

Environmental Impact Statement (EIS) Public Hearing for the F-35 Operational Basing

Monday, May 14, 2012

5:00 to 8:00 p.m.

South Burlington High School

The meeting will be from 5:00-8:00 p.m. and will allow speakers up to 3 minutes each for remarks. The informational Open House begins at 5:00 p.m. and this will be the opportunity to sign-up to speak. Public officials and anyone affiliated with a public organization are given preference in the order of speaking.

It is very important to arrive at the meeting just prior to 5:00 so that we can get speakers signed up to speak earlier in the program.

SCHEDULE

Open House.....	5:00 p.m.
Welcome and Introductions.....	6:00 p.m.
Formal Presentation.....	6:05 to 6:10 p.m.
F-35 Operational Basing Draft EIS Analysis Overview....	6:10 to 6:20 p.m.
Oral Comments.....	6:20 to 7:20 p.m.
Break.....	7:20 to 7:30 p.m.
Optional Oral Comments Continues.....	7:30 to 8:00 p.m.

FACTS and Economic Benefits of the F 35s for Vermont:

F-35's:

- The F-35A continues a proud 66 year tradition of VTANG
- The retention of 1100 employees is a massive economic benefit to the state, the county and area businesses
- This investment would show an unprecedented level of support and confidence in an ANG
- The new fleet of F-35s would secure the future of VTANG for the next 4-5 decades
- The F-35A is primarily a defensive unit, designed to enhance the capabilities of other planes

Economic Benefits:

- Air National Guard employees – 400 full-time & 700 part-time
- Payroll - **\$53M annually**
- 616 members of the Vermont National Guard call the areas around the Burlington International Airport home.
 - 142 live in Burlington, 99 live in Colchester, 183 live in Essex Junction, 93 live in South Burlington, 44 live in Williston, and 44 live in Winooski. Our families are impacted by the same levels of commercial, civilian, and military aircraft as everyone else living in the areas surrounding the Burlington International Airport.
- Airport fire & rescue services supplied to BTV: **\$2.5 M annually (14% of the Airport Budget)**
- Drill Weekends (one weekend per month): **\$27,000 per drill weekend** (hotel, food, services contract)
 - \$325,000 per year
- Mission Training Center
 - 8 – 10 pilots, 2 – 3 weeks per month
 - \$50,000 per month in airfare, hotels, per diem, rental cars
- 6 active duty members are community based in Handy Suites in Essex Junction, 8 live in the local area rental properties with an additional 42 planned over the next 2 year.

The following is information from Lockheed Martin on additional jobs supported and payroll impact to New England states assuming that they do a full build out of the F-35:

State	Supplier Locations	Direct Jobs	Indirect Jobs	Direct Dollars	Indirect Dollars
Maine	2	75	211	\$10,783,200	\$11,861,520
Massachusetts	50	275	785	\$33,885,268	\$37,273,819
New Hampshire	23	961	2698	\$154,511,045	\$169,962,161
New York	59	970	2734	\$133,995,530	\$147,395,112
Vermont	3	173	485	\$24,747,374	\$27,222,114

History:

- The Vermont Air National Guard has been flying at the Burlington International Airport since July 1st, 1946 when the Vermont Air National Guard was “born.”
 - Prior to the Vermont Air Guard the United States Air Force flew out of the Burlington International Airport while operating out of Ethan Allen Air Force Base....now known as Fort Ethan Allen.

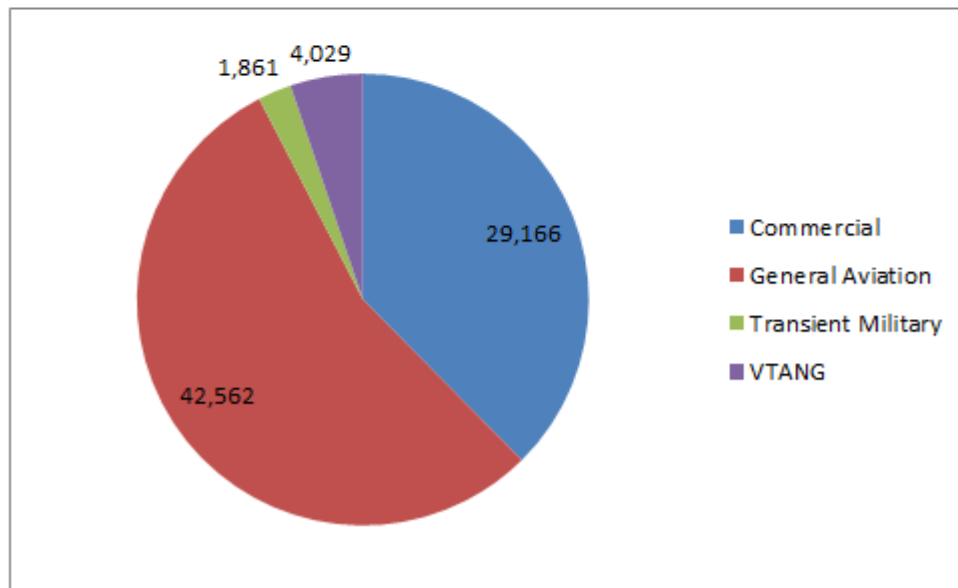
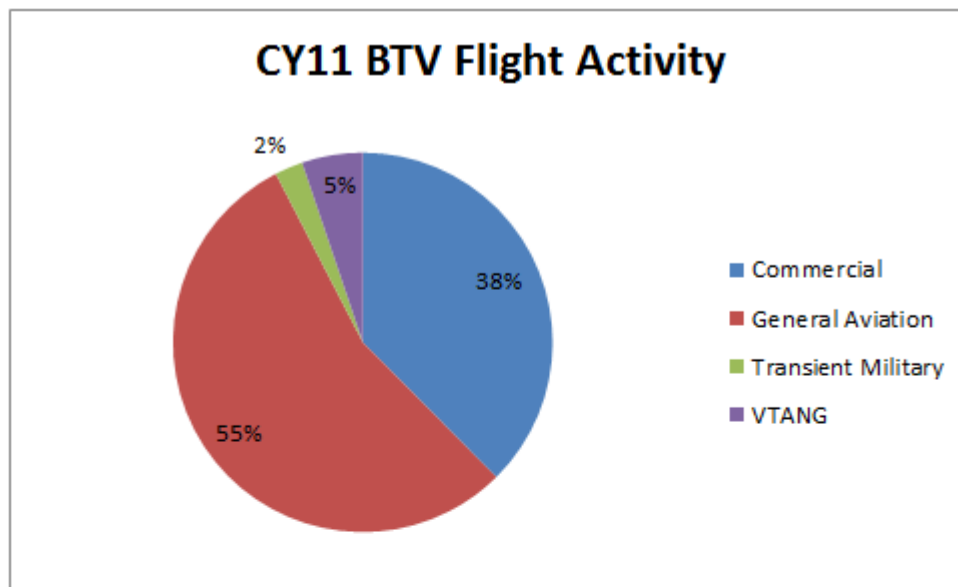
CY 11 Flight Activity at Burlington International Airport:

General Aviation: 55%

Commercial: 38%

Transient Military: 2%

VTANG: 5%



F-35 EIS INFORMATION / FAQ

*Securing the F-35 will ensure **Vermont's** service to our nation, protect our citizens, promote our patriotic values, contribute to the state's economic growth, and guarantee the continuance of 66 years of GMB heritage for the next 4-5 decades!*

PUBLIC HEARING – FINAL EIS

At the end of the official 45-day public comment period, preparation of the final EIS begins. The Air Force is required by law to wait for the expiration of the 45-day public comment period, however, if the public requests an extension to this comment period it will most likely be granted.

POST RELEASE OF FINAL EIS

The time between the release of the final EIS and the ROD is referred to by ACC as the “cool down” phase. Once the final EIS is officially released, there is a required 30-day waiting period prior to the ROD. There are no specific actions required by the VTANG, but we will definitely want to understand exactly what comments from the public hearing were incorporated into the final EIS as well as any mitigation areas that may concern the VTANG or our community.

RECORD OF DECISION (ROD)

This will be the decision we've been waiting for and will hopefully hear that the 158th FW, Burlington AGS will be the first ANG F-35 unit in the CAF. Once the ROD is signed by the CSAF and the SECAF, it becomes a legal document.

SCENARIOS

Scenario 1 is the proposed basing of 18 F-35's in Vermont. This is the likely course of action. Vermont currently has 24 F-16's.

Scenario 2 is the proposed basing of 24 F-35's in Vermont. This is not the anticipated course of action.

AIRSPACE MANAGEMENT AND USE

Q1. *Why would the baseline number of operations for an 18xPAA F-35 squadron (5,486) be so much less than your current 18xPAA F-16 squadron (8,099) → i.e. a 32% reduction?*

A1. Multiple reasons...First and foremost, the baseline operations for an 18xPAA F-35 squadron are strictly based on the forecasted utilization rate (UTE rate) in the ANG of a 12 UTE. That means each F-35A will be programmed to fly 12 times per month (i.e. 2 operations as defined in the EIS...takeoff and landing per mission) which equates to 24 flight operations/month per F-35, plus one additional flight operation to account for SFO currency or a closed pattern for safety of flight considerations. No local flight operations are accounted and local area procedures have been changed to reflect that. Another

reason the flight operations are decreased from the F-16 to the F-35 is due to the increased emphasis on high fidelity simulator training.

NOISE

Q1. *Will the F-35 be louder than the F-16?*

A1. The concept of “loudness” is a human perception of sound, and varies with individuals. The subjective nature of “loudness” makes it an inaccurate method to compare aircraft sound emission levels from two different aircraft, and as a general rule the Air Force does not compare aircraft this way. The 65 DNL line is the NEPA, DoD and FAA accepted measure of aircraft noise levels with respect to “annoyance”. The 65 DNL line will decrease in South Burlington and increase in Winooski and Williston. Conservative numbers were used in the EIS process and on-the-record accounts of civilians hearing both aircraft in sequence have noted the difference as “imperceptible”.

Q2. *Will the F-35 fly more often or at different times than the F-16?*

A2. Under Scenario 1 airfield operations would decrease by 2,613 operations (take-off/landing/low approach) per year. Under Scenario 2 airfield operations would decrease by 803 operations per year.

Q3. *Are any adverse health effects expected inside the 65DNL line expected?*

A3. Adverse health effects are on attributed only to chronic (8 hour) exposure inside the 85 DNL line. Exposure would be less than 6 minutes per day and there are no residences inside the 85 DNL line.

AIR QUALITY

Q1. *How much air pollution is caused by the F-35? How does it compare to the F-16?*

A1. Under ANG Scenario 1, emissions would decrease for six of the seven pollutant categories; ANG Scenario 2 would involve decreases in four of the seven pollutants.

Q2. *What is the overall effect of the F-35 on Air Quality in our area and the training airspace?*

A2. Regional air quality would not substantially deteriorate under either scenario 1 or 2.

Q3. *How do you know that this is accurate?*

A3. The air quality calculations in the EIS are done in accordance with US EPA regulations and applicable guidance documents. EPA and state agencies will review the draft EIS as well.

SOILS AND WATER

Q1. *How will the F-35 impact soil and water resources?*

A1. Since there is very little construction needed outside of the footprint of existing buildings at the base, there would be no adverse impact to these resources. Proper EPA and State of VT stormwater permits would be obtained if necessary. Flying and maintaining the F-35 will not adversely impact soil and water resources, and the likelihood of fuel spills will decrease with fewer operations than the F-16.

CULTURAL AND NATURAL RESOURCES

Q1. *Will the F-35 impact historic, archaeological or cultural resources?*

A1. No adverse impacts to these resources would result under either scenario either locally or under the training airspace.

ENVIRONMENTAL JUSTICE

Q1. *What does it mean when it says, "existing disproportionate effects on minority and low-income individuals would continue."?*

A1. The percentage of **minority** residents that live within the 65db and higher contours around the airport is currently somewhat higher than the overall percentage of minorities in Vermont. This condition remains about the same for either scenario 1 or 2. (elaborating further...) The percentage of **low income** residents that live within the 65db and higher contours around the airport is currently slightly *lower* than the overall percentage of low income residents in Vermont. This changes to being slightly *higher* than the state average under scenario 1 or 2.

COMMUNITY FACILITIES

Q1. *Can the local public infrastructure handle the increase in personnel if scenario 2 is selected? (Reference Table 2-10)*

A1. Yes, the base specific section of the EIS addresses each resource such as water supply, schools, electricity, solid waste management, etc., and shows that implementing scenario 2 would not exceed the capacities of existing infrastructure.

MISCELLANEOUS

Q1. **Why do we need the Joint Strike Fighter (JSF) when we have the F-22?**

A1. These two aircraft bring complimentary, not redundant, capabilities to the war fighter. The F-22 is optimized for the air superiority mission and the F-35 is optimized to provide global persistent attack. It is the mix of their capabilities, combined with other supporting joint capabilities, that allows the Air Force to achieve air dominance.

Q2. **What is the primary mission of the F-35?**

A2. The F-35 is a multi-role strike fighter aircraft for the Air Force, Navy, Marine Corps and allies. It is the benchmark for our next generation of low observable strike aircraft and delivers air power which is essential to our national security and a capability needed to defeat the 21st century threats.