft at two of three alternative locations and one squadron of F-35A aircraft at one of four alternative locations. The proposed basing alternatives include the 104th Fighter Wing at Barnes Air National Guard Base, Westfield-Barnes Regional Airport, Westfield, Massachusetts; the 144th Fighter Wing at Fresno Yosemite International Airport, Fresno, California; the 144th Fighter Wing at Naval Air Station Lemoore, Lemoore, California; and the 159th Fighter Wing at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana. The proposed action also includes personnel needed to operate and maintain the F-15EX and F-35A (100 and 80 personnel respectively), and construction of new and/or modification of existing facilities on the installations supporting the beddowns.

We have the following suggestions for your consideration when preparing the Draft Environmental Impact Statement (DEIS):

**Noise Impacts**

The NGB acknowledges in the NOI the potential for significant impacts from noise. During the virtual public scoping meeting on August 23, 2022, the NGB stated that they did not yet have the noise characteristics for the F-15EX and are committed to doing the studies to obtain that information this year, but expects that noise levels from the F-15EX to be slightly higher than the F-15s they would

replace. The NGB stated that F-35s are "quite a bit louder" than F-15s although the specific flight procedures regarding takeoff and landing could affect noise exposures. According to the NGB, this information would be documented in the DEIS.

Noise is an important impact area that is of interest to the public; therefore, the noise impact assessment should be comprehensive. We recommend the following noise issue areas be addressed in the DEIS:

***Impact Assessment Methodology – Significance Thresholds***

The Federal agencies participating in the Federal Interagency Committee on Urban Noise (FICUN), which included the EPA, Department of Defense, and the U.S. Department of Transportation, including the Federal Aviation Administration, agreed to the use of the A-weighted 65 decibel (dB) Day-Night Average Sound Level (DNL) significance criterion as a metric for noise impact assessments along with the consolidated Federal agency land use compatibility guidelines which indicate that noise levels below 65 dB DNL were generally compatible with residential and public/recreational land use. EPA agrees with the use of this metric and the 65 dB significance criterion as a predictor of annoyance - the primary effect of noise on residential populations; however, it should not be the sole indicator, since, as an averaging metric, it is not always meaningful for the public.<sup>1</sup> This is primarily because a cumulative, 24-hour time-weighted average level is an abstract concept that cannot be directly experienced. Therefore, we recommend the change in noise level over the existing condition also be clearly disclosed in the DEIS for the replacement aircraft. Interpret this change in level for the reader, such as indicating that a 3 dB increase in noise is characterized as "a large change" in the level of noise exposure when the existing condition is below 65 dB, and that this increase can be perceived by people as a degradation of their noise environment. Also disclose that because decibels are on a logarithmic scale, an increase of 10 dBs is experienced as a subjective doubling of loudness.<sup>2</sup> Incorporate recent information regarding annoyance levels obtained from [FAA's Neighborhood Environmental Survey](#). If the noise impact assessment predicts levels at 80 DNL or above, assess the potential for hearing loss, consistent with DoD policy.

If flying procedures to reduce noise are incorporated into noise modeling, clearly disclose this and indicate how much noise reduction in the output is a result of these adjustments. When supplying updated noise contours that would occur under the project, include the number of individuals that would experience each noise contour area, and not just the acreage that would experience the change.

***Special Use Airspace/Impacts from Training***

The project website indicates that the ANG would use the same special use airspace (SUA) that it currently uses for the F-15C/D models, and that noise impacts will be evaluated at the airfield and in the training airspace. For changes in noise in SUAs such as military operation areas and military training routes, the DNL metric is less appropriate since this flight activity is highly sporadic and typically different from that associated with airfield operations for which the 65 DNL significance threshold was intended. As opposed to patterned or continuous noise environments associated with airfields, overflights within these areas can be highly variable in occurrence and location. We recommend the DEIS indicate the change in noise level that would occur for a given area or landmark, and identify the maximum noise levels from training overflights (Lmax) and/or the Sound Exposure Level (SEL) which would capture all the acoustic energy of an individual noise event. Even small noise increases could

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<sup>1</sup> The Government Accountability Office found that providing information on potential noise impacts grounded in DNL was not clear enough for communities to understand planned changes. <https://www.gao.gov/assets/gao-22-105844.pdf>

<sup>2</sup> Federal Interagency Committee on Noise (FICUN), August 1992. *Federal Agency Review of Selected Airport Noise Analysis Issues*. p. 3-5. Available: [https://fican1.files.wordpress.com/2015/10/reports\\_noise\\_analysis.pdf](https://fican1.files.wordpress.com/2015/10/reports_noise_analysis.pdf)



cause a moderate impact on small communities and isolated homes under SUA where training occurs. Low human population density does not itself equate with low noise sensitivity.

The NGB indicated, in the first virtual public scoping meeting, that none of the SUA associated with the project locations include low flight floors such as 100 or 500-feet above ground level. The DEIS should identify the floor elevations in use in the airspace affected by the project, and indicate whether the Air Force is contemplating lowering the floors or otherwise changing the airspace in the future. We are aware that designated SUA becomes antiquated when aircraft are upgraded and frequently needs to be modified after such upgrades. We have seen aircraft replacement projects and changes in training occurring in separate environmental impact assessments for the same base. We recommend the ANG disclose in the DEIS whether the particular airspace for each of the alternative locations would require future modifications to accommodate the F-35s or F-15EXs. In an attempt to avoid segmenting impacts, efforts should be made to include impacts from any changes to training that the aircraft upgrades would induce.

***Need for Use of Supplemental Metrics, especially Sleep Interference***

Communicating noise impacts using supplemental noise metrics such as speech interference and sleep disturbance improves public understanding of noise exposure and decision makers' ability to make better informed decisions (DoD Technical Bulletin *Using Supplemental Noise Metrics and Analysis Tools*, 2009). Noise-induced sleep disturbance is considered the most deleterious non-auditory effect of environmental noise exposure.<sup>3</sup> We recommend the DEIS include these supplemental metrics.

***Noise Impacts on Communities with Environmental Justice Concerns***

Consistent with Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 16, 1994), Executive Order 13985 - *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (January 20, 2021) and others, the DEIS should identify minority and low-income census block groups among the population that would experience increased noise impacts and indicate whether these would disproportionately affect low income or minority populations. See the general comment below for more of our recommendations regarding the environmental justice analysis in the DEIS.

***Noise Impacts to Children's Learning***

The DEIS should acknowledge Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks* and disclose that children are vulnerable populations that may suffer more disproportionately from environmental health and safety risks than adults. Short-term exposure of elevated environmental noise can interfere with classroom learning due to increased difficulty in speech intelligibility, and long-term exposure has been correlated to decreased reading comprehension and reduced learning motivation. According to the National Academy of Sciences and the Transportation Research Board, reading, motivation, language and speech, and memory are affected by elevated noise.<sup>4</sup> These represent acoustical barriers to learning, especially for young children since they are more susceptible than adults to the effects of background noise on spoken communication.

Noise impacts may pose a disproportionate health and safety risk to children. The DEIS should identify all schools and daycare centers that could be impacted by noise increases and identify the noise levels from the proposed action and alternatives predicted to classroom interiors, which considers the most

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<sup>3</sup> Aviation Noise Impacts: State of the Science. Available:  
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/?report=printable>

<sup>4</sup> [http://onlinepubs.trb.org/onlinepubs/acrp/acrp\\_webdoc\\_034EducatorsHandbook.pdf](http://onlinepubs.trb.org/onlinepubs/acrp/acrp_webdoc_034EducatorsHandbook.pdf)



common building construction materials for sound level attenuation, and modeled to estimate interior noise levels with windows open and closed. Discuss these predicted noise levels in the context of the American National Standards Institute (ANSI) standard (ANSI S12.60-2002, *Acoustical Performance Criteria, Design Requirements, and Guidelines for Schools*). The guidelines are keyed to the acoustical qualities needed to achieve a high degree of speech intelligibility in learning spaces. The standard recommends that core learning spaces having enclosed volumes not greater than 20,000 cubic feet not be exposed to greater than 40 dB of A-weighted unsteady background noise from transportation noise sources for more than 10% of the noisiest hour; for core learning spaces having enclosed volumes greater than 20,000 cubic feet, this level of exposure should not exceed 45 dB for more than 10% of the noisiest hour.

Discuss potential mitigation for schools and daycare centers, including no fly zones over schools. All reasonable mitigation measures should be identified, including a discussion of retrofitting impacted schools with appropriate measures such as adding insulation, adding a second windowpane or replacing windows with better sound attenuation, sealing gaps or leaks in windows and doors, installing baffles in vents and improving the exterior roofing, consistent with radon safety. Identify possible funding sources for this mitigation, even if DoD cannot fund such projects on non-DoD land. Identify the locations that are eligible to receive Airport Improvement Program funding from the FAA and discuss how the ANG can assist in helping schools access these funds as a mitigation measure.

#### ***Non-auditory Health Impacts from Noise, Including to Children***

While there is uncertainty in studies on non-auditory health impacts from noise, there is increasing evidence for a link between exposure to high levels of environmental noise and ill-health, especially regarding cardio-vascular and endocrine health, immune function, sleep loss, and mental health. A 2017 literature review by the International Civil Aviation Organization titled *Aviation Noise: State of the Science* concluded that there is a “good biological plausibility by which noise may affect health in terms of impacts on the autonomic system, annoyance and sleep disturbance,” and that “studies are suggestive of impacts on cardiovascular health especially hypertension.”

For children, Goines and Hagler, in their 2007 review article<sup>5</sup> that summarized several studies from the National Library of Medicine database on the adverse health effects of noise, concluded that children are particularly vulnerable to the effects from noise interference with spoken communication. The inability to comprehend normal speech may lead to a number of personal disabilities, handicaps, and behavioral changes. Children who live in noisy environments have been found to have heightened sympathetic arousal indicated by increased levels of stress-related hormones and elevated resting blood pressure. Noise is assumed to accelerate and intensify the development of latent mental disorders and children may be particularly vulnerable to these effects because they may lack adequate coping mechanisms. The review article concludes that because children are particularly vulnerable to noise-induced abnormalities, they need special protection. We recommend the DEIS identify the health vulnerabilities from noise that are particular to children, and how the ANG would ensure children are protected to the maximum extent under the proposed action.

#### ***Supersonic Noise Impacts***

The ANG indicated in the August 23, 2022 virtual scoping meeting that there would be no supersonic noise impacts. If it is determined otherwise, such as when discussing impacts from training in SUA,

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<sup>5</sup> Goines, Lisa RN and Hagler, Louis MD. 2007. "Noise Pollution: A Modern Plague", *Southern Medical Journal*. Volume 100 - Issue 3 - pp 287-294. Available: <https://pubmed.ncbi.nlm.nih.gov/17396733/>

identify predicted sonic boom overpressures under the proposed action and alternatives and their associated impacts to structures and historic resources.

**Environmental Justice Analysis**

In addition to noise impacts, assess impacts to all relevant resource areas on communities with environmental justice concerns. Identify the specific outreach that was conducted for these populations, including efforts to address non-English speaking residents and efforts to accommodate the public and address barriers to participation.

**EJScreen**

The ANG may want to utilize the information in the EPA tool [EJ Screen](#). EJScreen is EPA's nationally consistent environmental justice screening and mapping tool that offers a variety of powerful data and mapping capabilities that enable users to understand details about the population of an area and its environmental conditions. The tool provides information on environmental and socioeconomic indicators as well as pollution sources, health disparities, critical service gaps, and climate change data. The data is displayed in color-coded maps and standard data reports which feature how a selected location compares to the rest of the nation and state.

Accessing EJScreen information is a useful first step in understanding or highlighting locations that may be candidates for further review and outreach. For purposes of NEPA review, a project is considered to be in an area of potential EJ concern when an EJScreen analysis for the impacted area shows one or more of the twelve EJ Indexes at or above the 80th percentile in the nation and/or state. An area may also warrant additional review if other information suggests the potential for EJ concerns. An EJScreen analysis which does not reveal the potential for EJ concerns should not be interpreted to mean that there are definitively no EJ concerns present.

At a minimum, it is recommended to consider EJScreen information for the block groups which contain the proposed action and a one-mile radius around that area. However, it is important to consider all areas which may be impacted by the proposed action. Areas of impact can be very focused and contained within a single block group or be broader, spanning across several block groups and communities. When assessing large geographic areas, it is recommended to consider the individual block groups within the project area in addition to an area wide assessment. This can help identify individual areas within the overall project area that may warrant further consideration, analysis or outreach. EJScreen also provides information on linguistic isolation and languages spoken, which can help inform community outreach and engagement. EPA is available to provide a training to ANG staff on the use of EJScreen.

**Promising Practices for EJ Methodologies in NEPA Reviews**

Additionally, we recommend consulting the guidance document [Promising Practices for EJ Methodologies in NEPA Reviews](#) by the Environmental Justice Interagency Working Group. This document provides ways to both consider environmental justice concerns during environmental analyses and encourage effective participation by communities with environmental justice concerns. The Promising Practices Report is a compilation of methodologies gleaned from current agency practices concerning the interface of environmental justice considerations through NEPA processes. For example, the Promising Practices Report suggests initiating meaningful engagement with communities early and often; providing potentially affected communities with an agency-designated point of contact; and convening project-specific community advisory committees, as appropriate. The outreach the NGB



conducts for these communities should be documented in the DEIS. Identify the concerns raised by these populations and how the ANG could address them.

#### ***Outreach and Stakeholder Involvement***

A critical part of achieving environmental justice is ensuring appropriate, timely and meaningful stakeholder involvement into decisions affecting communities with environmental justice concerns. We encourage the ANG to use the tools identified above to fully analyze environmental justice issues and develop focused outreach efforts to ensure that affected communities are informed and provided opportunities to meaningfully engage in decision making regarding the project. This would include community outreach materials written in plain language and translation and interpretive services for any linguistically isolated populations. We recommend the DEIS include an inventory of outreach efforts to date and develop a forward-looking outreach plan.

#### ***Air Quality***

The DEIS should include a detailed discussion of ambient air conditions (i.e., baseline or existing conditions), the area's attainment or nonattainment status for all National Ambient Air Quality Standards (NAAQS), and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each alternative location.

Describe and estimate air emissions from potential construction and operations for the new facilities at the basing locations, as well as the changes in emissions from replacing the legacy aircraft.

#### ***General Conformity***

The DEIS should discuss whether conformity requirements of the Clean Air Act Section 176(c) would be applicable to the project locations. General conformity regulations can be found in 40 CFR Part 93.150-165. The general conformity rule applies to Federal actions in areas designated as nonattainment or maintenance for NAAQS. Federal agencies need to ensure that their actions, including construction emissions subject to state jurisdiction, conform to an approved implementation plan. Mitigation may be available to reduce the project's air emissions.

Westfield-Barnes Municipal Airport is located in the Springfield (W. Mass) area, which is classified as "Moderate" nonattainment for the 1997 ozone NAAQS. Naval Air Station Lemoore, Lemoore, California, and Fresno Yosemite International Airport are both located in areas designated as nonattainment for ozone and particulate matter less than 2.5 microns (PM<sub>2.5</sub>) and in a maintenance area for PM<sub>10</sub>. Fresno Yosemite International Airport is also in a maintenance area for Carbon Monoxide (CO), therefore while this area is no longer in nonattainment for CO and PM<sub>10</sub>, general conformity still applies because of its maintenance designation. Because of these air basins' nonattainment status for several NAAQS, it is important to reduce emissions of ozone precursors and particulate matter from this project as much as possible if these locations are selected. Emissions authorized by a CAA permit issued by the State or the local air pollution control district would not be assessed under general conformity but through the permitting process.

#### ***Construction Emissions Mitigation***

The DEIS should include an analysis of impacts from the construction of the proposed project alternatives, including emission estimates for criteria pollutants. EPA also recommends that the DEIS disclose the available information about the health risks associated with vehicle emissions and mobile source air toxics (see <https://www.epa.gov/mobile-source-pollution/how-mobile-source-pollution-affects-your-health>). Mitigation measures should be considered to reduce impacts associated with

emissions of ozone precursors, particulate matter and other toxics from construction-related activities, especially for the alternatives in California. We recommend:

- Locating diesel engines, motors, and equipment staging areas as far as possible from residential areas and sensitive receptors (schools, daycare centers, and hospitals). It is well documented that children are more susceptible to many environmental factors, including exposure to mobile source air pollution, particulate matter from construction and diesel emissions, and lead and other heavy metals present in construction and demolition debris.
- Reducing construction-related trips of workers and equipment, including trucks. Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Leasing or buying newer, cleaner equipment using a minimum of 75 percent of the equipment's total horsepower.
- Using lower-emitting engines and fuels, including electric, liquified gas, hydrogen fuel cells, and/or alternative diesel formulations.
- Implementing Fugitive Dust Controls

#### **Greenhouse Gases / Climate Change**

The DEIS should include estimates of GHG emissions for the proposed action and alternatives and provide a context to help decision makers and the public understand these emissions and climate change effects. This can include monetization of GHGs, and/or a discussion of how the net GHG emissions would help meet or detract from relevant climate action goals and commitments. The Council on Environmental Quality (CEQ) is currently updating its guidance on the consideration of GHGs in NEPA reviews but has stated that in the interim, agencies should consider all available tools and resources in assessing GHG emissions and climate change effects of their proposed actions, including, as appropriate and relevant, CEQ's 2016 GHG Guidance. We note the 2016 GHG Guidance discourages statements in NEPA documents that the emissions from a particular proposed action represent only a small fraction of local, national, or international emissions, as not helpful to the decision-maker or public.

While aviation, in general, represents a small percentage of fossil fuel use, it is important to discuss the unique impacts aviation emissions contribute due to their release at altitude. Most aircraft emissions occur high in the atmosphere and the impact of burning fossil fuels at altitude is approximately double that of burning the same fuels at ground level.<sup>6</sup> In addition to Carbon Dioxide (CO<sub>2</sub>) emissions, other factors<sup>7</sup> increase the climate change impacts of aviation, and the Intergovernmental Panel on Climate Change estimated aviation's total climate change impact could be from two to four times that of its CO<sub>2</sub> emissions alone.<sup>8</sup>

Mitigation of GHGs during construction projects should be discussed and implemented, as such measures are likely to have the co-benefits of also reducing criteria pollutants.

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<sup>6</sup> Military Aviation and the Environment: Historical Trends and Comparison to Civil Aviation. Available:

[http://web.mit.edu/aeroastro/sites/waitz/publications/Mil\\_paper.pdf](http://web.mit.edu/aeroastro/sites/waitz/publications/Mil_paper.pdf)

<sup>7</sup> <https://research.noaa.gov/article/ArtMID/587/ArticleID/2667/Aviation-is-responsible-for-35-percent-of-climate-change-study-finds>

<sup>8</sup> Congressional Research Service, 2020. *Aviation and Climate Change*. Available:

<https://crsreports.congress.gov/product/pdf/TF/TF11696/2>



### **Water Resources**

#### **Clean Water Act Section 404**

The DEIS should identify whether the project would involve the discharge of dredged or fill material into jurisdictional wetlands and waterways, which would require a Clean Water Act Section 404 permit. There are a number of water features at Naval Air Station Joint Reserve Base New Orleans, and according to the National Wetlands Inventory, the location identified for new construction of facilities on the project fact sheet appears to contain Freshwater Forested/Shrub Wetland. We recommend maximum avoidance of these features and that the DEIS identify practicable alternatives for any discharges of dredged or fill material. If avoidance is not practicable, we recommend consulting early with the U.S. Army Corps of Engineers. If a 404 permit is required, EPA will review the project for compliance with Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Materials (40 CFR 230), promulgated pursuant to Section 404(b)(1) of the CWA (“404(b)(1) Guidelines”). Pursuant to 40 CFR 230, any permitted discharge into waters of the U.S. must be the least environmentally damaging practicable alternative (LEDPA) available to achieve the project purpose. The DEIS should include, and craft NEPA alternatives consistent with, evaluating project alternatives in this context, in order to demonstrate the project’s compliance with the 404(b)(1) Guidelines.

#### **Clean Water Act Section 303(d)**

The DEIS should identify any impaired waterways or bodies that would receive new discharges from the proposed action. For the Naval Air Station Joint Reserve Base New Orleans, the Intracoastal Waterway-From Bayou Villars to Mississippi River (Estuarine) does not meet water quality standards and is on the CWA Section 303(d) list for turbidity. Indicate what actions the ANG would take to ensure it does not contribute to this impairment.

#### **Water Supply**

The DEIS should estimate the quantity of water the project will require, identify the source of the water, and discuss potential effects of this water use on other water users and natural resources in the project’s area of influence. The Fresno Yosemite International Airport alternative is located over the Fresno County Sole Source Aquifer (SSA), designated by EPA under section 1424(e) of the Safe Drinking Water Act of 1974. SSA’s supply at least 50 percent of the drinking water consumed in the area overlying the aquifer. Fresno has supplemented its drinking water supply with surface water sources in recent years; however, the area is in [exceptional drought](#), the highest drought designation. Naval Air Station Lemoore, Lemoore, California is also in exceptional drought and is experiencing land subsidence. For these alternatives, ensure water- conserving fixtures, such as those certified with the EPA’s [WaterSense](#) label are included in facility designs. Identify other water conservation measures for these locations.

#### **Hazardous Substances**

The DEIS should identify hazardous contaminants that are associated with the development areas on each base and indicate if and how the proposed construction could interface with any cleanup actions. The DEIS should indicate whether the physical development of the proposed action could expose construction and maintenance workers, visitors, occupants, or ecological systems to potential hazards associated with contaminants.

Discuss existing contamination by Polyfluoroalkyl substances (PFAS), the continued use of firefighting foams and other products containing PFAS, and how discharges or waste would be managed to protect surface and groundwater resources.

For new facilities that would be constructed, briefly identify solid and hazardous waste generation and handling/disposal from construction and operation of the proposed project, and the applicability of state and federal hazardous waste requirements.

**Tribal Consultation**

The DEIS should identify any affected Tribes near the basing alternatives or SUA that could be impacted by the proposed actions and consult, pursuant to Executive Order 13175 regarding government-to-government consultation, as appropriate.

EPA appreciates the opportunity to comment on preparation of the DEIS. Once the DEIS is released for public review, please send one electronic copy to me at [vitulano.karen@epa.gov](mailto:vitulano.karen@epa.gov). If you have any questions, please contact me by email or at 415-947-4178.

Sincerely -

KAREN  
VITULANO

Digitally signed by  
KAREN VITULANO  
Date: 2022.09.02  
11:33:47 -0700'

Karen Vitulano  
Environmental Review Branch

**Summary Report Public Scoping**  
**Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns**  
**Environmental Impact Statement**  
**Final – November 2022**

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United States Department of Agriculture

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August 10, 2022

Will Strickland, NGB/A4AM, Environmental Planning Lead  
Attn: F-15EX, F-35A EIS  
3501 Fetchet Avenue  
Joint Base Andrews, MD

RE: F-15EX, F-35A EIS  
NAS JRB New Orleans, Belle Chasse, Louisiana

Dear Will:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map and narrative submitted with your request indicates that the proposed construction areas for either the F-15EX or F-35A at NAS JRB New Orleans, Belle Chasse, Louisiana will not impact prime farmland and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov/>

Please direct all future correspondence to me at the address shown below.

Respectfully,

A handwritten signature in black ink, appearing to read "Mitchell J. Mouton".

Mitchell J. Mouton  
State Soil Scientist

Attachment



Natural Resources Conservation Service  
State Office  
3737 Government Street  
Alexandria, Louisiana 71302  
Voice: (318) 473-7751 Fax: (844) 325-6947

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**Summary Report Public Scoping**  
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U.S. Department of Agriculture					
<b>FARMLAND CONVERSION IMPACT RATING</b>					
<b>PART I (To be completed by Federal Agency)</b>			Date Of Land Evaluation Request 7/22/22		
Name Of Project F-15EX, F-35A EIS - NAS JRB New Orleans			Federal Agency Involved DAF/NGB		
Proposed Land Use Aircraft Beddown Locations			County And State Plaquemines Parish, LA		
<b>PART II (To be completed by NRCS)</b>			Date Request Received By NRCS 7/26/22		
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).			Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated
Major Crop(s)			Farmable Land In Govt. Jurisdiction Acres: %		Average Farm Size Acres: %
Name Of Land Evaluation System Used			Name Of Local Site Assessment System		Date Land Evaluation Returned By NRCS 8/10/22
<b>PART III (To be completed by Federal Agency)</b>			Alternative Site Rating		
			Site A	Site B	Site C
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site			0.0	0.0	0.0
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b>					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)			0	0	0
<b>PART VI (To be completed by Federal Agency)</b>			Maximum Points		
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS			160	0	0
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)			100	0	0
Total Site Assessment (From Part VI above or a local site assessment)			160	0	0
TOTAL POINTS (Total of above 2 lines)			260	0	0
Site Selected:			Date Of Selection		Was A Local Site Assessment Used?
					Yes <input type="checkbox"/> No <input type="checkbox"/>
Reason For Selection:					

(See Instructions on reverse side)  
This form was electronically produced by National Production Services Staff

Clear Form

Form AD-1006 (10-83)



**Summary Report Public Scoping**  
**Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns**  
**Environmental Impact Statement**  
**Final – November 2022**

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Thursday, September 1, 2022

SUBMITTING WRITTEN SCOPING COMMENTS BY Email:

**Air National Guard**  
**F-15EX Eagle II & F-35A Lightning II**  
**Operational Beddowns EIS**

National Guard Bureau, NGB/A4AM  
Shepperd Hall, 3501 Fetchet Ave.  
Joint Base Andrews MD 20762-5157  
Attn: EIS Project Manager

Dear EIS Project Manager,

After attending the August 18, 2022, public meeting, viewing the August 24, 2022, virtual meeting, and reviewing some materials on the NGB website, I submit the following comments and questions related to the proposed *Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns EIS*.

Residents on the north side of Westfield have spent many years working to protect this area from being overburdened by cumulative sources of air, water, and noise pollution that impacts natural resources as well as the health and safety of those who live, work, play, and learn in the area. It is therefore very important to us that the potential environmental impacts of this EIS proposal prioritizes the protection of public health, public safety, and natural resources for those who reside in close proximity to Westfield Barnes Airport and the ANG base. We are already dealing with the contamination of our public and private wells that was years in the making from past activities practiced at the airport. We don't need or deserve another future revelation that current proposed activities did contaminate our air and water once again.

The following concerns and questions relate to air pollution, water pollution, noise pollution, hazardous materials and public safety.

**Air Quality**

Studies have shown that airport emissions can contaminate an area greater than 20 miles away from even a small airport.

- Will the EIS consider the health impacts associated with living, working, or attending school near an airport that is home to the F-35 or F-15EX jet planes?
- Will the EIS quantify the VOC's, Carbon Monoxide, Nitrous Oxide, Sulfur Dioxide, large particulates, small particulates (PM2.5) and carbon Dioxide emitted from these planes?
- Will or has anything been done to decrease the emissions from these new planes?
- Some residents believe these planes dump fuel. Do they?

#### **Aquifer/Water Protection**

Our aquifer has already been contaminated by past airport activity. It has been noted that there would be additional construction at the airport to accommodate the new planes. Increasing impervious surfaces could negatively impact our water resources. Much of the new construction designated on the fact sheets appears to be over the medium and high yield aquifers.

- How much new impervious surface will be added to the area by the new construction? (E.g., Storage yard, vehicle parking sheds, Juliet taxiway, Wing HQ, Mac Pad, Shelters and Sheds.)
- Will there be any chemicals stored that could be detrimental to the aquifer?
- What is the Wash Rack?

#### **Noise Mitigation**

Those who live, work, play, and learn in close proximity to the Westfield Barnes Airport and the ANG base are already exposed to loud noise levels and public safety issues. Additional noise and air pollution from the F-35's will be more bothersome to many and will impact young children, who are more susceptible to the pollutants and the noise. We have two schools and adult residences in close proximity to the airport. Previous noise mitigation hearings for the F15's had contour lines that changed, some homes were demolished, there were promises made and not kept. We need to know the truth about potential new noise mitigation before not after the planes are chosen to come here. The impact the noise levels will have on the current noise mitigation contour lines should be considered first. We should not have to wait until the planes get here for a noise mitigation study.

- Which plane is louder the F-15EX or the F-35A? I have read that typical data from Air Force Environmental Impact Statements reported that the F-35 is much louder than all other fighters. Is that true?
- By how much do these planes exceed the 65 dB for the day night lower level which is the limit for residential land compatibility?
- Can potential noise levels be determined now before any decisions are made?
- Can it be determined earlier how many homes are going to be impacted by the new plans?
- Can it be determined earlier how many will have to be demolished as was required in the previous noise mitigation programs?

#### **Safety & Hazardous Materials**

Public safety on the ground is a concern. At the virtual meeting the questioner asked if these planes carry nuclear weapons. The answer was no.

- Will these plans be caring any type of weapons that could pose a danger to people on the ground?
- What type of weapons do these planes carry?
- Are weapons on board during practice runs? On missions?
- What is the safety record of the F35's?
- Are any previous cases of damage or accidents associated with these planes documented?
- The F-35 is designated as part of the US strategic nuclear bomber force. Some of them can carry nuclear weapons. Could the ones at Barnes ever carry nuclear weapons?

#### **Environmental Justice Outreach**

As an advocate for Environmental Justice, I am concerned about the impact this mission will have on the EJ populations in the immediate area of the airport. I hope there is extra effort taken to reach out to those communities. They deserve to be included in meaningful discussions going forward. They are:

- Heritage Park Mobil Home Community, 868 Southampton Road, Westfield, MA.
- The Arbor Mobile Home Park, Klondike Avenue, Westfield, MA.
- Colonial Pine Acres, 50 Southampton Road, Westfield, MA.

#### **Traffic**

This area is already over-burdened with vehicle traffic. The traffic congestion and associated emissions are a growing concern. The EIS fact sheets mentioned an increase in personnel who will be working at the airport, if the new planes arrive. Comments have been made locally about how these new planes could generate interest for auxiliary kinds of businesses in the area. We know that the Barnes Regional Airport aside from the ANG is also trying to increase development at the airport which would bring more traffic to the area.

#### **Why here?**

The F-35 planes are now in Burlington, VT. Burlington is about 200 miles from Westfield.

- How long will it take an F-35 to travel the 150 or 200 miles to Westfield?
- How long will it take an F-35 to travel 500 miles from Burlington to DC?
- Why do we need F-35s here in Westfield?

Do the risks to public health, public safety and the environment outweigh the benefits of siting the F35's at Barnes ANG? Perhaps people will lose their homes and they will be torn down. Perhaps there will be people who will move because of the noise or the safety risk. We need the mission to place a higher priority on protecting the health, safety and welfare of the public. I hope we do not lose sight of what should be the top priority.

In regards to the potential environmental impacts of this proposal, I expect that this process of community involvement and input will be taken seriously as it is stated on the *ANG Operational Beddowns Environmental Impact Analysis Process* fact sheet: the National Environmental Policy Act (NEPA) requirement is to make "informed decisions based on potential environmental consequences." by taking "a good-faith, hard look at potential environmental consequences of a proposal before making a decision."

Thank you for the opportunity to comment and to ask questions.

Respectfully submitted,

Mary Ann Babinski

[REDACTED]

Former Director, Westfield Concerned Citizens  
Former City Councilor, Ward 1

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