APPENDICES

APPENDIX A

FEDERAL REGISTER NOTICES

Commission solicits written comments concerning the petition.

DATES: The Office of the Secretary must receive comments on the petition by December 17, 2002.

ADDRESSES: Comments, preferably in five copies, on the petition should be mailed to the Office of the Secretary, Consumer Product Safety Commission, Washington, DC 20207, telephone (301) 504–0800, or delivered to the Office of the Secretary, Room 501, 4330 East-West Highway, Bethesda, Maryland 20814. Comments may also be filed by telefacsimile to (301) 504–0127 or by email to *cpsc-os@cpsc.gov.* Comments should be captioned ''Petition CP–02–4/HP–02–1, Petition on ATVs.'' A copy of the petition is available for inspection at the Commission's Public Reading Room, Room 419, 4330 East-West Highway, Bethesda, Maryland.

FOR FURTHER INFORMATION CONTACT: Rockelle Hammond, Office of the Secretary, Consumer Product Safety Commission, Washington, DC 20207; telephone (301) 504–0800, ext. 1232.

SUPPLEMENTARY INFORMATION: The Commission has received correspondence from Consumer Federation of America (''CFA'') and other groups [1] requesting that the Commission take several actions concerning all-terrain vehicles (''ATVs''). The Commission is docketing their request for a ban of the sale of adult-size four wheel ATVs sold for the use of children under 16 as a petition under the Consumer Product Safety Act, 15 U.S.C. 2057, and the Federal Hazardous Substances Act, 15 U.S.C. 1261(q)(1)(A). The petitioners assert that ATVs pose an unreasonable risk of injury and death to children. They cite Commission data that between 1982 and 2001 there were reports of 4,541 ATV-related deaths, and that 1,714 (or 38%) of those deaths were children under 16 years old. They also note that in the year 2001, there were 111,700 people taken to emergency rooms for ATV-related injuries, of which 34,800 were under 16 years old. They argue that there is no feasible standard that would address the risks ATVs pose to children.

Interested parties may obtain a copy of the petition by writing or calling the Office of the Secretary, Consumer Product Safety Commission, Washington, DC 20207; telephone (301) 504–0800. Copies of the petition are also available for inspection from 8:30 a.m. to 5 p.m., Monday through Friday, in the Commission's Public Reading Room, Room 419, 4330 East-West Highway, Bethesda, Maryland.

Dated: October 10, 2002.

Todd Stevenson,

Secretary, Consumer Product Safety Commission.

[FR Doc. 02–26458 Filed 10–17–02; 8:45 am]

BILLING CODE 6355–01–P

[1] The other groups are the American Academy of Pediatrics, the American College of Emergency Physicians, Bluewater Network, the Center for Injury Research and Policy, the Danny Foundation for Crib and Child Product Safety, Kids in Danger, National Association of Orthopaedic Nurses, and U.S. PIRG.

CONSUMER PRODUCT SAFETY COMMISSION

Sunshine Act Meeting

TIME AND DATE: Thursday, October 24, 2002, 10 a.m.

LOCATION: Room 420, East West Towers, 4330 East West Highway, Bethesda, Maryland.

STATUS: Open to the public.

MATTER TO BE CONSIDERED:

Petition HP 99–1 Polyvinyl Chloride (PV)

The staff will brief the Commission on Petition HP 99–1 requesting a ban of polyvinyl chloride (PVC) in all toys and other products intended for children five years of age and under.

For a recorded message containing the latest agenda information, call (301) 504–0709.

CONTACT PERSON FOR ADDITIONAL INFORMATION: Todd A. Stevenson, Office of the Secretary, 4330 East West Highway, Bethesda, MD 20207 (301) 504–0800.

Dated: October 15, 2002.

Todd A. Stevenson,

Secretary.

[FR Doc. 02–26730 Filed 10–16–02; 8:45 am]

BILLING CODE 6355–01–M

DEPARTMENT OF DEFENSE

Department of the Air Force

Notice of Intent To Prepare an Environmental Impact Statement for Proposed Aircraft Conversion at Martinsburg, WV

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code 4321, *et seq.*), the Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of NEPA (40 Code of Federal Regulations (CFR) parts 1500–1508), and Air Force policy and procedures (32 CFR part 989), This announcement provides notice that the Air Force proposes a conversion of C–130 aircraft to C–5 aircraft along with associated actions to meet strategic airlift requirements of the U.S. Air Force and Air National Guard. This action requires a unique mix of facilities and support capabilities associated with the C–5, the largest cargo aircraft in the Department of Defense inventory. The eventual receiving location would maintain and operate an inventory of 10 C–5 aircraft.

The Air National Guard is preparing an EIS to assess potential environmental impacts associated with the proposed conversion from C–130 to C–5 aircraft at the 167th Airlift Wing (167 AW), Martinsburg, WV. The 167th AW action would consist of three primary components: (1) Conversion from C–130 to C–5 aircraft; (2) acquisition of land through lease; from the Eastern West Virginia Airport and (3) construction of both ANG and the Eastern West Virginia Regional Airport facilities on existing and acquired parcels. The EIS will address alternatives to the proposed action, including alternative facilities development scenarios, reduced airfield expansion, and the No Action Alternative.

The ANG will initiate a public scoping process to facilitate identification of the relevant scope of environmental issues to be addressed in the EIS. The public will be invited to participate in scoping meetings and review the Draft EIS. Notification of the meeting locations and time will be made in the local area and will be announced via local news media. Information gathered during the public scoping will be used in the development of the Draft EIS.

For Further Information Contact: ANG/CEVP, Martinsburg EIS, Attention: Lt Col TJ Mitnik, 3500 Fetchet Avenue, Andrews Air Force Base, MD 20762.

Pamela D. Fitzgerald,

Air Force Federal Register Liaison Officer.

[FR Doc. 02–26604 Filed 10–17–02; 8:45 am]

BILLING CODE 5001–05–P

DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

Biomass Research and Development Technical Advisory Committee

AGENCY: Department of Energy.

ACTION: Notice of open meeting.

SUMMARY: This notice announces an open meeting of the Biomass Research and Development Technical Advisory Committee under the Biomass Research

[Federal Register: January 30, 2004 (Volume 69, Number 20)]
[**Notices**]
[Page 4512-4513]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr30ja04-57]

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6647-8]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 260-5073 or (202) 260-5075.

Weekly receipt of Environmental Impact Statements
Filed January 19, 2004, through January 23, 2004
Pursuant to 40 CFR 1506.9.

EIS No. 040033, **DRAFT EIS**, UAF, WV, Aircraft Conversion for the 167th Air Wing (167 AW) of the West Virginia Air National Guard, Converting C-13OH Transport Aircraft to the Larges C-5 Transport Aircraft, Acquisition of Land via Lease, and Construction of Facilities on existing and acquired Parcel, Berkely County, WV, Comment Period Ends: March 15, 2004, Contact: Lt. Col. Tammy Mitwik (301) 836-8636.

APPENDIX B

PUBLIC AND AGENCY COMMUNICATION

IICEP Distribution List
West Virginia Air National Guard
Environmental Impact Statement

Berkeley County Historical Society
P.O. Box 1624
Martinsburg, WV 25402

Steve Teufel
President of County Commission
119 West King Street, Meeting Room #7
Martinsburg, WV 25401

Berkeley County Development Authority
Bob Crawford, Director
110 West Burke Street
P.O. Box 2448
Martinsburg, WV 25402

Berkeley County Farmland Protection Board
P.O. Box 1243
Martinsburg, WV 25402

John Overington
54th District House of Delegates
491 Hoffman Road
Martinsburg, WV 25401

West Virginia Air Quality Board
1615 Washington Street East, Suite 301
Charleston, WV 25311-2126

West Virginia Division of Culture and History
The Cultural Center Capitol Complex
1900 Kanawha Boulevard East
Charleston, WV 25305-0300

West Virginia Board of Architects
P.O. Box 589
Huntington, WV 25710-0589

West Virginia Bureau of Commerce
90 MacCorkle Avenue South West
Charleston, WV 25303

West Virginia Division of Forestry
1900 Kanawha Boulevard
East Charleston, WV 253035-0180

West Virginia Department of Geological and Economic Survey
P.O. Box 879
Morgantown, WV 26507-0879

West Virginia Division of Natural Resources
State Capitol Complex, Building 3
Room 669
1900 Kanawha Boulevard
Charleston, WV 25305-0060

West Virginia Water Development Authority
180 Association Drive
Charleston, WV 25311-1217

Senator Robert C. Byrd
311 Hart Building
Washington D.C. 20510

Senator Robert C. Byrd
300 Virginia Street, Suite 2630
Charleston, WV 25301

Senator Jay Rockefeller
225 West King Street, Suite 307
Martinsburg, WV 25401

Senator Jay Rockefeller
531 Hart Senate Office Building
Washington D.C., 20510

The Honorable Shelley Moore Capito
1431 Longworth House Office Building
Washington D.C., 20515

The Honorable Shelley Moore Capito
222 West John Street
Martinsburg, WV 25401

IICEP Distribution List
West Virginia Air National Guard
Environmental Impact Statement

West Virginia Division of Air Quality
7012 MacCorkle Avenue, South East
Charleston, WV 25304

Allyn Turner, Director
Division of Water Resources
1201 Greenbrier Street
Charleston, WV 25311-1088

West Virginia Environmental Quality Board
1615 Washington Street East, Suite 301
Charleston, WV 25311-2126

Fred Vankirk, P.E.
Secretary/Commissioner
West Virginia Dept of Transportation
Building 5
1900 Kanawha Boulevard E
Charleston, WV 25305

Governor Bob Wise
1900 Kanawha Boulevard, East
Charleston, WV 25305

West Virginia Division of Natural Resources
State Capitol, Building 3 Room 812
Charleston, WV 25305

West Virginia Division of Natural Resources
Wildlife, District 2
1 Depot Street
Romney, WV 26757-1400

West Virginia Soil Conservation Agency
Eastern Panhandle Conservation District
1450-1 Edwin Miller Boulevard
Martinsburg, WV 25401

Natural Resources Conservation Services
Attention: Conservation Communications Staff
P.O. Box 2890
Washington, D.C. 20013

Natural Resources Conservation Service
1450 Edwin Miller Boulevard
Martinsburg, WV 25401-3739

Federal Highway Administration
West Virginia Division
700 Washington Street, East
Charleston, WV 25301

US EPA Region 3
1650 Arch Street
Philadelphia, PA 19103-2029

US Fish and Wildlife Service
West Virginia Field Office
694 Beverly Pike
Elkins, WV 26241

US Fish and Wildlife Service
Northeast Region
300 Westgate Center Drive
Hadley, MA 01035-9589

George H. Rodriguez
U.S. Department of Housing and Urban Development
West Virginia Field Office
405 Capitol Street, Suite708
Charleston, WV 25301-1795

Federal Emergency Management Agency
Region III
615 Chestnut Street
Philadelphia, PA 19106

IICEP Distribution List
West Virginia Air National Guard
Environmental Impact Statement

U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, MD 21203-1715

U.S. Army Corps of Engineers
Pittsburgh District
1000 Liberty Avenue
Pittsburgh, PA 15222-4186

William E. Walkup, Airport Manager
Eastern West Virginia Regional Airport
180 Aviation Way, Suite A
Martinsburg, WV 25401

Larry Clark
Federal Aviation Administration
Beckley Airports District Office
176 Airport Circle, Room 101
Beaver, WV 25813

Daisy Mather
Federal Aviation Administration
Eastern Region Airports Division,
AEA-610
One Aviation Plaza
Jamaica, NY 11434

Sue Ann Morgan
Planning Director
Berkeley County Planning Commission
126 W. King Street
Martinsburg W. Va. 25401

Mike Keller
Bowles Rice McDavid Graff & Love
PLLC, 105 W Burke Street,
Martinsburg WV 25401

Senator Herb Snyder
PO Box 400
Shenandoah Junction, WV 25442

Senator John R. Unger, II
PO Box 2415
Martinsburg WV 25402

Honorable Charles S. Trump, IV
Member House of Delegates
171 South Washington Street
Berkeley Springs WV 25441

Honorable Craig P. Blair
Member House of Delegates
167 Wasser Drive
Martinsburg WV 25401

Honorable Larry V. Faircloth
8274 Winchester Avenue
Inwood WV 25428
Member House of Delegates

Honorable John Overington
Member House of Delegates
491 Hoffman Road
Martinsburg WV 25401

Honorable John Doyle
Member House of Delegates
127 Sandpiper Lane
Shepherdstown WV 25443

Honorable Dale Manuel
Member House of Delegates
104 Porter Way
Charles Town WV 25414

Honorable Walter E. Duke
Member House of Delegates
112 Tavern Road
Martinsburg WV 25401

Honorable Robert C. Tabb
Member House of Delegates
1870 Darke Lane
Kearneysville WV 25430

AGENCY COMMUNICATION

STATE OF WEST VIRGINIA
OFFICE OF THE GOVERNOR
CHARLESTON 25305

BOB WISE
GOVERNOR

November 25, 2003

Eastern West Virginia Regional Airport Authority
180 Aviation Way
Martinsburg, West Virginia 25401

Gentlemen:

The Adjutant General has informed me that funding for potential Noise Mitigation issues has delayed the Environmental Impact Study process relating to the 167th Airlift Wing's conversion from C-130 to C-5 aircraft. Let me assure you that should Noise Mitigation issues arise, and appropriate sources of federal funding cannot be arranged, the State of West Virginia would be committed to appropriate necessary funs for mitigation purposes.

I stand in full support of the planned mission change at the 167th Airlift Wing and encourage you to expeditiously work any outstanding issue, which could delay completion of the Environmental Impact Study.

Very truly yours,

Bob Wise
Governor

BW/lc

® GCIU 326-C

CITY OF MARTINSBURG
OFFICE OF THE MAYOR
232 NORTH QUEEN STREET · P.O. BOX 828
MARTINSBURG, WEST VIRGINIA 25402
PHONE (304) 264-2140

August 28, 2003

Major General Allen E. Tackett
TAG/WV
1703 Coonskin Drive
Charleston, WV 25311-5000

RE: 167th Air National Guard Expansion

Dear Major General Tackett:

On behalf of the City of Martinsburg, please accept this letter as the City's continued support of the 167th Air National Guard expansion of the C-5 conversion process. The City is aware and understands several issues are being reviewed, such as noise mitigation, and it is our hope the process of project planning continues to move forward.

The 167th ANG has been an important asset and employer in our community and the C-5 conversion project would allow new growth for the ANG as well as new jobs creation. The 167th ANG is well respected within the community for its relationships and community service.

Besides providing military operations, economic development and employment opportunities, the 167th ANG also provides vital services to the Eastern West Virginia Regional Airport. The joint use of the airport has worked well and has been of mutual benefit to the ANG and the EWVRA. The C-5 conversion project would allow for this cooperative arrangement to continue long term.

In closing, the City of Martinsburg appreciates your consideration of moving this important project forward as local issues are being resolved. If you have any questions, please call.

Sincerely,

George Karos

George Karos
Mayor

GK/djd

cc: City Council
Mark S. Baldwin, City Manager
Mr. Rick Wachtel, Chairman, Eastern WV Regional Airport Authority
Mr. Bill Walkup, Director, Eastern WV Regional Airport Authority

Chamber of Commerce
of Martinsburg and Berkeley County

BOARD OF DIRECTORS

RESOLUTION R03-3

WHEREAS, the Chamber of Commerce of Martinsburg and Berkeley County recognizes that aviation noise issues for the surrounding community are a concern at the Eastern West Virginia Regional Airport in Martinsburg; and,

WHEREAS, the Chamber of Commerce of Martinsburg and Berkeley County recognizes that the Berkeley County Commission and Berkeley County Planning Commission are rapidly taking steps to reduce and eliminate these issues in the future through increased regulation; therefore,

BE IT RESOLVED that the Chamber of Commerce of Martinsburg and Berkeley County supports the conversion of the 167th Air National Guard from a C-130 base to a C-5 base and our Senators and U.S. Representatives to urge the Department of Defense and Guard Bureau to continue the funding stream for the C-5 conversion without interruption.

Adopted by the Board of Directors of the Chamber of Commerce of Martinsburg and Berkeley County, Inc., in meeting assembled December 10, 2003, with a quorum present.

Susan G. Sanders

SUSAN G. SANDERS, BOARD SECRETARY

Amy C. Fowler

ATTEST

12-10-03

DATE

198 Viking Way • Martinsburg, WV 25401 • 304.267.4841 • fax 304.263.4695 • e-mail chamber@berkeleycounty.org

County Commission of Berkeley County

126 WEST KING STREET
MARTINSBURG, WEST VIRGINIA 25401
PHONE (304) 264-1923

THE COMMISSION

HOWARD L. STRAUSS, COMMISSIONER
POST OFFICE BOX 1812
MARTINSBURG, WEST VIRGINIA 25402

STEVEN C. TEUFEL, COMMISSIONER
POST OFFICE BOX 1050
MARTINSBURG, WEST VIRGINIA 25402

JOHN E. WRIGHT, COMMISSIONER
POST OFFICE BOX 357
BUNKER HILL, WEST VIRGINIA 25413

DEBORAH HAMMOND
COUNTY ADMINISTRATOR

SHERRY A. GAIN
ADMINISTRATIVE SECRETARY

21 August 2003

Colonel Jesse Thomas
222 Saber Jet Blvd.
Martinsburg, WV 25401

Dear Colonel Thomas:

The Berkeley County Commission is pleased to issue this letter of proposed action with regards to planned improvements at the 167th Airlift Wing National Guard base and Eastern West Virginia Regional Airport at Martinsburg, West Virginia.

Base Engineer Billy Burkhart has informed the County Commission of comprehensive redevelopment plans for the Martinsburg base and airport. These plans feature construction of several new buildings, which include a base operations center, aircraft hangers, a flight operations building, a supply warehouse, a flight simulator building and a new base headquarters. A phased lengthening of the east-west runway is also proposed. Phase I will extend the runway length from 7000 feet to 8000 feet, while phase II contemplates an additional runway extension, to be dictated by future aircraft requirements. Other planned improvements include construction of a jet fuel tank storage area and the creation of a series of airplane ramps and airplane parking areas. Taken as a whole, these improvements will ensure the continued viability of the Martinsburg base. The runway expansion, in particular, will allow the base to accommodate the C-5 military cargo airplane. This accommodation is central to base's future economic well being, and will in turn permit the 167th Airlift Wing Unit's continued and extensive support of essential non-military operations at the Eastern West Virginia Regional Airport.

The County Commissioners both acknowledge and appreciate the significant role which the 167th Airlift Wing Unit plays in our strong local economy. Indeed, it is through their continued commitment of human, technological and financial resources that our community enjoys the service and convenience of a regional airport. However, we wish to emphasize that our high regard for the 167th Airlift Wing Unit is not premised upon financial considerations alone. Rather, we value the excellent citizenship and generosity of spirit which its members have consistently demonstrated throughout their 50-plus year residency in Berkeley County. In addition to highly effective participation in mutual aid agreements with the County and the City of Martinsburg, the men and women of the local Air National Guard are among our community's most willing, able and frequent volunteers in virtually all imaginable service areas. We are fortunate to have such a public spirited organization within our community.

Lieutenant Colonel Burkhart has further advised us that due to the larger aircraft which the expanded runway will accommodate, measures will need to be taken to exclude residential land uses from prescribed "zones of noise influence" adjacent to the airport. While our current airport zoning district regulations do not contemplate such prohibitions, please be informed that we intend to amend our local code to include provisions to this effect.

In addition to the aforementioned County Code amendments, please know that the Berkeley County Development Authority's current land acquisition program also supports the growth agenda of the Air National Guard and Eastern West Virginia Regional Airport. The Development Authority is in the process of purchasing a 219 acre parcel which is located adjacent to the airport. This parcel will be taken out of the County's inventory of available residential lands and will instead be marketed for industrial purposes only. This development scheme is compatible with the base's planned expansion, as aircraft noise levels are not subject to mitigation in an industrial area.

Once again, it is our pleasure to issue this letter confirming both our full support for the base and airport development plans described herein as well as our intent to advance and adopt any necessary supporting amendments to the Berkeley County Code.

Colonel Jesse Thomas
Page Three

Best regards,

Honorable Howard L. Strauss,
Commission President

Honorable Steven C. Teuful, Commissioner

Honorable John E. Wright, Commissioner

Cc: Richard Wachtell
180 Aviation Way
Suite A
Martinsburg, WV 25401

From: daisy.mather@faa.gov [mailto:daisy.mather@faa.gov]
Sent: Saturday, March 13, 2004 10:27 AM
To: Mitnik Tammy Jo Lt Col ANG/CEVP
Cc: Larry.Clark@faa.gov; tom.felix@faa.gov;
brunhilda.sanders-lane@faa.gov; ralph.thompson@faa.gov
Subject: Martinsburg DEIS Comments

Dear Tammy:

Please accept this message as our official correspondence tramsitting the FAA Eastern Region's comments on the Draft Environmental Impact Statement for Proposed Aircraft Conversion of the 167th Airlift Wing, West Virginia Air
National Guard, Eastern West Virginia Region Airport, Martinsburg, West Virginia, January 2004.

My compliments to you and your EIS preparers. The DEIS was easy to read, well organized and concise, which assited us in completing our review in a timely manner.

Thank you for addressing the issues FAA raised during its review of the preliminary draft EIS, particularly the Section 4(f) requirements. We continue to have concerns regarding the noise impacts assicated with the proposed project, and would prefer to have more specific committments to abate incompatible noise as part of the EIS and the Record of Decision (ROD). However, we acknowledge the ANG's limited role in conducting noise abatement and accept the committment by the airport sponsor and the government of West Virginia to address, and hopefully rectify, the noise imcompatibility issues as soon as possible after the EIS is completed.

Thank you for the opportunity to comment. Sincerely,

Daisy Mather
FAA Eastern Region
Airports Division, AEA-610
1 Aviation Plaza
Jamaica, NY 11434
(718) 553-2511
(718) 995-5694 (fax)
daisy.mather@faa.gov

DEPARTMENT OF THE ARMY
PITTSBURGH DISTRICT, CORPS OF ENGINEERS
WILLIAM S. MOORHEAD FEDERAL BUILDING
1000 LIBERTY AVENUE
PITTSBURGH, PA 15222-4186

REPLY TO
ATTENTION OF:

July 31, 2003

Operations and Readiness Division
Regulatory Branch
200200609

Paul A. Henry, Captain, WVANG
Deputy Base Civil Engineer
Headquarters, 167th Airlift Wing (AMC)
222 Sabre Jet Blvd.
Room 107
Martinsburg, West Virginia 25401

Dear Captain Henry:

I refer to your memo dated July 1, 2003, regarding the proposal to expand and improve airport facilities to accept C-5 aircraft at the Eastern West Virginia Regional Airport, located near Martinsburg, Berkeley County, West Virginia.

The Air National Guard plans to include an articially constructed pond (less than 0.1 acre), into the storm water detention basin. This pond is exempt from regulation and, therefore, the detention basin work does not require any authorization from this office.

In addition, utility line crossings would be constructed across drainage ditches and other headwater streams, as a part of the airport expansion. These types of activities, utility line crossings, are authorized by Nationwide Permit No. 12 (see enclosure), previously issued by the Corps of Engineers for purposes of Section 404 of the Clean Water Act, as published in the January 15, 2002 issue of the Federal Register.

The enclosed Public Notice provides a list of conditions which must be followed for the Nationwide Permit to be valid. Adherence to these conditions will permit you to proceed with the proposed project. **Please Note**, the attached Compliance Certification Form must be signed and returned to this office upon completion of the proposed work.

The verification of this Nationwide Permit is valid until July 30, 2005 unless the Nationwide Permit is modified, suspended, or revoked. If project specifications are changed or work has not been initiated before July 30, 2005, please contact this office for further approval.

The issuance of this Nationwide Permit will not relieve you of the responsibility to obtain any other required state, local, or Federal authorizations.

If you have any questions, please contact Mr. Richard Sobol at (412) 395-7153.

Sincerely,

Albert H. Rogalla
Chief, Regulatory Branch

Enclosure

WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

May 21, 2004

Tammy Jo Mitnik, Lt Col, USAF
WVEIS Project Manager
ANG/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762

RE: West Virginia Air National Guard (WVANG) C-5 Beddown Environmental Impact Statement
FR# 04-306-BY

Dear Lt. Col. Mitnik,

Thank you for your letter dated May 13, 2004 addressing concerns presented by my office in our letter dated April 2, 2004. The subject of these comments was the information presented in the Draft Environmental Impact Statement (DEIS) for the proposed aircraft conversion of the 167th Airlift Wing, West Virginia Air National Guard, Eastern West Virginia Regional Airport, Martinsburg, West Virginia. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended and its regulations, 36 CFR 800. For consistency, we will follow the outline as presented in your May 13 letter.

Interagency Communication

The State Historic Preservation Office seeks to cooperate with all federal agencies and related consulting firms and does not wish to hinder the efforts to bring projects to fruition. We apologize for the lateness of our comments to the DEIS and have re-examined our files to evaluate our participation in this project review. As discussed with Jane Yagley of your office, it was not clear to my staff what the extent of the undertaking was until we received the DEIS. As you know, the Section 106 review process requires identification of an undertaking prior to efforts to identify historic resources within the area of potential effect. Upon review of the correspondence related to this project, early letters from H.C. Nutting identified the project as construction of a terminal building and parking lot (May 1, 2001.) Correspondence from Spring 2002 focused on the possible historic resources without identifying the project as the conversion. H.C. Nutting refers to construction of the terminal and runway as it will affect the "ruins."

Correspondence also focused on the Shepherd Family Cemetery and Building #2. Our letter dated April 26, 2002 withdrew the request for a Phase I archaeological survey because the "project area would consist of only specific, smaller previously disturbed areas within the larger tract."

When we received the DEIS, our comparison of the earlier correspondence's project descriptions was not consistent with the project as described in the DEIS. This document actually provided the clearest explanation of the extent of the conversion project. Although the DEIS refers to our comments regarding the structures and sites, it also states in two places that coordination has not occurred yet with the State Historic Preservation Office: "the WVDCH has not yet been contacted to allow its review and comment on the proposed aircraft conversion and construction program, however, interagency coordination will take place prior to implementation of the Proposed Action." (Page 4-55) This statement implies that the authors of the DEIS recognized consultation with our office was not complete.

Your letter references a Cultural Resources Research Report dated June 2003. A copy was enclosed. This report, according to our correspondence log, had not been previously submitted to our office. Jane Yagley confirmed by phone conversation that the Air National Guard did not receive specific comments from my office regarding this report as implied by your May 13 letter.

We acknowledge the consultation with the Berkeley County Historical Society. This correspondence has weighed in our current review of eligibility of the potential cultural resources.

We appreciate the Air National Guard's conscientious compliance with the Section 106 review process. Your cooperation is apparent.

Architectural Resources

Previously we have stated in correspondence that the ruins and the original administration building were not eligible to the National Register of Historic Places. The area of potential effect as described in the DEIS encompasses the complete facility. The information provided in your letter addressed our specific concerns regarding Cold War significance and historic significance of the structures on the entire installation. The building inventory submitted, with photographs, construction dates and building use, provides information regarding the remaining buildings on the property. The History of Air National Guard Activity at the Eastern West Virginia Regional Airport provided information regarding past activities at this installation. Finally, comments from the Berkeley County Historical Society were provided. The various aspects of aviation

history at this location are important; however, the resources do not meet the minimum fifty year age requirement of the National Register of Historic Places. It is our opinion that the resources are not eligible to the National Register of Historic Places.

Archaeological Resources

Discussion provided in your letter and the DEIS identify agricultural areas as disturbed areas. While it is true that archaeological sites can be plowed out by successive seasons of farming, this type of disturbance does not completely eliminate the possibility of the presence of archaeological evidence. Portions of the installation have been previously surveyed by archaeologists, most notably the 1992 Phase I survey of 15 acres. The current project encompasses 133 acres (to be acquired) and 40 acres of the existing facility. Your letter indicates agreement that remaining areas not extensively altered by construction activities which will be impacted by the undertaking will be surveyed.

The two cemeteries identified on the property will be avoided and protected.

We do not need an archaeological site form for the ruins. We have on file an historic property inventory form for this resource. We apologize for any confusion over this request.

Conclusion

Thank you for addressing our concerns. We concur that the addition of a statement to the DEIS identifying the need for a Phase I archaeological survey will address our concerns. To facilitate the completion of this survey, we would be happy to meet with you or your representatives on site or review the Phase I survey scope of work to insure that field work addresses your needs and our concerns completely. With this correction, we have no objections to the Draft Environmental Impact Statement.

Thank you for your cooperation. If you have any questions or concerns, please contact my office.

Sincerely,

Susan M. Pierce

Susan M. Pierce
Deputy State Historic Preservation Officer

cc: Secretary Kay Goodwin, Dept. of Education and the Arts
Commissioner Nancy Herholdt, DCH

United States Department of the Interior

FISH AND WILDLIFE SERVICE

West Virginia Field Office
694 Beverley Pike
Elkins, West Virginia 26241

FILE COPY

May 11, 2004

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL # of pages ▸ 2

To Brian Cook	From Barb Douglas
Dept./Agency WVANG.	Phone # USFWS
Fax # 805 966 1706	Fax # 636 7824

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

Mr. Matthew Fluharty, E.I.
Program Manager, Martinsburg EIS
Environmental Division
ANG/CEVP
3500 Fetchet Avenue
Andrews AFB, Maryland 20761-5157

Re: EIS for Proposed Aircraft Conversion of the 167th Airlift Wing

Dear Mr. Fluharty:

This responds to your information request of January 21, 2004 regarding the Environmental Impact Statement for the Proposed Aircraft Conversion of the 167th Airlift Wing for the West Virginia Air National Guard in Martinsburg, West Virginia. These comments are provided pursuant to the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Only one federally listed species could occur in the project area, the endangered Indiana bat, Myotis sodalis. The federally listed endangered Indiana bat may occur in the project area and could conceivably be adversely affected by the project proposal. The Indiana bat may use the project area for foraging and roosting between April 1 and November 15. Indiana bat summer foraging habitats are generally defined as riparian, bottomland, or upland forest, and old fields or pastures with scattered trees. Roosting/maternity habitat consists primarily of live or dead hardwood tree species which have exfoliating bark that provides space for bats to roost between the bark and the bole of the tree. Tree cavities, crevices, splits, or hollow portions of tree boles and limbs also provide roost sites.

The U.S. Fish and Wildlife Service (Service) has determined the number of acres of suitable foraging and roosting habitat on the West Virginia landscape available to each Indiana bat, versus the total acreage of forest. On that basis, we have determined that small projects, outside of a five-mile radius of a hibernaculum or known capture site, affecting 17 acres or less of suitable forested habitat, will have a very small chance of resulting in direct or indirect take of the species, and therefore these effects are considered discountable.

The EIS indicates that 9 acres of potential Indiana bat habitat will be impacted by the proposed project, therefore no further consultation under the Endangered Species Act (87 Stat. 884, as

amended; 16 U.S.C. 1531 et seq.) is required. Should project plans change, or if additional information on the Indiana bat becomes available, this determination may be reconsidered.

If you have any questions regarding this letter, please contact Ms. Barbara Douglas of my staff at (304) 636-6586, or at the letterhead address.

Sincerely,

Thomas R. Chapman
Field Supervisor

The Berkeley County
Historical Society
Don C. Wood, President

The Belle Boyd House
126 East Race St., Martinsburg, WV

P.O. Box 1624, Martinsburg, WV 25402
Tel: (304) 267-4713

May 7, 2004

LTC Billie Burkhardt
167 Airlift Wing
222 Sabre Jet Boulevard
Martinsburg, WV 25401

Dear LTC Burkhardt:

The Berkeley County Historical Society reviewed the Environmental Impact Statement submitted by your organization to expand the airport to accommodate C-5 aircraft. Our review indicated that all of the new construction will be on Government property and will not impact any historical property. Therefore we have on objections and concur with the project.

Yours truly,

Don C Wood

Don C. Wood
President

The Senate of West Virginia

Charleston

JOHN R. UNGER II
P. O. Box 2415
Martinsburg 25402

Phone: (304) 263-5488
Fax: (304) 267-8270

COMMITTEES:
Small Business (Vice Chair)
Agriculture
Education
Finance
Health and Human Resources
Interstate Cooperation
Rule-Making Review

August 25, 2003

Major General Allen E. Tackett
West Virginia Adjutant General
1703 Coonskin Drive
Charleston, West Virginia 25311-1085

Dear General Tackett:

I'm writing regarding the C-5 conversion process for the 167th ANG expansion, of which I am in full support.

As you know, the 167th ANG provides approximately $2 million dollars annually in services to the Eastern West Virginia Regional Airport in Berkeley County. These funds would be extremely difficult, if not impossible, to replace. As you know, the joint use airport concept has worked very well over the years and positioned the airport to rapidly move forward in the areas of general aviation, industrial expansion, and possible regional commercial air service.

There is considerable support from the general public of the 167th ANG expansion, which is recognized as having been an important part of the industrial community. Additionally, it is a major employer, with nearly 1,200 full and part time jobs. The C-5 conversion will only increase job significantly.

The Berkeley County Commission, the Eastern West Virginia Regional Airport Authority, and the Berkeley County Planning Commission are reviewing the situation daily to determine how best to correct the problems now and plan for the future. So as you can see, I believe that the local issues are being handled fairly and competently by local authorities.

Accordingly, General Tackett, it is important that this project continue. I am hopeful that the noise mitigation and related issues will be resolved quickly so that this project can move forward.

If you or any of your staff have any questions regarding my support for this project, or would like to discuss the project with me. Please feel free to do so at any time.

With best wishes and kind regards.

Very truly yours,

John R. Unger II

John R. Unger II
Senator, Sixteenth District

cc: Rick Wachtel
Col. Jesse Thomas

HOUSE OF DELEGATES
WEST VIRGINIA LEGISLATURE

BUILDING 1, ROOM M-472
1900 KANAWHA BLVD., EAST
CHARLESTON, WV 25305-0470
PHONE (304) 340-3280

JOHN DOYLE, Vice-Chair
COMMITTEE ON FINANCE
BOX 1607
SHEPHERDSTOWN, WV 25443
PHONE: (304) 876-6472 HOME
(304) 876-1648 OFFICE

Committees:
Veterans' Affairs
Interstate Cooperation

August 29, 2003

Major General Allen E. Tackett
TAG/WV
1703 Coonskin Drive
Charleston, West Virginia 25311-5000

Dear General Tackett:

You are to be congratulated on your efforts to bring the C5 aircraft to the Martinsburg Air National Guard base. This move will be of great importance to the entire Eastern Panhandle.

Please continue to do everything in your power to see that the move is finally accomplished and soon.

Sincerely,

John Doyle /YKB

John Doyle

prefers interim mail April through December at home address

HOUSE OF DELEGATES
WEST VIRGINIA LEGISLATURE

BUILDING 1, ROOM R-150
1900 KANAWHA BLVD., EAST
CHARLESTON, WV 25305-0470
PHONE (304) 340-3151

WALTER E. DUKE
112 TAVERN RD
MARTINSBURG, WV 25401
PHONE: (304) 263-1808
EMAIL: wduke@mail.wvnet.edu

Committees:
Education
Agriculture & Natural Resources
Political Subdivisions
Pensions & Retirement

August 23, 2003

Major General Allen E. Tackett, TAG/WV
1703 Coonskin Drive
Charleston, WV 25311-5000

Dear Sir:

Please accept this letter supporting the C-5 conversion plans for the 167th ANG located at the Eastern Regional Airport in Berkeley County. I want to assure you that the Eastern Panhandle delegation in the WV Legislature is very supportive of the proposed expansion and conversion plans.

The 167th ANG has been an important economic asset and integral component of the Eastern Panhandle economy. The ANG is a major employer in this part of the state, providing full or part-time employment for nearly 1200 individuals. The ANG's presence at the Eastern WV Regional Airport has done much to enhance and maintain our Regional airport and is a critical component in making Berkeley County attractive for future industrial growth.

The citizens of the Eastern Panhandle have always held the ANG operation here in high regard and are very appreciative of the ANG's long history of community service in our region. The general public's support for the C-5 conversion and airport expansion plans remains strong.

prefers interim mail, April through December, at home address

It is of utmost importance that the noise mitigation issue does not sidetrack the C-5 conversion and airport expansion plans. Local county officials are committed to doing their part in helping to deal successfully with noise mitigation concerns. It is critical that we continue to be able to maintain our "joint use airport" and that the plans to upgrade the airport will undoubtedly be of great benefit to both the ANG as well as to the economic vitality of this part of our state.

Please let me know if I may be of service to you regarding the C-5 conversion/airport expansion plans.

Sincerely,

Walter E. Duke

Walter E. Duke
WV House of Delegates, 54th District

DEPARTMENT OF THE ARMY
PITTSBURGH DISTRICT, CORPS OF ENGINEERS
WILLIAM S. MOORHEAD FEDERAL BUILDING
1000 LIBERTY AVENUE
PITTSBURGH, PA 15222-4186

REPLY TO
ATTENTION OF:

April 25, 2002

Operations and Readiness Division
Regulatory Branch
200200609

Ms. Galina Fet
H.C. Nutting Co.
912 Morris
Charleston, West Virginia 25301

Dear Ms. Fet:

I refer to your April 25, 2002 facsimile regarding the proposed runway extension # 91040.074 at the Eastern West Virginia Regional Airport near Martinsburg in Berkeley County, West Virginia.

We have reviewed the data sheets and information you submitted to this office. Based on this review and your telephone conversations with my project manager, Mr. Richard Sobol, we have determined that no jurisdictional wetlands will be affected by the proposed project. This office has no objection to the proposed activity and a Department of the Army Permit is not required.

You may begin the work after you have received any required State and local permits. In the event that the project scope changes such that Waters of the United States would be affected, this office must again be notified to determine permit requirements.

If you have any questions, please contact Mr. Sobol at: (412) 395-7153.

Sincerely,

Richard H. Sobol

for Albert H. Rogalla
Chief, Regulatory Branch

DIVISION OF NATURAL RESOURCES
Wildlife Resources Section
Operations Center
P.O. Box 67
Elkins, West Virginia 26241-3235
Telephone (304) 637-0245
Fax (304) 637-0250

Bob Wise
Governor

Ed Hamrick
Director

April 19, 2001

Mr. William D. Hunt
H.C. Nutting Company
912 Morris Street
Charleston, WV 25301

Dear Mr. Hunt:

We have reviewed our files for information on rare, threatened and endangered (RTE) species, wetlands, critical habitats, and wilderness areas and preserves for the areas of the following airports:

Eastern West Virginia Regional Airport, Berkeley County
Upshur County Airport, Upshur County
Mason County Airport, Mason County
Elkins-Randolph County Airport, Randolph County

We have no known records of any RTE species, critical habitats, or wilderness areas and preserves within the project areas. There are wetlands in the vicinities of the Eastern West Virginia Regional, Mason County, and Elkins-Randolph County airports (see enclosed National Wetland Inventory maps).

The Wildlife Resources Section knows of no surveys that have been conducted in the area for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the area under review.

Enclosed please find an invoice, and copies of the Martinsburg, Elkins, Adrian and Cheshire National Wetland Inventory maps.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

MAR 0 4 2004

Lt. Col. Tammy Mitnik
ANG/CEVP
3500 Fetchet Avenue
Andrews Air Force Base, MD 20331-5157

Re: Proposed Aircraft Conversion of the 167th Airlift Wing at Eastern West Virginia Regional Airport, Martinsburg, West Virginia (CEQ 040033)

Dear Lt. Col. Mitnik:

In accordance with the National Environmental Policy Act of 1969 and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the Proposed Aircraft Conversion of 167th Airlift Wing at Eastern West Virginia Regional Airport in Martinsburg, West Virginia. EPA has assigned this DEIS a rating of EC-2 (Environmental Concerns/Insufficient Information), which indicates that we have environmental concerns regarding the proposal and that there is insufficient information in the document to fully assess the environmental impacts of the project. A copy of EPA's ranking system is enclosed for your information.

EPA understands that the purpose of the proposed conversion and related actions is to accommodate changes in the strategic military framework established by the Department of Defense. The proposed changes would increase strategic airlift capability while decreasing tactical airlift assets. The West Virginia Air National Guard (ANG) would result in a conversion from C-130H to C-5 aircraft which would also involve the acquisition of land via lease and construction of facilities on existing and acquired parcels. As a result of the proposed changes, EPA has the following comments which we would like to see addressed in the Final Environmental Statement (FEIS).

NOISE

Although the DEIS provides maps of baseline and projected noise contours at the Eastern West Virginia Regional Airport (EWVRA) as well as tables which show the acreage, housing units, and population under noise contours in the vicinity of the airport, the specific land use areas which would be affected by the proposed action are not indicated. Therefore, EPA suggests that the FEIS include maps (possibly with an overlay) that depict the land use areas below the baseline and projected noise contours (including the acquisition parcel of the proposed action).

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DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

William Arguto
United States Environmental Protection Agency
Region III
1650 Arch Street
Philadelphia, PA 19103-2029

Dear Mr. Arguto

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion.

Regarding your comments on behalf of the U.S. Environmental Protection Agency, the following have been addressed and incorporated into the EIS: a map showing land use under baseline and projected noise contours; explanation of an engine test cell and how its removal would reduce noise; mitigation for the two impacted car dealerships; information on the *Wind Rose Study;* the use of Runway 35; prime and unique farmland (letter from Natural Resources Conservation Service stating that the Proposed Action would not impact prime and unique farmland); and edits to maps on pages 3-37 and 3-44. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

It is projected that noise exposure in the airport vicinity, including the residential areas, would increase. However, it is noted in the DEIS (page 2-16) that the "... removal of an engine test cell would reduce noise levels adjacent to the cell...." The FEIS should explain the function of the engine test cell in relation to the proposed activity and the feasibility of this measure to reduce noise. Also, the difference in the level of noise both with and without the engine test cell should be explicitly provided in the FEIS.

LAND USE

Page 2-16 states that "There also would be increased incompatible land use specific to safety concerns; specifically, new locations of Runway Protection Zones (RPZs) overlap existing residences." As noted on page 4-16, "Upon implementation of the Proposed Action, repositioned RPZs associated with Runway 08/26 would affect an additional 4.6 acres off of the east end of the current RPZ and an additional 9.2 acres off the RPZ to the west. Within the projected new footprint of the RPZs, 10 single-family residences, two car dealerships, agricultural land, and undeveloped areas exist." Land use prohibited from the RPZ are residences and places of public assembly. Although, the DEIS states on page 4-60 that relocation of residences is planned under two separate actions, funding has yet to be committed and allocated. Thus, it would be prudent to ensure that funding and relocation is possible so as not to infringe upon the safety of impacted residential areas falling within the RPZs. Also, the DEIS does not discuss alternatives for the two impacted dealerships. The FEIS should address the feasibility of obtaining funding and approval from residences deemed to be relocated as well as alternatives for the dealerships. It seems necessary that these measures be meet before moving forward with the project.

SAFETY

The proposed action would involve closure of Runway 17/35 which would eliminate a landing and take-off option for general aviation aircraft. As noted in the DEIS, Runway 17/35 "...would be a safer option for light general aviation aircraft in cross-wind situation; however, a Wind Rose Study of prevailing wind patterns at EWVRA was inconclusive and did not make a compelling case for retention of Runway 17/35 for safety reasons." To aid the reviewer and give this study credibility, it may be advantageous to disclose the data analysis. It may also be prudent to provide statistics of the existing use of Runway 17/35 and site alternative runway options if cross-wind situations should arise. Also, the DEIS states on page 4.2 that "...the Eastern West Virginia Regional Airport Authority (EWVRAA) would develop Taxiway E to the south of Runway 08/26 which would enable non-167 AW aircraft to access Runway 08/26 from the south and further enhance the EWVRA airfield." The EPA suggests that Taxiway E be indicated on a map. Also, it is not clear on the maps provided in the DEIS as to whether Runway 35 will remain even though it will not be utilized under the proposed action. Thus, the FEIS should specify the function of this area as it relates to the proposed action.

PRIME AND UNIQUE FARMLAND

As noted on page 4-37, "...a number of facilities would be constructed in areas currently characterized by open space and agricultural land." Any farmland in the study area should be evaluated and classified. Prime and unique farmland impacted by the project should be delineated regardless of the current state of cultivation. These efforts should be coordinated with the Soil Conservation Service. Impacts to prime and unique farmland should be avoided. However, if this is not possible, the FEIS should explain the implications of developing the prime and unique agricultural land with respect to the Farmland Protection Policy Act as well as describe the mitigation measures for those impacts.

TRAFFIC

Page 4-24 states that an increase in average daily traffic (ADT) levels based on the increased number of personnel could cause congestion particularly on U.S. Highway 11 at the new gate entrance on the west end of the installation. To alleviate this projected congestion, the West Virginia Department of Transportation Division of Highways has proposed installing left- and right-turn lanes (traffic signal if necessary) into the installation at the U.S. Highway 11 intersection which will also enhance safety. EPA encourages the ANG to make a committed effort to mitigate ongoing traffic impacts by adopting alternatives that will alleviate traffic congestion during standard peak hours. For instance, ANG may institute a policy for flextime and flexiplace, as well as institute a car/van pooling program and an on-site shuttle service (if applicable).

MISCELLANEOUS

The maps on pages 3-37 and 3-44 specify in the legend the West Virginia Air National Guard Installation and the Proposed Property Acquisition Parcel. The shading to represent each is inverted; thus, this discrepancy should be corrected to accurately depict the appropriate areas.

Thank you for the opportunity to review and comment on this project. If you need additional assistance, the staff contact for this project is Karen DelGrosso; she can be reached at 215-814-2765.

Sincerely,

William Arguto
NEPA Team Leader

Enclosure

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

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

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

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

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

Adequacy of the Impact Statement

Category 1–Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2–Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3–Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

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

Division of Air Quality
7012 MacCorkle Avenue, SE
Charleston, WV 25304-2943
Phone: (304) 926-3647
Fax: (304) 926-3637

West Virginia Department of Environmental Protection

Bob Wise
Governor

Stephanie R. Timmermeyer
Cabinet Secretary

February 20, 2004

COPY

Lt. Col. Tammy Mitnik
ANG/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20331-5157

Re: DEIS for Proposed Aircraft Conversion
of the 167th Airlift Wing WVANG
(EIS No. 040033, January 2004)

Dear Lt. Col. Mitnik:

The above referenced Draft Environmental Impact Statement (DEIS) has been provided to our agency for review and comment. The document acknowledges that General Conformity may potentially be an issue but does not fully address the intricacies of the situation. Based upon the most recent monitoring data (2001-2003), the Martinsburg WV area has an 8-hour ozone design value of 86 parts per billion (ppb) which is considered a violation of the related National Ambient Air Quality Standard. The text correctly notes that the county has entered into an Early Action Compact (along with Jefferson County and the city of Martinsburg). EPA is expected to designate the area as "nonattainment- deferred" in April 2004. Such a designation avoids conformity requirements. However, the agency has warned that if EAC milestones are not met and the area is consequently designated as nonattainment, then the area would become part of the Washington D.C. nonattainment area and be classified at the same level of stringency as D.C. (e.g., moderate nonattainment). Therefore, a conservative approach may consider the possibility that the area might become nonattainment for 8-hour ozone before completion of the EIS. Consequently, a more comprehensive analysis and presentation of the potential emission changes may be warranted.

The current analysis summarizes dust (PM_{10}) and ozone precursor emissions, including Carbon Monoxide (CO), Nitrogen Oxides (NOx), and Volatile Organic Compounds (VOC). Only emission totals are provided. The base emissions inventory components and projection methodology are omitted. Therefore, it is difficult to evaluate the accuracy and the adequacy of the emissions estimates. The presented data also might lead the casual reader to conclude that the net emissions changes fall unquestionably below *de minimis* levels. While this appears likely, it is not necessarily the case. The General Conformity Rule requires evaluation of both direct and indirect emissions. The latter include reasonably foreseeable emissions that occur as a consequence of the federal action, including but not limited to, those related to transportation

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

William Fred Durham
West Virginia Division of Environmental Protection
7012 MacCorkle Avenue, SE
Charleston, WV 25304-2943

Dear Mr. Durham

Thank you for your comments on the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion.

Regarding your comments on behalf of the West Virginia Division of Environmental Protection, a more comprehensive evaluation of indirect and direct impacts to air quality as a result of the 167 Airlift Wing's Proposed Action at Eastern West Virginia Regional Airport has been conducted. This includes an air quality analysis of construction vehicles and equipment, new employee vehicle commuting, and the net difference of emissions regarding baseline conditions and the Proposed Action. Further, language has been added to the air quality mitigation measure that would require the 167th Airlift Wing to obtain all air quality registration and/or permits not only for major sources but also for ancillary equipment and activities, prior to development. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

activities such as personnel commuting. Unless the expected increase is accounted for in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), the highway emissions should be included in the General Conformity analysis. It is possible but improbable that the addition of such emissions could increase the total emissions over one or more of the *de minimis* thresholds.

We also point out that air quality registrations and/or permits may be required not only for major sources but also for ancillary equipment and activities. These include but are not limited to: permit/registration of on-site boilers and water heaters; comfort heating equipment; volatile liquid storage; burning of land-clearing debris and potential asbestos issues associated with demolition activities.

If you have any questions or need additional information, please feel free to contact me at the address shown in the letterhead or by phone at (304) 926-3734.

Sincerely,

William Fred Durham
Environmental Resource
Program Manager

C:\FILES\CONFORM\GENERAL\Con-1670-C-5.wpd

United States Department of Agriculture

NRCS Natural Resources Conservation Service

75 High Street, Room 301
Morgantown, WV 26505
PH: 304-284-7540
Fax: 304-284-4839

USDA

March 5, 2004

Program Manager, Martinsburg EIS
Environmental Division
ANG/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RE: Proposed Aircraft Conversion of the 167th Airlift Wing
Martinsburg, West Virginia
Draft Environmental Impact Statement

Program Manager:

A review of the above referenced Draft EIS was undertaken by USDA-NRCS. Information reported in the DEIS on current soil resources appears to be accurate and representative regarding the proposed project site.

For your convenience, I have attached a completed Form AD-1006 Farmland Conversion Impact Rating. The above referenced project does not impact Important (prime, unique, statewide, locally important) Farmland, and therefore does not qualify for protection under the Farmland Protection Policy Act (FPPA).

Thank you for the opportunity to comment. Please refer any questions regarding this report to Jared Beard, Area Resource Soil Scientist, Moorefield Service Center, 223 North Main Street, Moorefield, West Virginia 26836; telephone - 304-530-2825 ext. 108.

Sincerely,

Stephen A. Carpenter acting for:
LILLIAN V. WOODS
State Conservationist

Attachment

cc: Lorenzo Henderson, NRCS, ASTC-Technology, Morgantown, WV
Pat Bowen, NRCS, ASTC-Field Operations, Philippi, WV
Rebecca MacLeod, NRCS, District Conservationist, Martinsburg, WV
Jared Beard, NRCS, Area Resource Soil Scientist, Moorefield, WV

The Natural Resources Conservation Service works in partnership with the American people to conserve and sustain natural resources on private lands.

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DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

28 MAY 04

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

Lillian V. Woods
Natural Resources Conservation Service
75 High Street, Room 301
Morgantown, WV 26505

Dear Ms. Woods

Thank you for your comments regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion.

Regarding your comments on behalf of the Natural Resources Conservation Service, confirmation on findings of the DEIS regarding soil resources and farmland is appreciated and has been incorporated into the EIS. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 1/29/04
Name Of Project Conversion of 167th Airlift Wing to the C-5 Aircraft	Federal Agency Involved
Proposed Land Use Building Construction and Runway Extension	County And State Berkeley County, West Virginia
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 2/12/04

Does the site contain prime, unique, statewide or local important farmland? Yes ☐ No ☑ | Acres Irrigated | Average Farm Size
(If no, the FPPA does not apply -- do not complete additional parts of this form).

Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS 2/24/04

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	139.0			
B. Total Acres To Be Converted Indirectly	0.0			
C. Total Acres In Site	139.0	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
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				
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
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	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.

2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will, be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160.
Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site "A."}$$

Aero-Smith Inc

Eastern WV Regional Airport • 214 Aviation Way • Martinsburg, WV 25401
(304) 262-2507 • Fax (304) 262-2509

February 23, 2004

Lt. Col. T. J. Mitnik
Program Manager, WVANG EIS
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Dear Lt. Col. Mitnik:

I apologize that my schedule did not permit me to attend your public meetings. It is with great anticipation that we look into the future growth of the 167th. The new mission as I understand will provide much needed logistical support all over the world to the military units that provide security for our country. We are excited that C-5A's will replace your trusted C-130 fleet, expanding your facilities, i.e., providing more jobs during the expansion project and into the future.

Our company believes that 167th mission is one of the greatest economic development contributions to our area providing jobs for a four-state region. In addition to the employment, the services provided to the Eastern WV Regional Airport are as follows:

1. Crash and Rescue
2. Security – 365 days a year/24 hours a day both inside/outside the fence
3. Fire Protection for all airport tenants
4. Fire Training for our company

I would recommend that you continue to support and investigate how the Department of Defense in conjunction with the Federal Aviation Agency might resolve the crosswind runway issue. The local aviation enthusiasts definitely support your continued growth in our community.

I marvel at the level of commitment and goodwill provided by a great neighbor. Thanks for your service to our community and most of all, thanks for standing a relentless watch over our country.

Respectfully yours,

George M. Smith
President

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

George M. Smith
Eastern West Virginia Regional Airport
214 Aviation Way
Martinsburg, WV 25401

Dear Mr. Smith

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment on the Draft EIS, the removal of the current Runway 17/35 (also referred to as the crosswind runway) would be required to facilitate conversion to the C-5 aircraft for the 167th Airlift Wing. However, an alternative location for Runway 17/35 has been evaluated and will be considered before a Record of Decision is determined. This issue is of great importance to the Air National Guard and has been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

Eastern West Virginia
Regional Airport Authority

304-263-2106
FAX: 304-267-6350

March 5, 2004

Lt. Col. T. J. Mitnik
Program Manager, WVANG EIS
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Dear Lt. Col. Mitnik:

Pertaining to the Draft Environmental Impact Study (EIS), I offer the following requests. On page 4-58 under Noise Mitigation Measures on line 40 the end of the first sentence should read 'pending **available** funding'.

I have been instructed by the Eastern WV Regional Airport to deliver the following message. Regarding the West Virginia Air National Guard 167th Airlift Wing for Proposed Aircraft Conversion from C-130 to C-5 aircraft, there are several alternatives pertaining to the Crosswind Runway. It is the desire of the Airport Authority to have a replacement Crosswind Runway provided for AI/BII type aircraft by some means.

I sincerely wish to thank you for your efforts and for the opportunity to provide these comments. If I may be of further assistance, please contact me.

Sincerely,

William E. Walkup
Airport Manager

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

William E. Walkup
Airport Manager, Eastern West Virginia Regional Airport
180 Aviation Way, Suite A
Martinsburg, WV 25401

Dear Mr. Walkup

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion.

Regarding your comment, 'pending available funding' has been incorporated on page 4-58 (line 40) under the Noise Mitigation Measures. Further, the desire of the Eastern Western Regional Airport Authority to have a replacement crosswind runway provided for AI/BII type aircraft has been noted. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

PUBLIC COMMUNICATION

MUNCHIN HILL DAIRY GOATS
Jeffrey and Patricia Adels

March 11, 2004

Dear Sirs:

This letter is in regard to the proposed C-5s being located at the Eastern WV Regional Airport . We have two concerns that need to be addressed regarding the sound from those planes.

First, we raise a herd of French Alpine Dairy Goats, from which we sell milk and show breeding stock. When the C-5s were landing, taking off and flying in the area last year, our herd stampeded into barn walls, mangers and anything else in their way. As livestock, they cannot cover their ears from the excruciating painful sounds generated from those planes, and as a result can end up losing milk production, injuring themselves and/or causing miscarriages. How do you propose to insure our livestock's well-being?

Second, when we are ourselves driving our cars past the airport (which we do very frequently) and those C-5s fly overhead, how can we as drivers both continue driving and put our hands over our ears to stop the painful noise? How can you protect our ability to drive in such cases?

We settled in this area because it is quiet and farm-friendly. We hope you will keep it this way.

Thank you for your attention to our concerns.

Sincerely,

Jeffrey Adels
Patricia Adels

Jeffrey Adels
Patricia Adels

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Jeffery and Patricia Adels
Munchin Hill Dairy Goats
[redacted]

Dear Mr. and Mrs. Adels

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment has become public record.

Regarding your comments, numerous studies have been preformed to evaluate the impact of aircraft noise and visual appearance of aircraft on wildlife. Given the existing data, a definitive conclusion on the impact aircraft noise has on wildlife cannot be determined. Numerous vehicles operate along roadways throughout the country that are within close proximity to airports and no studies have been preformed on impacts from aircraft overflights on vehicle operators. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

CHARLES R. BIGGS
[redacted]

(304) 258-8477

March 5, 2004

Program Manager, Martinsburg EIS
Environmental Division
ANG/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Subject: DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR A PROPOSED AIRCRAFT CONVERSION OF THE 167th AIRLIFT WING

Gentlemen;

I and my wife and many neighbors live on the west side of Sleepy Creek Mountain, Latitude 39.55° Longitude 18.72° and we are concerned about the noise level of the larger C-5 transport aircraft. I understand that the SEL levels at 500 feet above ground level will increase from 97 to 120 for the C-5 as compared with the present C-130H aircraft, Table 4-3 of the Draft EIS. These aircraft seem to enjoy "hedge hopping" over Sleepy Creek Mountain at times with three or four aircraft one after the other. A 24% increase in noise could be a problem for us.

We support the mission of the Air Guard and the individual member of the Guard. It is our hope that with the changed mission that this practice will be curtailed.

Very truly yours,

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Charles R. Biggs
[redacted]

Dear Mr. Biggs

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment has become public record.

Regarding your comment, the 167th Airlift Wing currently conducts C-130H aircraft missions and associated operations, should the 167th Airlift Wing convert to C-5 aircraft the mission and operations would change. Therefore, it is highly unlikely that C-5 aircraft operations would consist of low-level flights at 500 feet over Sleepy Creek Mountain. The mission associated with the each aircraft is different, thus requiring specific operations. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

Feb 08 2004

To Whom It May Concern:

As to the conversion of C5 aircraft I believe that things have to be done in a positive way to keep a community growing. This move will not only keep jobs here but also crate more good skilled jobs. If these jobs are not what is wanted go ahead and bring in more strip joints and be like Charlestown W.V. and bring in gambling casinos.

Thank you

Robert Regalia

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Robert Regalia
[redacted]

Dear Mr. Regaila

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

If you would prefer to submit written comments on the Environmental Impact Statement (EIS), please use this form. Continue on the back of the form or attach extra sheets, as necessary. Please note the disclosure statement on the back of this form addressing registration and comments made during the EIS process.

NAME: BARBARA BURACKER + BOB BURACKER JR.

TITLE/ORGANIZATION: PROPERTY OWNERS NEXT TO RUNWAY.

ADDRESS: [redacted]

—COMMENTS—

I live in the house "Right Beside" the Runway on Paynes Ford Road, when they brought the C-5 in on these few test runs, it shook my entire house, it knocked everything off of my walls on that side of my house. It shook my windows, and shook the floors, and made my dogs howl, and panic, (I breed Chihuahuas) I don't want this to go on. This C-5 will cause hardship on my home my livihood my peace of mind, my family, my pets, and my property value, my business, Also, I feel it will be too close to my home to be safe, Furthermore, I have a stream on my property, and don't want it to flood if you change things around and cause it to drain onto my property, along with the fact that it is so loud that it will cause damage to my family's hearing and my pets, I don't want a lot of continual flying that close to my home as well, as I feel this will also bring to this area, and I feel will also be unsafe, I own the three acres

Please hand this form to the staff,
drop into the collection box, or mail to:

Air National Guard Readiness Center/CEVP
Lt Col TJ Mitnik, WVANG EIS
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Bob and Barbara Buracker Jr.
[redacted]

Dear Mr. and Mrs. Buracker

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comments have become public record.

Regarding your comments on the Draft EIS, numerous design alternatives were evaluated to determine which design would have the least amount of impact to the surrounding community and local environmental resources, and accommodate long-range mission requirements of the 167th Airlift Wing. Further, under the proposed action all stormwater runoff will be directed to stormwater detention ponds to prevent the possibility of offsite flooding of adjacent streams. The Eastern West Virginia Regional Airport Authority will determine which homes within the runway protection zones and 75 dBA DNL noise contour would be eligible for relocation should funding be available. These issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the Martinsburg and Berkeley County.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

—COMMENTS CONTINUED—

Adjoining the Runway off of Payne Road, I appreciate if you would consider what this will do to my Home and my Family if you don't re-plan some things, I feel like you overlooked the impact of my place, I support the 167th, but I think you need to change some of your proposed plans as this will have serious effects on my home and our lives, I think you should either consider buying my Home, or change some of your plans for this project because this is going to cause my family great loss if you continue as it is planned, this will cause me & my family loss of happiness, loss of peace, loss of business, loss of hearing, loss of property value, and loss of comfort, I support the 167th, but you need to do something to help us too, please look into this.

AIRCRAFT OWNERS AND PILOTS ASSOCIATION
421 Aviation Way • Frederick, MD 21701-4798
Telephone (301) 695-2000 • FAX (301) 695-2375
www.aopa.org

March 15, 2004

Lt. Col. Tammy J. Mitnik, WVANG EIS
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Dear Lt. Col. Mitnik:

The Aircraft Owners and Pilots Association is a non-profit membership organization with over 400,000 member pilots and aircraft owners nationwide; 1,500 of whom live in West Virginia. The Association is committed to ensuring the continued viability, growth and development of general aviation and airports in West Virginia and the United States.

The Association provided oral comments during the February 19, 2004 public hearing meeting. The purpose of this letter is to provide additional comments on the Draft Environmental Impact Statement (DEIS) for Proposed Aircraft Conversion of the 167th Airlift Wing. The Association appreciates the opportunity to share our concerns with this DEIS document.

When the Association first became aware of the proposal to convert the 167th Airlift Wing from C-130 aircraft to C-5 aircraft, our primary concern was the loss of the crosswind runway at the Eastern West Virginia Regional Airport (MRB). Runway 17/35 is a 5,000' runway that provides pilots operating at MRB with the ability to land more safely aligned with the wind when it comes from either the northern or southern directions. Runway 8/26, the primary runway, does not offer that option for pilots of small general aviation aircraft. Loss of Runway 17/35 for use during certain wind conditions would have a negative impact on aviation safety at the airport. Between 1991 and 2000 over 1,000 landing accidents in general aviation aircraft had a crosswind condition as a primary cause.

Plans submitted by the 167th Airlift Wing to the Eastern WV Regional Airport Authority initially indicated that the preferred alternative was for the 167th's leasehold to expand across the entire northern portion of the airport including the northern half of Runway 17/35. Subsequent discussion during the scoping process between general aviation users at MRB, the Airport Authority, the 167th Airlift Wing ANG, the Federal Aviation Administration (FAA) and your office resulted in an additional option – the Relocation of Runway 17/35 alternative. It is the Association's position that an alternative that keeps a crosswind runway should be the preferred alternative, whatever the final orientation of the replacement crosswind runway.

AOPA is aware that there are several runway orientations under consideration by the FAA and that the orientation outlined in the DEIS is not the only possibility. Each alternative under consideration by the FAA should be considered by the WVANG. Early coordination, before the release of the 167th Airlift Wing's Airfield Development Plan, may have resulted in a better outcome for the remaining tenants on the airport.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

John L. Collins
Aircraft Owners and Pilots Association
421 Aviation Way
Frederick, MD 21701

Dear Mr. Collins

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment has become public record.

Regarding your comments on behalf of the Aircraft Owners and Pilots Association, it has been determined that a crosswind runway at Eastern West Virginia Regional Airport (EWVRA) is not necessary for safety reasons. The *Wind Rose Study* (available at EWVRA) was inconclusive in determining prevailing wind patterns and the FAA has concluded that the width of Runway 08/26 (150 feet) meets the next higher Airport Reference Code consideration. As mentioned in your letter, a crosswind runway is one of a number of tools available to pilots used to manage operations during crosswind situations. Regarding your recommendations, it is the responsibility of the EWVRAA to resolve RPZ issues associated with the replacement runway. The 167th Airlift Wing acknowledges that the Association's preferred option is the Relocation of Runway 17/35 Alternative (referred to as the Crosswind Runway Alternative in future iterations of the EIS).

Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

In section 4.4.2.2 of the DEIS, page 4-17, lines 19 through 24 describe the impact of the relocation and development of the new Runway 17/35 and discuss the fact that the runway protection zones (RPZ) associated with the new runway would not comply with FAA guidance regarding land use. Since the Airport Authority had no prior knowledge that the 167th Airlift Wing was planning a major redesign of the airport, they had no way to predict the need to protect future RPZ's not associated with a current or planned runway. It is the Association's recommendation that the 167th Airlift Wing, the Airport Authority and the FAA work together to resolve the RPZ issues associated with the replacement runway.

Section 4.15.2.1, "General Aviation" on page 4-51, lines 8 through 18 deals with safety impacts to general aviation aircraft with the proposed action. The Association is not convinced that the "adequate length and width of Runway 08/26, no impacts to safety associated with general aviation aircraft is anticipated."

Based on statistics obtained from the AOPA Air Safety Foundation, there were 7,300 general aviation-landing accidents between 1991 and 2000. Of those, 14 percent were a result of loss of aircraft control in a crosswind condition. That is a little more than 1,000 accidents that had as a primary cause a crosswind condition. By not replacing the crosswind runway at MRB, the pilots operating there will have one less tool to manage the risk associated with crosswind operations.

The DEIS assumes 20 percent of general aviation operations at MRB are conducted on the crosswind runway annually. That is approximately 1,480 operations. Our members would be restricted in their use of the airport without the replacement runway and be exposed to potentially dangerous conditions without a crosswind runway. Based on that, the Association's preferred option is the Relocation of Runway 17/35 Alternative.

Thank you for your consideration of the Association's concerns. We appreciate your continued efforts to bring about a positive change that will benefit all users of the Eastern West Virginia Regional Airport.

Sincerely,

John L. Collins
Government Analyst
AOPA Airport Support Network

Cc:

Mr. Richard Wachtel, Chairman, Eastern WV Regional Airport Authority
Mr. William Walkup, Manager, Eastern WV Regional Airport
Mr. Larry Clark, Manager, Federal Aviation Administration, Beckley Field Office
Mrs. Susan Chernenko, Director, West Virginia Aeronautics Commission
Mr. Bill Leavens, AOPA Eastern Regional Representative
Mr. Ron Porterfield, AOPA Airport Support Network Volunteer, MRB

Mrs. Betty L. Custer
[redacted]

Martinsburg West Va.
March 12, 2004

To: The Commander, 167th Airlift Wing,

I am writing about the C-5 Galaxy coming to The Eastern West Virginia Regional Airport.

I think it is great that they picked Martinsburg West Virginia, to bring the C-5 Galaxy.

We should be honored and proud to have the C-5 air craft coming to the 167th Airlift Wing.

We should think of all the jobs and all the support it can give to our City.

With all the rumors of terrorist attacks and bombing of our country we need the C-5 aircraft and what it could do for our City and Country.

I attended the meetings with my son and son-in-law and daughter. My son-in-law Ronald Ware, is in the Guards. My son Harold E. Custer served two tours of duty in Vietnam. They know as I do what it would mean to have the C-5 come to Martinsburg.

I live on Payne Ford Road next to the runway where the landing lights for airplanes are located.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Betty Custer
[redacted]

Dear Mrs. Custer

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment has become public record.

Regarding your comments, if you are required to relocate as a result of land use incompatibility with Runway Protection Zones, ample notification would be provided. Further, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

I lost my husband, Feb. 1, 2004 and I am hoping, if they should have to take my house because of making the runway larger, they will let me know in plenty of time, to find another place to live, because ground is getting hard to find.

I wish the best of luck to the 167th Airlift and the C-5 galaxy.

Sincerely
Mrs. Betty Custer
[redacted]

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

If you would prefer to submit written comments on the Environmental Impact Statement (EIS), please use this form. Continue on the back of the form or attach extra sheets, as necessary. Please note the disclosure statement on the back of this form addressing registration and comments made during the EIS process.

NAME: Harold E. Custer

TITLE/ORGANIZATION:

—COMMENTS—

We as homeowners, living in a very, very, close proximity to the Eastern West Virginia Regional Airport, would like to be notified well in advance, from The Air National Gaurd and/or The Eastern West Virginia Regional Airport Authority, as to when we have to relocate. All homeowners affected by this aircraft conversion who have to relocate, need ample time to do so. Some homeowners are senoir citizens who are retired, on a fixed income and planned to live out their golden years in their homes they worked so hard to obtain. Now with this change, comes the worry, headache, and hassle in relocating. Some senoirs are not capable of making such a move on their own or can afford to do so. We need to know how and when those individuals will be compensated for such a move? All homeowners in my area being affected by relocating and the inconvenience to do so, are still for the conversion!

Please hand this form to the staff, drop into the collection box, or mail to:

Air National Guard Readiness Center/CEVP
Lt Col TJ Mitnik, WVANG EIS
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Harold E. Custer
[redacted]

Dear Mr. Custer

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment on the Draft EIS, should funding be available to the Eastern West Virginia Regional Airport to relocate those homes within the runway protection zones or within the 75 dBA DNL noise contour a time table would be made available well in advance of any relocation effort. This issue is of great importance to the Air National Guard and has been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

If you would prefer to submit written comments on the Environmental Impact Statement (EIS), please use this form. Continue on the back of the form or attach extra sheets, as necessary. Please note the disclosure statement on the back of this form addressing registration and comments made during the EIS process.

NAME: P. BRIAN DAVIS

TITLE/ORGANIZATION:

—COMMENTS—

As a citizen of Berkeley county for over 40 years
And knowing how the 167th works and is deployed
I am very please that we have a chance to
up grade the aircraft at the 167th the
current C130 it are early 1959 model and are
very polluting with the old turbo prop engines on
them with the new C5 with (4) jet engines on
them there will be less polluting of the air and
see our military is changing every day we need to
change along with them with more stealth aircraft
like the C5 as far as the noise the C5 make
I was at the rear of swingen air when the C5
came in for display in the summer of 2003 and
was only 35 feet south of the run way it was not
as loud coming in for landing as the C130 also
with the new C5 we can rest a sure that
we will be able to better be placed stealth
any were in the world in a short time. It is
better to fight our enemy in there land
then fight them in our land

Thank you

Please hand this form to the staff,
drop into the collection box, or mail to:

Air National Guard Readiness Center/CEVP
Lt Col TJ Mitnik, WVANG EIS
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

0 0 MAR 04

P. Brian Davis
[redacted]

Dear Mr. Davis

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

Feb 22.07

Lt. Col T.J. Mitnik.

I was privileged to attend the open house and public hearing meeting held in Martinsburg Wva on Feb 17-07 at the 151st National Guard building. The video was amazing and educational.

When we purchased our farm 39 years ago we were told we're in the Flight Pattern for the Air Guard. Over the years the Air Guard has upgraded the planes they use. I looked at these as upgrades that were needed, just like this an upgrade that is much needed. Makes a little bit more noise SO Be It. I was washing windows when the C5 flew over before, it did not

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Vivian Davis
[redacted]

Dear Ms. Davis

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

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Sincerely

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

Shake the window out of my hand nor the Winder out of my 3 yr old Grandaughter's hand. We sit out on our porch weather permitting when the Air Guard are doing night flying and watch them. Our Children and Grand Children alike enjoy this. Even purchased a pair of night vision benoculars to see them better and longer.

We need to supply our Military with the most modern and best equipment that this country can give them. Noise Or NOT.

Better to have noise from Our Air Guard planes over head than Bombs Bursting in Air.

God Bless our Military and God Bless America looking forward to Seeing the C-5 fly over my farm.

Vernon P. Davis

8 Feb. 04

To whom it may concern:

I would like to see the C5 conversion take place in the near future here at Shepherd Field, Martinsburg, WV. We have a loyal and well trained labor pool and the community as well as the employees will benifit from this! Also this will help the U.S. Air Force!

Yours Truly,
Ralph O. Funk
Ralph O. Funk

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Ralph O. Funk
[redacted]

Dear Mr. Funk

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

9 Feb 04

Being a native born southern West Virginian, I long loathed our infamous battle with Mississippi concerning jobs and development with in the Mountain State. While I attribute this quagmire largely to poor [redacted] political leadership, I've long believed much of West Virginia economic development problems lies in the lack of military posts which sprang up throughout the south during Civil War reconstruction. I challenge any dissenter of the argument to please examine Fayetteville NC (Pope, Bragg), Oklahoma City OK (Tinker AFB) or the entire state of Florida.

Ten C-5's flying missions out of Martinsburg can be nothing but positive for the panhandle and West Virginia as a whole. Please wake up and realize that without this C-5 conversion the 167th may cease to exist in the near future do to budget cuts and penny pinching, losing a decades old cornerstone within the community.

Thanks,

Andrew Hill

Andrew T. Hill

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Andrew Hill
[redacted]

Dear Mr. Hill

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

Lt. Col. T. J. Mitnik
Andrews AFB, MD.

Sir:

I am a resident Of Martinsburg West Virginia. I have not been to any of the meetings on the conversions of the C-130 to the C-5 aircraft. My comments are that I want the C-5s to come into our area. my wife and I look forward to getting them. The area would prosper with the change. I live in a subdivision and would welcome the sound s of progress., and to know our local troops are supporting all the troops world wide.

Thank you sir
Kinnon O Hope

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Kinnon O. Hope
[redacted]

Dear Mr. Hope

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

If you would prefer to submit written comments on the Environmental Impact Statement (EIS), please use this form. Continue on the back of the form or attach extra sheets, as necessary. Please note the disclosure statement on the back of this form addressing registration and comments made during the EIS process.

NAME: David Hourk

TITLE/ORGANIZATION: _____

—COMMENTS—

If you do decide to extend the runway, we do not want to see Airport Road closed totally. Please consider tying it into Douglas Grove Rd or do the tunnel.

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Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

David Hourk
[redacted]

Dear Mr. Hourk

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment on the Draft EIS, the 167th Airlift Wing Conversion to C-5 aircraft and associated runway extension would not require the closure of Airport Road. This issue is of great importance to the Air National Guard and has been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

Eagle School Intermediate
730 Eagle School Road
Martinsburg, West Virginia 25401

Monday, February 23, 2004

Martinsburg EIS, ANG/CE VP
Attn: Lt. Col. T.J. Mitnik
3500 Fetchet Avenue
Andrews Air Force Base, MD 20762

Dear Sir:

I am writing to show my support for the 167th AirLift Wing and their base of operations in Martinsburg, West Virginia. I have worked professionally with them for fifteen years, as they have served as a School-Business Partner for Valley View Elementary School, where I was a teacher, Assistant Principal, and Principal.

The AirLift Wing, in addition to being an outstanding military unit, has given much back to the community of Martinsburg. Their partnership with Valley View Elementary School was twice recognized as the most outstanding school-business partnership in the state of West Virginia. The partnership there is based on a "handshake, not a hand-out." The 167th AirLift provides many services to the school, including a Fire Safety Unit, staff members for the PASS program (Providing Academic and Self-Esteem Support), opportunities for the students to visit and tour the base, and many other supportive programs. The base leadership is extremely willing to help out in any capacity within their realm.

Recently, my fifth grade students at Eagle School, as well as all fifth grade students in Berkeley County Schools, participated in STARBASE. This is an outstanding four-day program housed on the base, which focuses on hands-on activities that integrate science and math with an aeronautics theme. This program also offers all of its resources to Berkeley County Schools.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Margaret F. Kursey
Eagle School Intermediate
730 Eagle School Road
Martinsburg, WV 25401

Dear Ms. Kursey

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

In conclusion, one can easily see that the 167th AirLift Wing is a big part of the Berkeley County Schools system. They are active and willing participants in educating students at the elementary level. The 167th Wing is an awesome partner in education and in the community of Martinsburg. We greatly appreciate them.

Sincerely,

Margaret F. Kursey

Margaret F. Kursey
Principal, Eagle School Intermediate

Air National Guard Readiness Center/CEVP,
Lt. Col. T.J. Mitnik,
WVANG EIS,
3500 Fetchet Ave.,
Andrews AFB, MD 20762-5157

I wish to make known my opposition to placing C5 planes at the Air guard in Martinsburg, West Virginia. Information that I have reviewed indicates there is no significant benefit to the larger community. The projected increase in employment is merely temporary, thus, select individuals involved with military service and contractors to the Air Guard would be the only beneficiaries of this change. Past experience informs me that use of C-5 aircraft can have negative effects on the quality of life for members of the larger community. South Martinsburg and the developments on land south to Inwood are a densely populated area. The pollution and noise associated with the active use of C-5 aircraft would negatively effect the quality of life for the civilian population, and lower property values.

I lived in Western Massachusetts during the first Gulf War (1990-1991) and Westover Air Base was home to the C-5 aircraft. During the time of military build up and conflict, troops, supplies and equipment flew in and out of Westover day and night. The people of Western Massachusetts tried to be supportive of the troops in transit and create as pleasant an environment as possible. Volunteers to welcome them were constantly on hand at the base. Yet, citizens living in the area found themselves subject to life disrupting noise, unable to converse with a neighbor in the back yard, put a baby to sleep, or simply follow the normal routine of life. To offer relief to those living close to the base, flight paths were altered to go over different neighborhoods. Even those of us more than 10 miles away had sleepless nights with the incredible noise as aircraft passed overhead all through the night.

I understand the need to move large amounts of equipment and manpower quickly in a military situation, and the importance of the C-5 in these undertakings. I believe these aircraft should be placed in more rural locations to minimize the negative effect on civilian populations.

Respectfully submitted,

Marilyn S. LaFreniere

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Marilyn S. LaFreniere
[redacted]

Dear Ms. LaFreniere

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comments have become public record.

Regarding your comment on the Draft EIS, economic activity associated with the proposed conversion would increase over the current economic level of the region. Further, pollution from aircraft operations would be reduced and while the average day/night noise level of the area surrounding Eastern West Virginia Regional Airport would increase, only two noise events would take place daily. These issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

Martinsburg WV C-5 conversion

To whom it may concern

Im in favor of the C-5 conversion. I think it will It will Be a good thing for the community. It will boost the economy And, Bring more Jobs to the area. So the sooner It happens the Better.

Thank you
Gary Mellott

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Gary Mellott
[redacted]

Dear Mr. Mellott

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

TAMMY MITMIK

MY NAME IS MITCHELL PARKER AND I LIVE AT
DRIVE IN MARTINSBURG. I LIVE IN THE ORCHARD VIEW SUBDIVISION WHICH IS NEXT TO THE OLD CORNING GLASS WORKS. I HAVE LIVED AT THIS ADDRESS FOR ABOUT 9 YEARS. OVER THE YEARS THE C-5 AIRCRAFT THAT HAS COME INTO THE MARTINSBURG AIRPORT HAS FLOWN OVER MY HOUSE MOST OF THE TIMES. I HAVE NEVER HAD A PROBLEM WITH THE NOISE FROM THE AIRCRAFT AS THEY WERE EITHER LANDING OR TAKING OFF. I FEEL THAT IF THE C-5'S COME TO MARTINSBURG AND BRING ALL THE NEW PEOPLE INTO THE AREA, MY PROPERTY VALUE WILL INCREASE A GREAT DEAL. RIGHT NOW THERE SEEM'S TO BE A SHORTAGE OF HOMES AND THIS WILL ONLY MAKE THE PRICES GO HIGHER. THESE NEW PEOPLE WILL ALSO BE SPENDING MONEY IN OUR AREA AS MOST WILL BE HAVING GOOD PAYING JOBS.

Mitchell O Parker

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

0 8 MAR 0 4

Mitchell Parker
[redacted]

Dear Mr. Parker

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

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Sincerely

Tammy Jo Mitmik

Tammy Jo Mitmik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

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NAME: RAYMOND POINTNER

TITLE/ORGANIZATION: RETIRED - FED. GOVT

—COMMENTS—

THIS AREA ALREADY CONGESTED C-5 NEEDING MORE PERSONNEL IN AREA BE NOT A GOOD THING - ROADS JAMMED NOW. POSSIBLE BE WATER SHORTAGES SOON AS 151 AND DUE TO HOUSING EXPANSION. BE CRITICAL.

BE LOTS OF C-5 ON GROUND ENGINE RUNNING FOR MAINTENANCE - ALL HOURS WHEN REQUIRED

BE FLIGHTS LOOKL FOR PILOTS EXPECTING TO KEEP CURRENT. MANY TOUCH GO LANDINGS I EXPECT

MORE TRAFFIC - INCLUDING TRUCKS SUPPLYING BASE
C-5 REQUIRES THOUSANDS OF POUNDS FUEL
FUEL TANK STORAGE HAVE TO BE SUPPLIED
BY TANKER TRUCKS USEING ALREADY 2 LANE ROADS.
THIS AREA NOW TOO MUCH FOR HOUSING

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3500 Fetchet Avenue
Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Raymond Pointner
[redacted]

Dear Mr. Pointner

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comments have become public record.

Regarding your comments on the Draft EIS, the increase in personnel will require an increased number of vehicle trips to the installation; however, the number of trips will not exceed the capacity on U.S. Route 11 and turn lanes off U.S. Route 11 into the installation will reduce any congestion caused by turning vehicles. Further, installation traffic including deliveries would be removed from the residential streets adjacent to the installation. C-5 aircraft engine maintenance will take place during working hours (9:00 AM to 5:00 PM) and ample utility services are available to support the conversion without impacting local services. These issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

—COMMENTS CONTINUED—

HIGH PAYING JOBS, MAKE PRICES SOOO BAD FOR OTHERS NOT IN PRICEY JOBS

COST OF LIVING BERKELEY CO, ABOUT HIGH IF NOT HIGHER THEN WASH D.C AND CERTIAN-LY MORE THEN BALTIMORE

AUTO GAS 15¢ TO 20¢ HIGHER THEN DOWN NEARBY VIRGINIA BUSINESS MAY PROBABLY BASE THEIR PRICEING ON NEW CITY PAYING JOBS

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

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NAME: DAVID H. SANDERS

TITLE/ORGANIZATION: Chief Circuit Judge 23rd Circuit WV

—COMMENTS—

The presence of the Air Guard in our community is a very important and positive thing. The current facility has long been a resource giving employment to citizens and enhancing life here in the Eastern Panhandle by all the positive "ripple-effect" benefits. I work closely with a number of Air Guardsmen and they are a outstanding bunch of folks. Over the last year I had the opportunity to travel via C-130 to Puerto Rico and was briefed with the U.S. Mission in that area - what challenging and important work. I'm so proud that our community plays a supporting role. We were briefed in P.R. on the new C-5 planes and shown the plans for the expanded base here. I couldn't be prouder or feel more supportive. Our service men need a high level of support and supply and if Martinsburg can step up and enter a new higher level support and supply mission I'm entirely in favor. Thanks for all that you do.

David H. Sanders

Please hand this form to the staff,
drop into the collection box, or mail to:

Air National Guard Readiness Center/CEVP
Lt Col TJ Mitnik, WVANG EIS
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Honorable Judge David H. Sanders
[redacted]

Dear Judge Sanders

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 MARTINSBURG, WEST VIRGINIA - FEBRUARY 19, 2004

2 - - -

3 P R O C E E D I N G S

4 (The following statement was in private)

5 JUDGE DAVID SANDERS: I'm Judge

6 David Sanders, Chief Judge of the 23rd Circuit

7 of West Virginia, and we're here in Martinsburg,

8 and I have lived in the Panhandle for the last

9 twenty years and always felt very supportive of

10 the Air Guard and its mission and its impact on

11 our community here and have gotten to know any

12 number of folks who have been active in the Air

13 Guard.

14 I have a very high opinion of all

15 the persons who serve in that capacity. And I

16 think that having a base here up until today has

17 been a very, very positive factor. I'm proud of

18 the fact that our community harbors such a base

19 and is able to offer meaningful support to our

20 soldiers when they are in harm's way.

21 And the fact that we're now going

1 to consider expanding our base and providing
2 even farther reaching services with this new
3 plane, I think it's a very positive development.
4 I'm very much in favor of it. And I just want
5 to go on record as being a supporter.
6 I have looked over the plans here,
7 the noise profile; I've looked over the
8 architectural plans and the design of the plane;
9 and I think the Guard has done an outstanding
10 public education effort.
11 The folks that I have spoken to,
12 the sense that I get of this is it's very, very
13 well received and I feel very positive about it.
14 MR. JEFF WILKINS: This is Jeff
15 Wilkins, Circuit Court Bailiff for Berkeley
16 County. I just wanted to give a couple of
17 comments on the Air Guard in Martinsburg.
18 I came out tonight to support the
19 Air Guard in their endeavor to expand and bring
20 in the new plane. The Air Guard performs a
21 mission for our Government that is probably

8 Feb Regarding C5 Expansion

The C5 Expansion would benefit the tri state area's economy by increasing the job market for the area and increase the number of persons in the area, reducing the unemployment as well. The Global mission of the C-5 will cause more demand for manpower to support both the aircraft and the facilities. For concerns of noise levels, the aircraft are never located at the base for more than a few weeks at a time and do not perform Low Level fly bys as C130s have done.

Mike Seifas

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Mike Seifas
[redacted]

Dear Mr. Seifas

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

C-5 Conversion

To whom it may concern:

I am in favor of the C-5 Conversion here in Martinsburg. IT will have a very positive impact in Berkeley County. IT will create more jobs, boost economy and will upgrade the Airport which should help bring in industries. The public needs to understand that with the C-5's there will be alot less air traffic and environmental issues. Lets not forget what our military here in Berkeley County has done since 911

Skip Shade

skip Shade

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

0 8 MAR 04

Skip Shade
[redacted]

Dear Mr. Shade

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

08 Feb 04

Martinsburg, WV. C-5 Conversion

To whom it may concern:

I am strongly in favor of the C5 conversion. The sooner this can happen the better for the community. This will stimulate the locale economy in immeasurable ways. It will bring more jobs to the area, and commercial growth with explode. This will also be a great improvement for the United States Air Force. The men and women at Sheppard field have the capabilities and the leadership to make this a smooth transition, and they will do their best to make West Virginia proud.

Yours truly,

Bradley C. Smith

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Bradley C. Smith
[redacted]

Dear Mr. Smith

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Sincerely

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

If you would prefer to submit written comments on the Environmental Impact Statement (EIS), please use this form. Continue on the back of the form or attach extra sheets, as necessary. Please note the disclosure statement on the back of this form addressing registration and comments made during the EIS process.

NAME: STEPHEN M. SMITH

TITLE/ORGANIZATION: CITIZEN (JEFFERSON COUNTY)

—COMMENTS—

I WOULD LIKE TO STATE THAT I AM IN FAVOR OF THE PROPOSED C-5 AIRPORT ENLARGEMENT. I FEEL THAT IT WILL IMPACT THE AREA IN A POSITIVE WAY. IT WILL BRING MORE JOBS, OF A HIGHER CALIBER, TO THE AREA. IT IS AN EXAMPLE OF GOOD GROWTH. I AM A RESIDENT OF JEFFERSON COUNTY AND THE HOUSE THAT I AM BUILDING IS IN THE FLIGHT PATH OF THE AIRPORT. I DO SUPPORT THE LARGER AIRCRAFT. I FEEL THAT THERE WILL ACTUALLY BE LESS AIRCRAFT FLIGHTS PER DAY, THEREBY LOWERING THE NOISE POLLUTION WHILE BRINGING A MORE POSITIVE ECONOMICAL IMPACT TO THE AREA, NOT JUST MORE JOBS AT THE GUARD BASE, BUT MORE LOCAL JOBS SUCH AS CONSTRUCTION, ETC. I WOULD LIKE TO STILL HAVE SOME TYPE OF NORTH/SOUTH RUNWAY FOR THE SMALL PLANES.

Please hand this form to the staff,
drop into the collection box, or mail to:

Air National Guard Readiness Center/CEVP
Lt Col TJ Mitnik, WVANG EIS
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

08 MAR 04

Stephen M. Smith
[redacted]

Dear Mr. Smith

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

WRITTEN COMMENT FORM

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PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

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NAME: Tena G. Ware

TITLE/ORGANIZATION: Home maker

ADDRESS:

—COMMENTS—

I would like to say that I am for the C5's coming to the 167th. My concern is that we are located in the RPZ zone and it is my understanding that we will have to move whether we get the C5's or not. We like living in this area and our concern is going to be finding property and having to buy another home. We would like plenty of notification and to be treated fairly. Thank you.

Sincerely
Tena G. Ware

Please hand this form to the staff,
drop into the collection box, or mail to:

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3500 Fetchet Avenue
Andrews AFB MD 20762-5157

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Tena G. Ware
[redacted]

Dear Mrs. Ware

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment has become public record.

Regarding your comments, the Federal Aviation Administration prohibits residences within Runway Protection Zones; however, a determination on whether residences would be relocated and when this relocation would take place has not been made. If residences were to be relocated, it would be the responsibility of the Eastern West Virginia Regional Airport and ample notification would be provided. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

The Final EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
PROPOSED AIRCRAFT CONVERSION FOR THE WEST VIRGINIA AIR NATIONAL GUARD (WVANG)

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NAME: DAN Wegrzyniak

TITLE/ORGANIZATION:

ADDRESS: [redacted]

—COMMENTS—

We live in the Hill Crest Heights SUB DIVISION on Nadinbusch Lane. The CIBS fly pretty low here. Hopefully our house will still be liyable with the new planes active or you provide an option to buy properties out.
The 167th is a great neighbor now and does great things for Martinsburg. It would be great if that trend continues.

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AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Dan Wegrzyniak
[redacted]

Dear Mr. Wegrzyniak

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment on the Draft EIS, should funding be available to the Eastern West Virginia Regional Airport to relocate those homes within the runway protection zones or within the 75 dBA DNL noise contour a time table would be made available well in advance of any relocation effort. This issue is of great importance to the Air National Guard and has been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

WRITTEN COMMENT FORM

ENVIRONMENTAL IMPACT ANALYSIS PROCESS (EIAP)
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NAME: Jeff Wilkins

TITLE/ORGANIZATION: Circuit Court Bailiff Berkeley County

—COMMENTS—

The A.R Guard And its Mission Are An important part of our National Defense And we the citizens of the Community should Give this unit our Full And unconditional support in their Efforts of Expansion For the new plane And Base Renovations.
Men And Ladies of our Military
I salute you And thank you
For your Bravery And Dedication.
God Bless
Sincerely
2-19-04

P.S. I Flew Aboard One of your 130's On A V.I.P Flight to Saviyan last year And Learned About our Community Base And its Mission thank you very much.

Please hand this form to the staff,
drop into the collection box, or mail to:

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Lt Col TJ Mitnik, WVANG EIS
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DEPARTMENT OF THE AIR FORCE
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08 MAR 04

Jeff Wilkins
[redacted]

Dear Mr. Wilkins

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 to consider expanding our base and providing
2 even farther reaching services with this new
3 plane, I think it's a very positive development.
4 I'm very much in favor of it. And I just want
5 to go on record as being a supporter.
6 I have looked over the plans here,
7 the noise profile; I've looked over the
8 architectural plans and the design of the plane;
9 and I think the Guard has done an outstanding
10 public education effort.
11 The folks that I have spoken to,
12 the sense that I get of this is it's very, very
13 well received and I feel very positive about it.
14 MR. JEFF WILKINS: This is Jeff
15 Wilkins, Circuit Court Bailiff for Berkeley
16 County. I just wanted to give a couple of
17 comments on the Air Guard in Martinsburg.
18 I came out tonight to support the
19 Air Guard in their endeavor to expand and bring
20 in the new plane. The Air Guard performs a
21 mission for our Government that is probably

1 unmatched by any other. The supply planes that
2 are currently used here are old and outdated,
3 and the new technology is out there, and I think
4 that the Air Guard's mission would be well
5 served to expand and have these new planes
6 brought.
7 And I think if we can support them
8 in their effort to do that, then we ought to do
9 that because they are brave men and women that
10 risk their lives on a daily basis to protect our
11 great nation, and I'm just here tonight to ask
12 the residents of Berkeley County and surrounding
13 areas to support this and get behind these guys
14 and give them your full support and your
15 undivided attention and thank them and let them
16 get on with this project expansion so as to
17 better serve the nation and protect our
18 interests here.
19 I'm also certain that jobs in the
20 area will probably increase as a result of this,
21 because this will bring a lot of work to the

1 area, and I think it's a good thing.
2 I know some folks were concerned
3 about noise levels, but we've been assured by
4 the military, and I've personally flown aboard
5 some of these planes, and I know that noise
6 level is not going to be a real factor here and
7 that the missions are very important to our
8 Government, and I think that anything we can do
9 to support them, that's what we ought to do.
10 And I just to say thank you to the
11 men and women in uniform.
12 (The following proceedings were in public)
13 COLONEL TRUMAN: While everyone is
14 finding their seat, I want to make sure that we
15 understand how this process works.
16 You all have the blue folders you
17 were given when you came in. There's a card in
18 there.
19 In order to ensure that you get a
20 chance to either speak publicly or make a
21 comment with the stenographer or to request

Rodney Woods

Retired School Principal

Public Comment on Environment Impact of C-5s

167th Airlift Wing, WVANG—Martinsburg, WV

Tuesday, 17 February 04 – WV Army National Guard Armory

Tonight, as we ponder the future of the military mission of this base, I believe it to be appropriate to keep a focus on the overall positive impact the men and women of the 167th have maintained through the years.

For the past thirty years, I have served as a school administrator in this community. Twelve of those years were spent at Valley View Elementary School, whose campus lies just about one mile south of the airport's main runway. During my tenure at Valley View, with the support and encouragement of then Air Commander, Brig. Gen. Jack Koch, now retired; we developed a uniquely successful ***school-business partnership*** between the men and women of this base and tomorrow's leaders, the children at our school.

The linkage was signed in 1987, and just three short years later, following Desert Storm, the partnership was recognized as the top school-business relationship of this type in West Virginia. We were recognized in state ceremonies hosted by the governor and featured in a public television simulcast from Pittsburgh and Washington, D.C. Again in 1995, this wonderful relationship was singled out by the West Virginia Education Alliance as the model for prototypes across this nation. In my opinion, the wonderful success of this joint partnership between the 167th Airlift Wing and this community's children was based on a very special understanding—***we built it around a handshake, not a handout.***

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

0 0 MAR 04

Rodney Woods
[redacted]

Dear Mr. Woods

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

One particular activity stands out in my mind involving a C-5. During an orientation visit to the 167th, all children at Valley View, who had exhibited perfect attendance, were invited to come to the base with their parents, visit the cockpit, and tour the entire plane. One can well imagine what the perfect attendance trend data at our school looked like the following year!

During the last 15 years of my career, I have experienced the opportunity to travel throughout our nation and on more than one occasion consulted internationally for the U. S. overseas schools, both for the U.S. Department of State and the Defense Department. School principals everywhere I spoke were amazed at the degree to which the men and women of this unit were concerned about educational excellence for children in Berkeley County.

Under the leadership of Air Commander, Brig. Gen. V. Wayne Lloyd and base partnership coordinator, Lt. Col. Roger Sencindiver, a relationship with the children of this community has evolved that defies one's highest expectations. I tell these examples to help define the magnitude of the influence the 167th has had on this community during my lifetime in Berkeley County.

Not only has the 167th honored itself and our nation on the world stage, it has never ventured far from its important role as an outstanding community citizen. By converting to the C-5's, it is my observation that such a transition would assure this vital location in the mid-Atlantic region a bright future on the military horizon. I would also suspect that by preserving the role of the 167th well into the 21st Century, we will assure the next generation of America's children will be influenced in the same manner by this unit as those that have come before them.

If you believe, as I do, that the men and women of the 167th never stand taller, or fly higher, than when they kneel to assist a child—it will be easy for you to conclude that the future of this base conversion will benefit tomorrow's citizens—those who are unable to be here and speak for themselves this evening. Thank you.

1 and there are issues with the conversion, I
2 certainly hope that we all realize that these
3 children that we are touching are our future.
4 And the role and the motivation that we are
5 getting from these children is important.
6 COLONEL MURNANE: Thank you,
7 Ms. DeNome.
8 MS. DeNOME: Thank you.
9 COLONEL MURNANE: Mr. Rodney
10 Woods.
11 MR. WOODS: Judge, ladies and
12 gentlemen, tonight as we ponder the future of
13 the military mission of this base, I think it
14 would be appropriate to keep the focus on the
15 overall positive impact that the men and women
16 of this unit have had on this community through
17 the years.
18 I'm Rodney Woods, retired
19 principal, having served thirty years in this
20 community, and twelve of those years were spent
21 at Valley View Elementary School, a school

1 campus located just about a mile south of the
2 main runway here.
3 And during my tenure at Valley
4 View, we had the opportunity to develop a
5 uniquely, now famous, business partnership with
6 the 167th under the leadership at that time of
7 Brigadier General, now retired, Jack Cook who
8 talked to us in terms of what could the military
9 unit bring to a group of boys and girls, and my
10 attitude was we build a successful business
11 partnership around a handshake and not a
12 handout.
13 And the men and women of this unit
14 provided the resources to a great generation of
15 children. The linkage was signed in 1987 and
16 just three short years later after the Desert
17 Storm operation, that partnership was recognized
18 as the top business partnership in West Virginia
19 by the Governor, and we were featured in a
20 simulcast on public television from Pittsburgh
21 and from Washington, D.C., that focused on the

1 quality time spent with the men and women from
2 this unit working with the children at our
3 school. It's easy for one to conclude that when
4 you interact with the boys and girls, you
5 interact with the future.
6 Tonight we're talking about what
7 impact the C-5 conversion may have on this
8 community and on the children of tomorrow.
9 One particular activity stands out
10 in my mind for those years that involved the
11 C-5, as a matter of fact.
12 One of those planes was on the
13 base for an orientation visit, and Colonel
14 Sencindiver invited us to bring a group of
15 children from our school to the base to visit
16 the C-5. So we selected the boys and girls who
17 had perfect attendance that year that hadn't
18 missed a day of school. We have no curriculum
19 for a kid who's not in school, so we were trying
20 to bolster up our attendance.
21 Well, the kids got to invite their

1 moms and dads to come down to the base and climb
2 that what seemed like a forty-foot ladder up to
3 the cockpit of the C-5 and tour the rest of the
4 plane.
5 I don't have to tell you what
6 happened to the attendance trend dates at our
7 school the following years. It soared, with the
8 benefit and commitment of the people, men and
9 women here at the base.
10 But during the past fifteen years,
11 I've had the opportunity to travel across this
12 nation. In fact, on more than one occasion I
13 consulted internationally with schools overseas
14 and the Department of Defense and the Department
15 of State Schools.
16 And it's been my experience there
17 is no parallel to the quality of a nation that
18 has occurred between this unit and this
19 community's school children.
20 Under the leadership of Air
21 Commander Brigadier General Wayne Lloyd and

1 Lieutenant Colonel Sencindiver, this has evolved
2 into probably one of the premier relationships
3 in our nation in this regard.
4 I tell you these examples to
5 define the magnitude of the influence of the
6 167th and what's it done in this community
7 during my lifetime. Not only has the 167th
8 honored itself and our nation on the world
9 stage, it's never ventured far from the
10 important role it has in this community.
11 By conversion to the C-5, it's my
12 observation that such a transition would assure
13 this vital location in the mid-Atlantic region a
14 bright future on the military horizon but I also
15 suspect for preserving the role the 167th held
16 for the 21st Century, we will assure the next
17 generation of American children to be influenced
18 in a positive way by the unit such as those that
19 have come before them.
20 If you believe, as I do, that the
21 men and women of the 167th never stand taller

1 nor fly higher than when they kneel to help a
2 child achieve excellence in education, it would
3 probably be easy for you to conclude that the
4 future of this base conversion will, in fact,
5 benefit tomorrow's citizens. Those who are
6 unable to be with us speak for themselves this
7 evening. Thank you.
8 COLONEL MURNANE: Thank you,
9 Mr. Woods.
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Note: Comments only provided; Introduction (pages 1 through 23) not included.

right or on the left. Either podium is established for you to come and make your comments, and we're ready to begin, I believe. The first speaker is Ms. Evonne DeNome.

MS. DeNOME: Good evening. My name is Evonne DeNome, and I am here as the Deputy Director of Starbase Martinsburg.

Starbase Martinsburg is a Federally-funded program sponsored and funded by the Department of Defense, and is currently in the works and has been in the works from January of 2003. The Starbase Academy is located here at the 167th Airlift Wing. And I give you a little bit of history.

I understand that we're here tonight to discuss the environmental impact of the C-5 conversion to this community. And being an educator and being a civilian on this base, I feel that I need to bring about an educational impact that this base certainly provides in the community.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

0 3 MAR 04

Evonne DeVome
[redacted]

Dear Ms. DeVome

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 Starbase, besides being Federally-
2 funded, we are currently working with twelve
3 hundred fifth graders in Berkeley County
4 schools.
5 In addition to that, we have held
6 two teachers academies, and we are working with
7 teachers from Berkeley, Jefferson and Morgan
8 Counties. And I point this out to you that the
9 167th Airlift Wing is not only supporting
10 Berkeley County but Jefferson and Morgan as
11 well.
12 The program was and has been, in
13 essence, started back in the early 80's. And
14 General Tackett brought the first Starbase to
15 the State of West Virginia three years ago and
16 he has seen the successes that that educational
17 program has had.
18 Starbase Martinsburg, having been
19 brought here in January, has directly affected
20 the students. And we were brought on fast and
21 furiously. I'm here because of the support that

1 this base has shown me.
2 I am a civilian. I have no
3 military background, and I relocated from
4 Morgantown, West Virginia, to take this
5 position.
6 It was ironic that I had spent
7 several years seeing this community grow in the
8 time, being younger, until now. And the impact
9 that I have seen from this base being in the
10 position that it is incredible.
11 My purpose for being here is to
12 talk to you about what this base has done for
13 our students. First and foremost, when my
14 students come out to Starbase, there is a
15 security briefing and the fire department comes.
16 The children are assured that
17 their safety is of utmost, top priority. We
18 have rehearsed fire drills and Chief Alderton
19 and Sergeant Longley have been spectacular in
20 seeing that the safety of these children come
21 first.

1 We do various tours when the
2 students come to our program. We visit the fire
3 department. We visit the engine shop. We visit
4 the maintenance hangar, and oftentimes there is
5 a C-130 in the hangar being maintenanced.
6 We tour the C-130 and oftentimes
7 there is a pilot available to address the
8 children. I am here because of the sound
9 education commitment that the 167th Airlift has
10 to this community.
11 This base is also a partner in
12 education to Valley View Elementary School and I
13 am proud as an educator to have a Department of
14 Defense Agency helping with the education of the
15 children.
16 There was a wise man who said that
17 it takes a community to raise a child, and I am
18 here to speak on behalf of the 167th, that this
19 unit is providing tremendous community outreach
20 and support.
21 And although there are concerns

1 and there are issues with the conversion, I
2 certainly hope that we all realize that these
3 children that we are touching are our future.
4 And the role and the motivation that we are
5 getting from these children is important.
6 COLONEL MURNANE: Thank you,
7 Ms. DeNome.
8 MS. DeNOME: Thank you.

nor fly higher than when they kneel to help a child achieve excellence in education, it would probably be easy for you to conclude that the future of this base conversion will, in fact, benefit tomorrow's citizens. Those who are unable to be with us speak for themselves this evening. Thank you.

COLONEL MURNANE: Thank you, Mr. Woods.

Mr. Floyd Baker. Do you want to speak?

MR. BAKER: I have no comment.

COLONEL MURNANE: Thank you, sir.

Mr. Roscoe Rauch.

MR. RAUCH: Good evening, folks. All the accolades that was given to the 167th is well accepted and I appreciate their being here too. They have been a good neighbor. I would like for them to consider general aviation to be a good neighbor also. That's my point to come up here, to stress to you and the 167th and the

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AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Roscoe Rauch
[redacted]

Dear Mr. Rauch

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment on the Draft EIS, the removal of the current Runway 17/35 (also referred to as the crosswind runway) would be required to facilitate conversion to the C-5 aircraft for the 167th Airlift Wing. However, an alternative location for Runway 17/35 has been evaluated and will be considered before a Record of Decision is determined. This issue is of great importance to the Air National Guard and has been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 conversion to the C-5 to let us keep our north-
2 south runway.
3 It's an important runway to this
4 airport for many reasons. If we're going to
5 keep on expanding, this airport is one of the
6 better airports around, if not the best, on the
7 East Coast. And a lot of money from the FAA and
8 our tax dollars have gone into bringing the
9 airport to where it is.
10 I know that the Air Guard has done
11 a lot on their side. But we do need the north-
12 south runway. I would like to ask for the
13 considerations of a couple of proposals that I
14 have seen.
15 One of them is a diagonal runway
16 across the east-west runway. One of the
17 objectives I have heard to the north-south
18 runway is they don't want us, the general
19 aviation pilots, to fly over their facility,
20 forgetting that we're flying over it now and
21 using the east-west runway we'll continue to fly

1 over it and you're downwind and makes the final
2 approach.
3 The other proposal that I've seen
4 is a north-south runway almost clear over to
5 Route 11, which would be all right, but we'll
6 probably need a tire change to get there. It's
7 a very far piece to taxi in an airplane.
8 The one I think is the best, and I
9 hope you can consider it, is extending our
10 runway 3-5 to the south. There's a lot of empty
11 spaces down there that accommodate several
12 hundred, five hundred or better feet of runway.
13 You're going to have a lot of dirt
14 here when you start building this facility that
15 needs a place to go. There's a lot of valleys
16 and ditches and holes down there that we can use
17 to fill it up and use that for our runway. You
18 can stop the runway from approaching or over-
19 flying. What we do now is Taxiway Charlie. And
20 we can confine all of our approaches and pattern
21 activities without over-flying the Air Guard.

This is what I'm asking both from our neighbors and our Air Guard to consider. I understand that there may be some money from the Department of Defense, and if there is, the FAA will match it. So the money is probably available to have this runway still in existence.

This is what I'm asking you, to help us, just keep us here as general aviation. You may not understand or realize, but we've got a Civil Air Patrol Squadron here that serves a vital purpose on rescue work and they also serve a vital purpose of bringing our children up to date in the aircraft.

There is another organization, Experimental Aircraft Association, that flies what they call Young Eagles. And we've had hundreds of flights through the year that take children up for their first airplane ride. We're going to lose that if we don't have a north-south runway.

So that was my comment this evening, I would like for you to have some thoughts about letting us have our north-south runway extended 3-5.

Thank you.

COLONEL MURNANE: Thank you, Mr. Rauch.

Mr. Ray Bartley.

MR. BARTLEY: I have a loud voice. I don't know whether you want me to use this or not.

COLONEL MURNANE: Sir, why don't you use just it in case there's some of us who need you to.

MR. BARTLEY: My name is Bartley. I've lived here for a good many years. My wife and family and I have land that adjoins the west runway. We're approximately three hundred yards west of the end of the runway. Farmland has been there for many, many years, before 1955.

We have a problem, you've heard

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Ray Bartley
[redacted]

Dear Mr. Bartley

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment on the Draft EIS, studies concerning airport expansion and its impact on property values have been conducted; however, these studies are of metropolitan areas and would not adequately address the rural area surrounding Eastern West Virginia Regional Airport. Therefore, determining the impact on property values through implementation of the proposed action is too speculative. These issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 the old expression, between a rock and a hard
2 place. I have got nothing but good to say, like
3 these folks. Anyone that's lived here and been
4 any way involved with the West Virginia Air
5 Guard certainly has nothing but praise.
6 All these fine young men and women
7 that have served in the good times and the bad
8 times, and the hard times and the good times,
9 deserve a lot of credit. And I'm saddened to
10 come here to say what I'm going to say. But
11 facts are facts. I can't change them. But the
12 land that we have certainly has to suffer from
13 the conversion from the 130 to the C-5A.
14 Now, you may say why. You've
15 lived with the C-5A. Well, anyone that has
16 looked at the size of those new planes certainly
17 can understand why. We feel like, because we
18 work that land, we feel like that we've operated
19 under some stress since before 1955 since the
20 two-wing Rakos and Steermans here.
21 Certainly anyone associated with

1 flying understands that the most dangerous part
2 of flying is the takeoff and the landing.
3 That's us.
4 The vast majority of the takeoffs
5 and the landings are right over us. Now, we
6 feel like that we've operated under stress all
7 these years. But we have managed to live with
8 it. We can remember the jet fighters. They
9 were off in the air so many hundreds of feet.
10 We lived with that. And the C-5As were a little
11 bit lower.
12 Now, we're talking about the C-5s
13 certainly will be lower. So it's an unknown
14 factor. Hopefully, we can live with the stress
15 of the C-5A. Now, we're going to talk about
16 land values.
17 Certainly anyone that owns any
18 land, lives in a house or owns anything would
19 have to look at that and say, "Who would want to
20 build at the end of quote, unquote, 'a major
21 airport?' What would we want to build? Who

1 would want to live there? Who would want to
2 work there?" So certainly the land values would
3 have to come down.
4 Now, self-survival, that's the
5 reason I'm here because like I say, we have
6 friends and neighbors in the Air Guard. I have
7 a son that served with you folks for thirteen
8 years, Bill Bartley. Nothing but praise for you
9 fellows and ladies.
10 So to get back to the rock and the
11 hard place, I don't know whether this is
12 something we can solve or not.
13 But please keep us in mind when
14 you're making these decisions, Washington.
15 Please keep us in mind. Thank you.
16 COLONEL MURNANE: Thank you,
17 Mr. Bartley.
18 At this point, we're going to take
19 the ten-minute break up to the top of h hour.
20 We'll be in a ten-minute break.
21 (Whereupon, a recess was taken)

Again, thank you very much. I really do appreciate your coming this evening.

COLONEL TRUMAN: Thank you and have a good evening.

- - -

(The following comments were held in private)

MR. RONALD WARE: My name is Ronald Ware. I live at 1619 Paynes Ford. My property adjoins the airport. My feelings on the C-5 conversion from the C-130's, due to the amounts of takeoffs and landings that the C-5's will be doing versus what the C-130 was up until 9 o'clock at night, I see a great decrease in the noise factor by living that close to the airport.

I also feel that the economic benefit to the community as far as jobs, construction, money coming into the community and everything like that, I really support this C-5 conversion. I think that it's a good thing for the community.

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Ronald L. Ware
[redacted]

Dear Mr. Ware

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 Like I say, 265 jobs means a lot
2 to this community like I say with construction
3 material and things that will be involved.
4 I have lived here since 1985 and
5 heard of lots of different aircraft coming in,
6 and I don't see any more noise generated by the
7 C-5 than the other jets and the C-130 flying in,
8 takeoffs and continuous takeoffs and landings.
9 Thank you.
10 - - -
11 (Whereupon, the hearing
12 concluded at 8:05 p.m.)
13
14
15
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19
20
21

Note: Comments only provided; Introduction (pages 1 through 28) not included.

interrupt you when you've completed four minutes and let you know that you have a minute left so that you can know about when your time is up, and then if you want to come back to the podium after everyone who wants to speak can choose to do so, I will invite you back up to do so.

Please limit your comments on the initial presentation to five minutes. I apologize in advance if I mispronounced anyone's name.

Mr. Ray Boell. Sir.

MR. BOELL: My name is Ray Boell. My comments and questions are as follows:

Under the socioeconomic section of the EIS it states, "Conservative impacts to economic indicators on a regional scale have been projected to increase approximately forty-two percent." The term "regional scale" should be defined.

And it needs to be clear that the forty-two percent only applies to the period of

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Ray Boell
[redacted]

Dear Mr. Boell

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comments have become public record.

Regarding your comments on the Draft EIS, a 42 percent increase in economic activity for the region (Martinsburg and Berkeley Count) would result from implementation of the proposed action. This increase would be based on but not limited to the following: additional jobs that are needed for construction and demolition, in addition to permanent positions with the 167th Airlift Wing; materials for construction, demolition, and long-term maintenance of the installation; an increase in suppliers to the installation; and, increased housing for additional personnel.

Studies concerning airport expansion and its impact on property values have been conducted; however, these studies are of metropolitan areas and would not adequately address the rural area surrounding Eastern West Virginia Regional Airport. Therefore, determining the impact on property values through implementation of the proposed action has been deemed too speculative.

Engine testing and maintenance would occur during daytime hours and were included in the noise evaluation. A noise mitigation plan is outlined in Section 4.18 (pg 4-58) of the Draft EIS. The Eastern West Virginia Regional Airport and State of West Virginia will mitigate those homes identified as impacted by noise after one-year of C-5 operations pending available funding.

These issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

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EIS Project Manager
Environmental Planning Branch

1 demolition and construction. What are the
2 economic indicators after the construction
3 period? It's important to know because this is
4 what we will face afterwards.
5 Federal acquisition regulations
6 require fair and open competition for contracts.
7 Therefore, there are no guarantees that
8 companies in Berkeley County or West Virginia
9 will be awarded contracts or hired as
10 subcontractors.
11 The document states, "A
12 quantitative assessment of actual impacts on
13 property values would be too speculative at this
14 time." I find that statement hard to believe
15 and feel that it sidesteps the obvious answer.
16 The next area I want to comment on
17 is jobs. The majority of the proposed jobs are
18 military positions. The proposed jobs are based
19 on present staffing documents. These documents
20 are living documents that are constantly
21 changed. Therefore, there are no guarantees the

1 same numbers of jobs will be available in the
2 future.
3 Also there are no guarantees that
4 the Service will fund all the proposed new
5 positions. It's a zero sum game nowadays.
6 As I understand it, active Guard
7 Reserve positions will be filled by current
8 Guard members that already live and work in the
9 area. They will simply change jobs.
10 As for the ten new State
11 positions, what guarantees are there that the
12 State will fund them?
13 The next area that I want to
14 comment on is the number of flights. The
15 documents states that the number of C-5 flights
16 will be two a day; sorties, the General
17 mentioned.
18 What guarantees do we have that
19 the number of flights won't increase over time?
20 What, if any, recourse do we have should the
21 number of flights increase?

1 The next area that I want to
2 comment on is noise. I didn't see any
3 information in the EIS on the noise generated
4 from routine scheduled maintenance. I would
5 like to know what the peak noise levels are, not
6 just 80 plus TD.
7 Has a noise mitigation plan been
8 developed for the C-5's? If there is a plan, is
9 it available to the public? The noise
10 mitigation plan should be implemented prior to
11 aircraft arriving. In my opinion, the Service
12 and State must be proactive in assisting those
13 most impacted by the increased noise levels.
14 My last comment is for the local
15 newspaper. I believe the newspaper has a
16 responsibility to challenge what's written in
17 the EIS; take them to task. You do the
18 community a disservice by simply repeating what
19 you are told.
20 That concludes my statement.
21 JUDGE MURNANE: Thank you, sir.

Our next speaker is C. Vincent Townsend.

MR. TOWNSEND: I'm the old man of this group, and according to the Impact Statement that I read, I fall in that thirty percent group of old-age people in Berkeley County. One thing I would like to say is I'm in support of the Air National Guard, 167.

I came into practice in Martinsburg about two or three weeks after the Guard moved to Martinsburg. I've been associated with the Guard ever since that time.

I've been privileged to see some of the work that the Guard has done in Bosnia and all of the areas of recent involvement and I'm proud of it.

And especially I read the history of the 167th, and I think that everyone who reads that would certainly be proud of the people that we have here, the type of service that's given here.

I have two comments. One: This

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C. Vincent Townsend
[redacted]

Dear Mr. Townsend

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

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EIS Project Manager
Environmental Planning Branch

1 community, if we had an impact study done on
2 what would happen to this community without our
3 Air National Guard and could put one third of
4 the amount of money that has been put on the
5 impact study that I had the opportunity to
6 review at the library, I think most of the
7 community would be in favor of supporting our
8 167th.
9 It's to me unbelievable the amount
10 of time and ability that has gone into this
11 study that we are privileged to read tonight. I
12 was surprised at the problem of environmental
13 problems that have been evaluated by this
14 process.
15 I'm not a very good evaluator of
16 airport authorities or airport abilities, but
17 I'm a pretty good evaluator of the service that
18 has been provided to this community by the
19 167th.
20 I can remember the floods back
21 many, many, years ago, and we would have been in

1 bad shape if we hadn't had the material and
2 help, the volunteer work that we had from the
3 Guard service.
4 Many times that we had snow storms
5 the community couldn't possibly move around.
6 General Kray provided all types of service to
7 this community. I spent twenty years, almost
8 twenty years as a medical director of emergency
9 medical services in this community.
10 During that period of time there
11 was never a single time that I could remember
12 that we asked for help from the 167th that we
13 didn't get it. Even more than we asked for.
14 Now, in the type of work that I
15 had, there was a lot of things I didn't know. I
16 came up against a problem almost every day that
17 I couldn't solve. But I was very fortunate to
18 have people that I knew and respected that I
19 could call on for help.
20 I think the community ought to
21 think a little bit about what this 167th does

1 and what it is doing now, especially with --
2 I've seen people who are involved and the young
3 people who are dying because of their service to
4 this community.
5 And I would like to say that I
6 certainly support anything that the community
7 can do. I know there are objections to these
8 things. But I do have the ability -- I went
9 over the medical evaluations of the sound that
10 they provided in the Environmental Impact and
11 was amazed at the thoroughness of which it's
12 done.
13 COLONEL MURNANE: Sir, you have
14 one minute.
15 MR. TOWNSEND: I can assure that
16 nobody can object to the type of study that has
17 been done. Thank you very much.
18 COLONEL MURNANE: Thank you, sir.
19 And again, if you would like to come back once
20 we've heard all the comments, I'll be happy to
21 invite you back.

Mr. Ron Porterfield.

MR. PORTERFIELD: Good evening. I'm Ronald Porterfield, a life-long resident of Berkeley County, and I support the Air National Guard.

My wife and I are both pilots and we base our airplane here at Martinsburg. And the service they provide like the other person said, the snow removal is a great benefit to the pilots here.

And I also served in the Air National Guard in 1958 to 1964, and like President Bush, I had an Honorable Discharge. So I have a lot of fond memories. I have a lot of fond memories of the Air Guard, and it's really done a lot for the community in all the years.

So anyhow, I guess the point I want to bring up is that our airplane has a crosswind max landing of seventeen knots, and there's times when you might be able to land if

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Ron Porterfield
[redacted]

Dear Mr. Porterfield

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment on the Draft EIS, the removal of the current Runway 17/35 (also referred to as the crosswind runway) would be required to facilitate conversion to the C-5 aircraft for the 167th Airlift Wing. However, an alternative location for Runway 17/35 has been evaluated and will be considered before a Record of Decision is determined. This issue is of great importance to the Air National Guard and has been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

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Sincerely

Tammy Jo Mitnik

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EIS Project Manager
Environmental Planning Branch

you don't have the crosswind runway, the north-south runway.

So I guess that's the only concern I have is hoping that we could have a north-south runway in the future, if you do close the one we have now. And so really that's about it and thank you very much.

COLONEL MURNANE: Thank you, sir.

Mr. John Collins.

MR. COLLINS: Good evening. My name is John Collins. I've been a resident of Berkeley County since 1995. I'm a flight instructor and member of the Martinsburg Composite Squadron Civil Air Patrol. CAP is the official auxiliary of the United States Air Force and we operate the largest fleet of general aviation aircraft in the country, five hundred and fifty-seven airplanes.

In the regulations governing CAP flight operations it's mandated the maximum cross-wind limit for operating CAP aircraft is

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John Collins
[redacted]

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Sincerely

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EIS Project Manager
Environmental Planning Branch

1 that which is stated in the Pilot Operating
2 Handbook as the maximum demonstrated crosswind
3 velocity, or fifteen knots if it is not so
4 stated.
5 The reason for this is the CAP
6 National Board looked at the accidents that were
7 occurring in Civil Air Patrol and looked at the
8 reasons for them and determined that many of
9 those were related to cross-wind operations, and
10 thus established this limitation for their
11 pilots.
12 There are seven CAP aircraft in
13 West Virginia that would be limited to using
14 this airport to conduct our mission of air
15 search and rescue, orientation, pilot
16 efficiency, and should it not be able to cross
17 the runway, it would not be reinstated.
18 Given the airport's location,
19 there are CAP aircraft in adjoining states,
20 Maryland, Pennsylvania and Virginia, that would
21 also be limited. Keep the crosswind runway in

1 Martinsburg.

2 I also work for the Aircraft

3 Owners and Pilots Association as a Government

4 analyst in the airport support network. AOP

5 membership organization consists of over 400,000

6 pilots and aircraft owners across the nation,

7 fifteen hundred of whom reside in West Virginia.

8 I'm also here to restate the

9 Association's position that our members will be

10 best served by maintaining a cross-wind roadway

11 at Martinsburg, who also submitted comments to

12 the record.

13 And AOP does recognize the

14 positive effect the Guard has had on the local

15 community and we support that. Again, echoing

16 Mr. Porterfield's comments, I recognize the

17 services they provide in air traffic control,

18 crash-fire rescue services and the fact that

19 their pilots go over to our side of the field

20 and use our airplanes.

21 It is encouraging to the

1 Association that a relocation of Runway 17/35 is
2 included in the Draft EIS. We would consider
3 that to be the preferred alternative whatever
4 the final orientation for placement of that
5 runway is. Keeping that runway will contribute
6 to the overall safety at the airport by
7 operating pilots' options to better manage their
8 risk associated with crosswind operations.
9 According to the statistics
10 obtained from the AORP Foundation, in seventy-
11 three hundred landing accidents from the time
12 period of 1991 to 2000, fourteen percent were
13 the result of loss of aircraft control in a
14 crosswind condition. That's approximately one
15 thousand accidents that had as a primary cause
16 the crosswind conditions.
17 And although pilots are trained in
18 crosswind operations, it is a skill that tends
19 to be under-utilized on a regular basis.
20 As a flight instructor, I can
21 count numerous times where I have pilots ask me

1 to refresh them in crosswind operations.
2 In flight reviews conducted on an
3 annual basis, one of the things that we tried to
4 hit is crosswind operations, takeoffs and
5 landings.
6 The Association strongly
7 encourages the Air Guard to continue the work
8 with the Eastern West Virginia Regional Airport
9 Authority, the Federal Aviation Administration
10 and the general aviation community at the
11 airport to maintain the cross-wind runway at
12 Martinsburg.
13 Thank you.
14 COLONEL MURNANE: Thank you, sir.
15 Mr. Townsend, I stopped your
16 comments at five minutes, and sir, you have time
17 if you had more that you wanted to say. If you
18 would like to step back to the podium, sir.
19 And I see that he has declined. I
20 believe we have some additional cards.
21 Again, a reminder that if you do

not wish to make a public comment, you are permitted to make a private comment to the stenographer or you can make written comments provided in the boxes in the back, or you can submit written comments any time up through the deadline of March 16, 2004, and regardless of whether your comments are in writing or made orally here today, they will be given equal consideration.

I'm told there's somebody out in the waiting area that does want to make a comment, so I'm going to stand by.

Dr. Bill Queen. Sir, if you would like to step to the podium.

Sir, I will interrupt you when you have one minute remaining to let you know that we're at one minute.

DR. QUEEN: At one minute?

COLONEL MURNANE: Sir, you have five minutes to make your comments, and I will give you a heads up when you have one minute

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Dr. Bill Queen
[redacted]

Dear Dr. Queen

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment is now part of the public record.

Regarding your comment, your support for the proposed aircraft conversion and the 167th Airlift Wing is appreciated. Environmental issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local resources.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 remaining.

2 MR. QUEEN: Good. Thank you. I

3 just walked in the door. This is kind of a

4 sudden notice here coming to the podium, but

5 anyway, thank you for this opportunity to come

6 here.

7 Can everyone hear me okay? Good.

8 My name is Dr. Bill Queen. I've

9 been a citizen of Berkeley County for the last

10 thirty-six years. I've been practicing

11 dentistry here in Martinsburg for the last

12 twenty-seven years. I'm born, bred, and

13 educated in West Virginia and I love West

14 Virginia and I love Berkeley County.

15 Over the last few years I've

16 become associated with the Air National Guard in

17 a number of ways, and I'm here to just let you

18 know how important I think that this Air Guard

19 is to this community. I am president of the

20 Berkeley County Board of Education. I'm

21 president of the Martinsburg Little League. And

1 I'm a citizen of Berkeley County, West Virginia.
2 The Air National Guard has been a
3 sponsor of education for many, many years. For
4 example, they have been the business partnership
5 or business partner for Valley View Elementary
6 School since its inception. And on two
7 occasions, the 167th Airlift Wing has been the
8 State Business Partner of the Year on two
9 different occasions.
10 And if you think about all the
11 schools in the State of West Virginia, each
12 school having at least one business partner, the
13 Air Guard has been the State Business Partner of
14 the Year twice in the last fourteen years.
15 They sponsor the Starbase program,
16 which allows our elementary kids to come to this
17 base and get a little orientation of what Air
18 Force life is like. It kind of plants the seed
19 if they would like to have this as a career at
20 some point in time. It's early in their
21 education but it is a valuable tool for them

1 later on.

2 The Air Guard provides the

3 opportunity for a number of young people to

4 continue their education in college and higher

5 education. By becoming a Guard member, they are

6 eligible for the G.I. Bill and their tuition is

7 paid in full at school. So it's a valuable

8 advantage for a lot of kids in this County and

9 this State who could not go to school if it

10 weren't for this program.

11 The Air Guard provides a lot of

12 manpower and help to organizations to construct

13 various projects. Being the president of

14 Martinsburg Little League and being associated

15 with Little League for the last twenty years,

16 it's even difficult for me to enumerate the

17 number of projects that this Guard has helped us

18 with at Oatesdale Park.

19 There is anywhere from five

20 hundred to seven hundred kids that are affected

21 every year from what this Guard does. They

1 built concession stands, batting cages, dugouts,
2 bathrooms. They built roads for us. They built
3 parking lots. Anything I've ever asked them to
4 do, they've been there and done it very
5 willingly in a very admirable fashion. So we
6 thank them for that.
7 They have helped the senior
8 citizen. I remember when that was being built,
9 they needed some work over there, so the Air
10 Guard went over and did that. They offered help
11 to Hospice, Habitat for Humanity. So they're
12 truly involved in a number of organizations here
13 in this community.
14 One of the big things they do in
15 addition to everything else is they're involved
16 in the Day of Caring that the United Way
17 sponsors. Hauling the trash away saved the
18 United Way's sponsor a tremendous amount of
19 money that they can put toward other endeavors.
20 Two-thirds of the United Way
21 members are associated directly or indirectly

1 with education and students in this County.
2 They're involved in the canned
3 food drive, which is a big project for them.
4 They not only are business partners for Valley
5 View Elementary School, but they have extended
6 themselves to a number of schools in this
7 County.
8 They've also built playground
9 equipment, put it together, walking tracks and a
10 number of different things at various schools.
11 COLONEL MURNANE: Sir, you have
12 one minute.
13 DR. QUEEN: The economic input
14 that they have at this airport, providing snow
15 removal for the airport, tower service, fire
16 protection, is a tremendous help to the airport.
17 Saves a tremendous amount of money.
18 This Guard -- and I've heard this
19 statement made before -- we can survive, this
20 community can survive without this Guard but we
21 can't survive without this community, and that's

1 why this Guard has gotten involved in this
2 community and become a huge part of it.
3 I think this conversion of the
4 C-5, the 130 to the C-5, is going to have a
5 tremendous impact on this community, and I think
6 the advantages far outweighs the disadvantages
7 as far as this conversion is concerned. Thank
8 you very much.
9 COLONEL MURNANE: Thank you, sir.
10 Are there any others who would like to make
11 public comment at this time?
12 I'm going to go ahead and take the
13 ten-minute break I promised the stenographer.
14 And if anyone decides during that ten-minute
15 break that you would like to make public
16 comment, please just fill out your blue card,
17 provide it to any of the officials who are
18 wearing the Air Force uniform or who have a name
19 tag on, and we'll be happy to hear you after the
20 ten-minute break. We'll take our ten-minute
21 recess.

1 MARTINSBURG, WEST VIRGINIA, FEBRARY 17, 2004

2 - - -

3 P R O C E E D I N G S

4 (The following statement was held in private)

5 MS. RITA BOELL: I would like to

6 know whether this is a twenty-four-a-day

7 operation for the C-5s. And then how early can

8 we expect or how late will the takeoffs and

9 landings be. Plus, how much testing and

10 maintenance, engine notice, other than takeoff

11 and landings, can be expected.

12 THE STENOGRAPHER: Is that it?

13 MS. BOELL: Yes. For right now.

14 The rest I will leave to my husband. He has

15 school tonight and he cannot be here. The last

16 thing we need is more noise. We have enough

17 with what it is right now.

18 Thank you. I appreciate it, sir.

19 - - -

20 (The following proceedings were held in public)

21 COMMANDER TRUMAN: Good evening.

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

MAR 04

Rita Boell
[redacted]

Dear Ms. Boell

Thank you for your comments and interest regarding the Draft Environmental Impact Statement (EIS) for the 167th Airlift Wing Aircraft Conversion. Your comments have become public record.

Regarding your comments on the Draft EIS, while the installation will be operational 24 hours a day, aircraft operations (takeoffs and landings) would be scheduled for daytime hours. Further, engine testing and maintenance would occur during daytime hours and were included in the noise evaluation. Studies concerning airport expansion and its impact on property values have been conducted; however, these studies are of metropolitan areas and would not adequately address the rural area surrounding Eastern West Virginia Regional Airport. Therefore, determining the impact on property values through implementation of the proposed action is too speculative. These issues are of great importance to the Air National Guard and have been taken into consideration when evaluating the potential impact this action would have on the surrounding community and local environmental resources.

The Draft EIS for the 167th Airlift Wing Aircraft Conversion will be available for public review once a Record of Decision has been determined. Further, you will be notified by mail when the Final EIS is available.

Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik, Lt Col, USAF
EIS Project Manager
Environmental Planning Branch

1 (Whereupon, a recess was taken)
2 COLONEL MURNANE: Ladies and
3 gentlemen, if we could return to our seats. I
4 have some additional requests to speak. Is
5 there anyone else who would like an opportunity
6 to speak and we have not collected your card.
7 If you can raise your hand and we'll collect it
8 now.
9 Very well. At this time I would
10 like to ask Rita Boell to please come to the
11 stand, to the speaker stand.
12 MS. BOELL: Good evening, ladies
13 and gentlemen. We heard extensively on Tuesday
14 and today about how well the National Guard
15 works with the school system and with Starbase
16 Martinsburg, which is a Federally-funded
17 education program.
18 And in my opinion that's how it
19 should be because they are all funded by our tax
20 dollars. But that does not alter my opinion to
21 the expansion of the airport and the C-5 issues.

1 We also heard how wonderful the
2 Air National Guard is, and I am definitely not
3 disputing that fact. I have no negative, any
4 negative experience with them.
5 However, I beg to differ on the
6 assessment that they are good neighbors. A good
7 neighbor does not create stressful noise levels
8 and is trying to increase this three times as
9 much, thus decreasing our property values.
10 I would like to know how many of
11 the Air National Guard members actually live
12 close by the airport. Because if they all did,
13 the C-5 would not be an issue and would never be
14 considered.
15 Thank you.
16 COLONEL MURNANE: Thank you,
17 ma'am.
18 Is there anyone else that would
19 like to make a public statement including anyone
20 who previously made a statement who would like
21 to return to the podium. It appears there is no

LT Col T. J. Mitnik

The residents who sign the enclosed letter was not aware there had been a noise study taken. I noticed the C5'S that came in for the show & tell did not make near the noise the proceeding C5'S visit did. I hope they did not take the noise study on show & tell day.

Thank You
Charles Miller

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

28 MAY 04

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

Mr. and Mrs. Charles Miller
[redacted]

Dear Mr. and Mrs. Miller

Thank you for your comment and interest regarding the Draft Environmental Impact Statement (DEIS) for the 167th Airlift Wing Aircraft Conversion. Your comment has become public record.

Regarding your comment, a noise analysis of the proposed C-5 operations at Eastern West Virginia Regional Airport (EWVRA) has been conducted and the findings published within the DEIS. Prior to your letter, the 167th Airlift Wing has not received any information from local residences regarding damage to their homes from noise associated with the C-5 aircraft or any other Air National Guard aircraft operating at EWVRA.

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Once again, thank you for your comment and participation in this important Air National Guard project.

Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

LT. Col. T.J. Mitnik

I am writing to you with signatures of residents living close to the runway that the C5'S will be using in Pikeside, Martinsburg, W.VA.. We are requesting an impact study be done to determine the noise level of the C5'S and determine the possibility of damage to our homes. The test should be done with the plane fully fueled & made ready as if it was activated.

The few times the C5'S has been here in Pikeside it appears homes could be damaged and the value of our homes would be worthless. The word is out that the C5'S are coming to Pikeside W.VA. there isn't anyway we could sell our homes. Most of the residents living in this area is retired and cannot afforded to relocate. We can't afford the lose of the money the C5'S would cost us if they locate here. We built here before the 130'S came to Martinsburg.

We would appreciate a response to this letter.

Thank You
Charles Miller
[redacted]

Name	Address
Charles Miller	
[illegible] Miller	
Rudy Hampton	
Roger K. Tharp	
Ruth M. Tharp	
[illegible]	
Harold Hale	
Judy L. Hale	
Daniel L. Johnson	
Anna R. Johnson	
[illegible] Clark	
[illegible] Clark	
William H. Evans	

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Rudy Hampton
[redacted]

Dear Mr. Hampton

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We would appreciate a response to this letter.

Thank You
Charles Miller
[redacted]

Name	Address
Mary L. Ivan	
Joseph E. Winfield Jr	
Paul K. Barron	
Patricia E. Barron	
Joyce Triggs	
Cynthia Nine	

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Mr. and Mrs. Roger Thorp
[redacted]

Dear Mr. and Mrs. Thorp

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AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Mr. and Mrs. Harold Hole
[redacted]

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DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Mr. and Mrs. Daniel Johnson
[redacted]

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DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

28 MAY 04

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

Mr. and Mrs. Clark
[redacted]

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EIS Officer, Environmental Planning Branch

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Mr. and Mrs. William H. Evans
[redacted]

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DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Joseph E. Winfield
[redacted]

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DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Mr. and Mrs. Paul Barron
[redacted]

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EIS Officer, Environmental Planning Branch

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Joyce Triggs
[redacted]

Dear Ms. Triggs

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EIS Officer, Environmental Planning Branch

DEPARTMENT OF THE AIR FORCE
AIR NATIONAL GUARD

ANG/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

28 MAY 04

Cynthia Nye
[redacted]

Dear Ms. Nye

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Sincerely

Tammy Jo Mitnik

TAMMY JO MITNIK, LT COL, USAF
EIS Officer, Environmental Planning Branch

Richard M. Alderton
[redacted]

To Whom It May Concern: 9 March 2004

My name is Richard Alderton. I am a life-long resident of Berkeley County and a twenty-year resident of the airport community. I fully support the initiative of the Guard to convert to C-5s.

I believe that the economic impact on the area far outweighs the concerns of the nay-sayers. According to our local newspaper, this conversion will secure the future of the unit and will protect the jobs of those currently employed by the guard, plus add an additional two hundred positions to the full time staff - GREAT. With the addition of these new positions, our private sector job market will reap the vacancies of those who are hired by the guard. Also, additional runway length equates to additional business interest in the area, again private sector benefits. As a father and grandfather, I want to see economical growth in the eastern panhandle. I understand that all industry comes with a price, but the negative side effects of this conversion are minimal.

When I heard of the possibilities of an aircraft change, I must say that I was concerned about the noise generated by the C-5s. At that time I was living approximately ¾ mile south of the west end of the East-West runway. I thought that the noise of the C-5 taking off on a daily basis would be bothersome. On the occasions when the C-5 aircraft would visit the Air Guard, following the announcement of the possible conversion, I would find out when the C-5 was scheduled to leave, so I could go home and check out the noise level. I found that the noise level was nothing like I anticipated. The constant droning of the C-130's in the local pattern two or three times a week (at night) was far more annoying than the C-5's arrival and departure. **The bottom line for me –When I bought a house next to an airport, I fully EXPECTED NOISE (annoying or not – it was my decision to live there).**

To the decision makers – this is a good thing for the Air Guard, the Martinsburg community and the Tri-State area.

Sincerely,

Richard M. Alderton

APPENDIX C

REGISTERED ATTENDEES – DRAFT EIS HEARINGS

APPENDIX C
REGISTERED ATTENDEES – DRAFT EIS HEARINGS

Date	Last Name	First Name	Position	Represents	Comments	EIS format
02/19/04	Ayers	Roger	Owner	Ayers & Ayers Holding LLC	--	--
02/17/04	Baker	Floyd	Private	--	Public, perhaps	--
02/17/04	Bartley	Ray	Private	--	Public	--
02/19/04	Boell	Ray	Private	--	Public	Printed
02/19/04	Boell	Rita	Private	--	Public	--
02/17/04	Bright	James E.	President	Grant Acres Estate	--	Printed
02/19/04	Collins	John	Government Analyst-	Aircraft Owners and Pilots Association	--	Printed
02/19/04	Curtis	Ross	Private	--	--	Web
02/17/04	Custer	Harold E.	Private	--	Written	--
02/17/04	Davis	P. Brian	--	--	Written	--
02/17/04	DeVome	Evonne	Deputy Director	Starbase Martinsburg	Public	Web
02/17/04	Feltner	Tim	Private	--	--	Printed
02/17/04	Funk	Ralph O.	--	--	Written	--
02/17/04	Gavin	Paul K..	Director	Pike View West Homeowners Assoc.	--	CD
02/17/04	Hamburg Hunley	Dr. Phyllis	Private	--	--	CD
02/17/04	Heckler	Toni G.	Private	--	--	Printed
02/17/04	Hill	Andrew T.	--	--	Written	--
02/17/04	Houck	David	--	--	Written	--
02/17/04	Mellott	Gary	--	--	Written	--
02/17/04	O'Hara	Lois	--	--	--	--
02/17/04	Parker	Mitchell	--	--	Written	--
02/17/04	Pointner	Raymond	--	--	Written	--
02/19/04	Porterfield	Ron	Private	--	Public	
02/19/04	Queen	Dr. Bill	Private; Elected Official	--	Public	--
02/17/04	Rauch	Roscoe	Private	Public		--
02/17/04	Regalia	Robert	--	--	Written	--
02/17/04	Seifas (illegible)	Mike	--	--	Written	--
02/19/04	Sanders	David H.	Elected Official – Circuit Judge	Chief Circuit Judge 23rd Circuit WV	Written/ Private	--
02/17/04	Shade	Skip	--	--	Written	--
02/17/04	Smith	Bradley C.	--	--	Written	--
02/17/04	Smith	Stephen M.	--	--	Written	--
02/17/04	Snyder	Robert	Private	--	--	--
02/19/04	Townsend	C. Vincent	Private	--	Public	--
02/17/04	Ware	Ronald L.	Private	--	Private	--
02/17/04	Whitacre	Patrick N.	Private	--	--	Printed
02/19/04	Wilkins	Jeff	Circuit Court Bailiff	Circuit Court Berkeley County	Written/ Private	--
02/17/04	Woods	Rodney	Private	--	Public/ Written	Web

APPENDIX D

REGULATORY SETTING

APPENDIX D
REGULATORY SETTING

The following is a partial list of laws, general policies, and regulations that govern each specific resource areas addressed in the EIS. This regulatory framework also provides guidelines and management practices to mitigate or prevent adverse impacts on these resources.

D.1 AIRSPACE MANAGEMENT

The Federal Aviation Administration oversees and regulates airspace rules and policies applicable to the Air National Guard. Airspace safety is the primary objective and purpose of these policies and regulations. The applicable regulations regarding airspace include:

Air Force Instruction (AFI) 11-206 prescribes general flight rules which govern the operation of aircraft flown by the U.S. Air Force (USAF), to include the Air National Guard (ANG).

Federal Aviation Administration (FAA) Order 7610.4 specifies procedures for air traffic control planning, coordination, and services during activities and special military operations conducted in airspace controlled by or under the jurisdiction of the FAA.

FAA Order 7400.2D prescribes policy, criteria, and procedures applicable to rulemaking and non-rulemaking actions associated with airspace allocation and utilization, obstruction evaluation and marking, airport airspace analyses, and the establishment of air navigation aids.

FAA Order 7400.6 provides a compilation of regulations containing current airspace designations and pending amendments to those designations that are issued by the FAA. This order is published annually for the benefit of the public, since airspace designations are not carried in the Code of Federal Regulations or the Federal Aviation Regulations.

Federal Aviation Act (1958) created the Federal Aviation Administration (FAA) and charged the FAA Administrator with ensuring the safety of aircraft and the efficient utilization of the National Airspace System, within the jurisdiction of the United States.

Federal Aviation Regulation Part 71 (1975) delineates the designation of Federal airways, area low routes, controlled airspace, and navigational reporting points.

Federal Aviation Regulation Part 73 (1975) defines special use airspace and prescribes the requirements for the use of that airspace.

Federal Aviation Regulation Part 91 (1990) describes the rules governing the operation of aircraft within the United States.

FAA Handbook 7400.2C (1992) prescribes policy, criteria, and procedures applicable to rule-making and non-rule-making actions associated with airspace allocation and utilization, obstruction evaluation and marking, airport airspace analysis, and the establishment of air navigation aids.

FAA Order EA 1100.46A outlines procedures and approvals necessary to convert or close an active runway. An airport layout plan identifies facilities that can be phased out, and depicts their eventual disposition. Airport Division Offices (ADOs) have the authority to approve airport layout plans that show eventual conversion or closing of facilities. However, if the airport is subject to any Federal agreement, the actual closing of a runway no longer needed for civil aviation must be approved by the FAA via a process separate from approval of the layout plan. Ultimate FAA consent to effect a release from terms or conditions of an airport agreement rests with the Chief, Airports Division. Formal notification of any such plans is required by FAA Part 157.

When a runway is proposed for closure, it is typically kept in operation until such time that the area occupied by the runway is needed for other development (e.g., as shown on an Airport Layout Plan). All requests concerning closing a runway require multiple steps, including 1) submittal of Form 7480-1, addressing airspace implications; 2) public notification, including local pilots; and 3) preparation of an environmental assessment or EIS.

FAA Handbook 7110.65 (1989) prescribes air traffic control procedures and phraseology for use by personnel providing air traffic control services in the United States.

D.2 AIR QUALITY

National and State air quality standards and regulations have been established for the protection of public health. Local agencies maintain the responsibility of administering and enforcing these regulations. The applicable laws and regulations regarding air quality include:

The Federal Clean Air Act of 1970. This act, with its subsequent amendments of 1977 and 1990, set forth National Ambient Air Quality Standards (NAAQS) for ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter less than ten microns in diameter (PM_{10}), and lead (Pb), which must not be exceeded more than once per year. The Act requires individual states to adopt standards which set acceptable pollutant concentrations equal to, or less than, the Federal standards.

Prevention of Significant Deterioration (PSD) Regulations, 40 CFR 52.21. These regulations apply to major stationary sources located in areas which are in attainment of NAAQS. The regulations establish limits, or allowable increments, of increase in SO_2, NO_2, and total suspended particulate (TSP) concentrations resulting from a new major source or major source modification. More stringent increments have been established for Class I areas, which include national parks and wilderness lands, than for Class II areas, which encompass the rest of the United States. Major sources (those which emit more than 250 tons per year of criteria pollutants for a period greater than two years) located within 100 kilometers of a Class I area must address potential air quality impacts on the area.

State Implementation Plan (SIP). In areas that exceed the NAAQS (nonattainment areas), the Clean Air Act *(40 CFR 51)* requires the state to adopt a SIP, outlining a policy by which affected areas can reduce emissions, improve air quality, and regain attainment status. States, in turn, require affected counties to develop air quality attainment or maintenance plans. This process involves the adoption of specific

emission-reduction strategies to enable counties that are in nonattainment to show reasonable further progress toward attainment of the applicable air pollution standards. These plans generally contain new source review (NSR) rules; require Best Available Control Technology (BACT), emission offsets, and ambient air monitoring; and may include mobile emissions limitations.

The Clean Air Act Amendments (CAAA) of 1990 established new deadlines for achievement of the NAAQS depending on the severity of nonattainment. The CAAA of 1990 also require states to develop an operating permit program that requires all major sources of pollutants to obtain an air permit, and contains programs designed to reduce mobile source emissions and control emissions of hazardous air pollutants through establishing control technology guidelines for various classes of sources.

Clean Air Conformity Act. Major Federal actions are required under section 176(c) of the Clean Air Act to demonstrate conformance to the appropriate SIP or Federal Implementation Plan before they can be implemented. Federal actions must not 1) cause or contribute to any new violation of any standard in the area; 2) interfere with provisions in the application SIP for maintenance or attainment of air quality standards; 3) increase the frequency or severity of any existing violation of any standard; or 4) delay timely attainment of any standard, any interim emission reductions, or other milestones included in the SIP for air quality.

D.3 NOISE

National, state and local regulations and policies regarding noise impacts have been established to protect the general public. Specific thresholds are set to determine potentially harmful noise levels and are used as planning guidelines. The applicable regulations and procedures regarding noise include:

Noise Control Act of 1972. The Noise Control Act of 1972 (PL 92-574) established a national policy "to promote an environment for all Americans free from noise that jeopardizes their public health and welfare." The Act provides for a division of powers between the Federal, state, and local government, in which the primary Federal responsibility is for noise source emission control, with the states and other agencies retaining the rights to control noise sources and the level of noise within their communities and jurisdiction.

The Federal Interagency Committee on Noise (FICON). FICON was formed in 1990 to review policies that govern the assessment of airport noise impacts. FICON consisted of representatives of governmental agencies that have responsibilities for airport noise. These agencies included the Federal Aviation Administration (FAA) and the Military Services. FICON reviewed the body of science associated with methodologies and metrics for assessing airport noise impacts, Federal policies governing the assessment of airport impacts, and the legal aspects of current and proposed Federal policies for assessing airport noise.

Federal Aviation Administration, Department of Transportation, Title 14 – Aeronautics and Space, Chapter I (14 CFR, Chapter I – Part 150). The FAA addressed the issue of controlling noise sensitive land uses around airports in a series of orders and advisory circulars, including FAR Part 150, Airport Noise Compatibility Planning.

Air Force manual 19-10 describes tools to aid in the development of acceptable noise environments.

Executive Order 12088 requires the head of each executive agency to be responsible for ensuring that all necessary actions are taken for the prevention, control, and abatement of environmental pollution, including noise pollution, with respect to Federal facilities and activities under the control of the agency.

D.4 LAND USE

National and state resource management plans, local plans and zoning regulations, and other policies that pertain to land use, provide a guideline for development in these areas. Other pertinent Federal laws include:

Executive Order 11988 - Floodplain Management. This order directs Federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative.

Executive Order 11990 - Protection of Wetlands. This order states that Federal agencies are to avoid, to the extent possible, the long- and short-term impacts associated with the destruction or modification of wetlands and to avoid direct and indirect support of new construction in wetlands whenever a practicable alternative exists.

Air Installation Compatible Use Zone (AICUZ) Program. The Department of Defense initiated the Air Installations Compatible Use Zones (AICUZ) program to protect the public's health, safety, and welfare, and to prevent civilian encroachment from degrading the operational capability of military air installations. The AICUZ program recommends land uses that will be compatible with noise levels, accident potential, and flight clearance requirements associated with military airfield operations.

Federal Aviation Administration, Department of Transportation, Title 14 – Aeronautics and Space, Chapter I (14 CFR, Chapter I – Part 150). The FAA addressed the issue of controlling noise sensitive land uses around airports in a series of orders and advisory circulars, including FAR Part 150, Airport Noise Compatibility Planning.

D.5 GEOLOGY AND SOILS

Laws and policies have been established to protect geological and soil resources from potential adverse impacts. New development has the potential to displace, disrupt, or disturb geological features and soils. The applicable regulations and procedures regarding geology and soils include:

Executive Order 11207. This order promotes coordination of Federal programs affecting agricultural and rural area development and promotes cooperation among Federal departments and agencies to achieve consistent administration programs affecting agricultural and rural area development.

Federal Soil Conservation Law (16 United States Geological Survey [USGS] 590a). This law "provides permanently for the control and prevention of soil erosion by

preventive measures, including engineering operations, methods of cultivation, growing of vegetation, and changes in land use."

Soil Conservation and Domestic Allotment Act (7 USGS 128). This Act mandates Congress to "conserve national resources, preventing the wasteful use of soil fertility . . . (and) preserving and maintaining the farm and ranch land resources in the national public interest."

Other applicable regulations include Federal and state laws protecting mineral rights and state and local laws regarding protection of geologic resources (considered on a case-by-case basis).

D.6 WATER RESOURCES

Statutes, regulations, and executive orders enacted to protect water resources form the basis for policy guidelines and management practices relating to water resources. They include:

Comprehensive Environmental Response Compensation and Liability Act (CERCLA) of 1980. This is the primary law which regulates remediation of environmental contamination.

Executive Order 11988-Floodplain Management. This order directs Federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with occupancy and modification of floodplains.

Executive Order 11990 - Protection of Wetlands (United States Code [USC] 1221, 1226). This order directs Federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with destruction or modification of wetlands.

Federal Clean Water Act of 1977 (33 USC 1251 et seq.). This act is the primary law regulating water pollution. Relevant sections include:

- Section 208 requiring that states develop programs to identify and control non-point sources of pollution, including runoff.
- Section 313(a), requiring that Federal agencies observe state and local water quality regulations.
- Section 401(a)(1) requiring any applicant for a Federal permit (i.e., 404) to provide certification from the State in which the discharge originates that such discharge will comply with applicable water quality provisions.
- Section 402, requiring the EPA Administrator to develop the National Pollutant Discharge Elimination System (NPDES) to issue permits for pollutant discharges to waters of the Untied States.
- Section 404, requiring an Army Corps of Engineers (ACOE) permit for work in waters of the U.S., including wetlands.

Oil Pollution Act of 1990 (OPA 19). This act requires owners and operators of facilities which could cause substantial harm to the environment to prepare and submit plans for responding to worst-case discharges of oil and hazardous substances.

Resource Conservation and Recovery Act (RCRA) of 1976. This act is the primary law regulating the handling of hazardous waste, which includes wastes generated during environmental clean-up.

Safe Drinking Water Act (40 USC 100 et seq.). This act sets limits on concentrations of contaminants in drinking water sources and established the Underground Injection Control program to protect underground sources of drinking water.

D.7 BIOLOGICAL RESOURCES

Local, state and Federal laws and policies have been created to protect threatened and endangered species, wildlife habitat, and sensitive biological resources such as wetlands. Any development occurring near sensitive biological resources should be managed and actions should be in compliance with these protective laws and policies. The applicable laws and regulations regarding biological resources include:

Endangered Species Act of 1973 (50 CFR Part 402), as amended. This act protects proposed and listed threatened or endangered species. Formal consultation with the United States Fish and Wildlife Service (USFWS) is required under Section 7 of the Act for all Federal projects and other projects requiring Federal permits that could adversely affect any proposed or listed species. Pursuant to Section 402.12 of the Code of Federal Regulations, the lead Federal agency of a proposed action that could adversely affect a listed species is required to prepare a Biological Assessment (BA). The BA is the initial step in a formal Section 7 consultation with the USFWS. The USFWS then prepares a biological opinion, which includes a determination of whether or not the Federal action in question would jeopardize the continued existence of the species in question is the end-product of a formal consultation.

Executive Order 11988, Floodplain Management. This order requires that governmental agencies, in carrying out their responsibilities, provide leadership and take action to restore and preserve the natural and beneficial values served by floodplains. This order requires each Federal agency to determine whether a proposed action must occur in a floodplain, or if impacts on flood storage capacity would result, and to consider practicable alternatives. If no practical alternative can be demonstrated, the executive order requires minimizing harm and notifying the public through the A-95 state clearinghouse process why the project must be located in the floodplain.

Executive Order 11990, Protection of Wetlands (16 USC 1221-1226). This order requires that governmental agencies, in carrying out their responsibilities, provide leadership and "take action to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands." Each agency is to consider factors relevant to a potential impacts on the survival and quality of the wetlands by maintenance of natural systems, including conservation and long-term productivity of existing flora and fauna, species and habitat diversity and stability, hydrologic utility, fish, and wildlife. If no practical alternative can be demonstrated, agencies are required to provide for early public review of any plans or proposals for new construction in wetlands.

Migratory Bird Treaty Act of 1972 (16 USC Sections 703-711). This act protects all migratory birds with the exception of the English Sparrow, the Rock Pigeon, and European Starling by limiting the transportation, importation, killing, or possession of these birds.

Public Law (PL) 86-797, Fish and Wildlife Conservation on Military Reservations (Sikes Act), as amended by PL 90-465. This law applies to all commands and personnel and covers installations and facilities located in the United States that contain land and water areas suitable for conservation and management of fish and wildlife resources. Fish and wildlife management should be integrated with other natural resource activities into a balanced multiple-use program. The law requires cooperative management plans with state and Federal fish and wildlife conservation agencies. The amendment addresses outdoor recreation programs on military lands.

Section 402 of the Clean Water Act of 1977, as amended (33 CFR Part 320-330). This section requires an NPDES permit for all discharges to reduce pollution that could affect any form of life.

Section 404 of the Clean Water Act (33 CFR Part 320-330). This section regulates the filling or discharge of fill materials into wetlands and "waters of the U.S." Projects that include such activities must be reviewed by the ACOE and receive technical input from the EPA and USFWS, and other agencies. Certain activities in wetlands or "waters" are granted a general permit, which allows the filling of wetlands when aggregate impacts do not exceed one acre. The ACOE assumes discretionary jurisdiction over proposed impacts on one to ten acres (i.e., ACOE may issue a nationwide permit or require an individual permit), and assumes mandatory jurisdiction over proposed impacts on ten or more acres of wetlands (i.e., an individual permit would be required). In circumstances where the placement of fill in a wetland requires a 404 permit from the ACOE, an alternative analysis is required by the Environmental Protection Agency (EPA). This alternatives analysis must determine that the proposed fill is unavoidable and there are no reasonable alternatives.

D.8 CULTURAL RESOURCES

Numerous Federal laws and regulations require Federal agencies such as the Air National Guard to consider the effects of a proposed action on cultural resources. The most pertinent laws and regulations concerning the protection and treatment of cultural resources include:

Native American Graves Protection and Repatriation Act (NAGPRA). On November 16, 1990, President George Bush signed into law the Native American Graves Protection and Repatriation Act. The Act addresses the rights of lineal descendants and members of Indian Tribes and Native Hawaiian organizations to certain Native American human remains and cultural items with which they are affiliated.

Antiquities Act of 1906 (34 Stat. 225; 16 USC 431). This act provides for the protection of historic or prehistoric remains or any object of antiquity on Federal lands; establishes criminal penalties for unauthorized destruction or appropriation of antiquities; and authorizes scientific investigation of antiquities on Federal lands, subject to permit and regulations. Paleontological resources also are considered to be under the authority of this act.

Historic Sites Act of 1935 (49 Stat. 666; 16 USC 461-467). This act authorizes the establishment of national historic sites and the preservation of historic sites and archaeological properties of national significance; provides the basis for the designation of national historic landmarks; establishes criminal penalties for violation of regulations pursuant to the act; and authorizes interagency, intergovernmental, and interdisciplinary efforts for the preservation of cultural resources.

National Register of Historic Places (36 CFR 60). This regulation, promulgated by the Department of the Interior, establishes the National Register and outlines the process for nominating properties to it.

Determination of Eligibility for Inclusion in the National Register for Historic Places (36 CFR 63). This regulation codifies the process by which Federal agencies determine a property's eligibility for inclusion in the National Register to implement Executive Order 11593 and the National Historic Preservation Act of 1966, as amended.

National Historic Preservation Act of 1966 (NHPA) (80 Stat. 915; 16 USC 470). This act declares historic preservation as a national policy and defines it as the protection, rehabilitation, restoration, and reconstruction of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, or culture, including the encouragement of preservation at state, local, and private levels. The law also directs the expansion of the National Register to include cultural resources of state and local significance, in addition to those of national significance; authorizes matching Federal grants to states and the National Trust for the Historic Preservation for acquisition and rehabilitation of National Register properties; establishes an Advisory Council on Historic Preservation (ACHP); and in Section 106 provides direction for Federal agencies in the event an undertaking affects a property eligible for or included in the National Register. As amended (PL 94-458, 90 Stat. 1942), the act authorizes the Secretary of the Interior to withhold from disclosure to the public the location of National Register listings "whenever…the disclosure of specific information would create a risk of destruction or harm to such sites or objects."

Findings and Policy of National Historic Preservation Act of 1980 (94 Stat. 2987). This act amends the Historic Preservation Act of 1966 to continue the National Register of Historic Places for properties of national, state, and local significance; directs the Secretary of the Interior to establish guidelines for nationally significant properties, curation of artifacts, documentation of historic properties, and preservation of federally owned historic properties prior to alteration; designates a preservation officer in each Federal agency; authorizes the inclusion of historic preservation, inventory, and evaluation costs in project planning costs; authorizes the inclusion of historic inventory, evaluation, and data recovery in Federal licenses and permits; and authorizes withholding sensitive data on historic properties when necessary.

American Indian Religious Freedom Act of 1978 (92 Stat. 469; 42 USC 1996). This act establishes as U.S. policy protection and preservation for American Indians of their inherent right to freely believe, express, and practice their traditional religions. It also directs Federal agencies to consult with native traditional religious leaders to determine appropriate policy for protecting and preserving the religious and cultural rights and practices of American Indians.

Archaeological Resources Protection Act (ARPA) of 1979 (93 Stat. 721; 16 USC 470). This act clarifies and defines archaeological resources; prohibits the removal, sale, receipt, and interstate transport of illegally obtained archaeological resources from public or Indian lands; provides substantial criminal and civil penalties for those who violate the terms of the act; authorizes confidentiality of site-location information; and authorizes permit procedures to enable qualified individuals to study archaeological resources on public and Indian lands. The act supplements the Antiquities Act of 1906.

Archaeological Resources Protection Act of 1979, Final Uniform Regulation (32 CFR 229, 6 January 1984). This act was promulgated by the Departments of the Interior, Agriculture, and Defense, and the Tennessee Valley Authority and establishes uniform procedures for implementing provisions of the Archaeological Resources Protection Act of 1979. These regulations enable Federal land managers to protect archaeological resources on public and Indian lands.

Criteria for Comprehensive Statewide Historic Surveys and Plans (36 CFR 62). This regulation, promulgated by the Department of the Interior, describes the designation, responsibilities, and professional qualifications of the State Historic Preservation Officer (SHPO) and staff; the comprehensive statewide survey process; the state historic preservation plan; and protection of historic properties.

National Historic Landmarks Program (36 CFR 65). This regulation, promulgated by the Department of the Interior, sets forth the Secretary of the Interior's criteria for national significance and the process used to identify, designate, recognize, and monitor the integrity of national historic landmarks.

Protection of Historic and Cultural Properties (36 CFR 800). This regulation, promulgated by the ACHP, describes Federal agency and SHPO responsibilities for protecting historic and cultural properties.

Executive Order 11593 - Protection and Enhancement of the Cultural Environment (13 May 1971). This order asserts that the Federal government shall provide leadership in preserving, restoring, and maintaining the historic and cultural environment of the nation. It also directs Federal agencies to ensure preservation of cultural resources under Federal ownership and directs Federal plans and programs to contribute to the preservation and enhancement of non federally owned sites; directs Federal agencies to locate, inventory, and nominate to the National Register properties under their control or jurisdiction that meet the criteria for nomination; directs Federal agencies to exercise caution during the interim period to ensure that cultural resources under their control are not inadvertently damaged, destroyed, or transferred before the completion of inventories and evaluations of properties worthy of nomination to the National Register; and directs the Secretary of the Interior to undertake certain advisory responsibilities in compliance with the order.

Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (29 September 1983). These guidelines provide Federal agency personnel and others with standards and technical advice about archaeological and historic preservation activities and methods.

Treatment of Archaeological Properties; A Handbook (5 November 1980). This handbook is the advisory Council on Historic Preservation's guide to principles,

procedures, and methods for treating archaeological properties to assist Federal agencies and SHPOs in meeting their responsibilities pursuant to 36 CFR 800.

D.9 SOCIOECONOMICS

Economic growth in the ROI depends, in part, on state, county, and community regulations and policies regarding housing and land use. These include regulations for residential construction, zoning ordinances, and related regulations. Standards for housing and Department of Defense housing programs (Section 801, build-lease, and Section 802, rental guarantee) may affect the development and allocation of housing for in-migrants.

The Secretary of Defense has been directed to encourage the use of solar energy or other forms of renewable energy for all types of military construction projects. The design of all new facilities is required to consider renewable energy when it has the potential for significant savings of energy derived from fossil fuels or is considered cost effective. Implementation is required when the renewable resource is found practical and economically feasible.

D.10 ENVIRONMENTAL JUSTICE

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This order directs Federal agencies to address and consider the impacts on environmental and human health conditions in minority and low-income communities from Federal actions. The general purposes of this Executive Order are:

- To focus the attention of Federal agencies on human health and environmental conditions in minority communities and low-income communities with the goal of achieving environmental justice.

- To foster non-discrimination in Federal programs that substantially affect human health of the environment.

- To give minority communities and low-income communities greater opportunities for public participation in, and access to public information on, matters relating to human health and the environment.

Executive Order 13045 - Protection of Children From Environmental Health Risks and Safety Risks. This order was introduced in 1997 and requires Federal agencies' policies, programs, activities, and standards address environmental health risks and safety risks to children. Federal agencies are also required to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.

D.11 HAZARDOUS MATERIALS AND WASTES

Federal and state laws, policies, and regulations apply to activities involving hazardous materials. This regulatory framework provides the guidelines and management practices to minimize adverse impacts resulting from hazardous materials utilization. They include:

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980. This act provides for liability, compensation, clean-up, and emergency response for hazardous substances released into the environment and the clean-up of inactive hazardous waste disposal sites.

Hazardous and Solid Waste Amendments of 1984. These amendments prohibit the land disposal of hazardous wastes beyond specific dates. As of 8 May 1990, all hazardous wastes are prohibited from land disposal unless they first meet the Best Demonstrated Available Technology (BDAT) treatment standards.

Hazardous Materials Transportation Act (HMTA) and the Hazardous Materials Transportation Uniform Safety Act (HMTUSA). HMTA, and its 1990 amendments, and HMTUSA govern the transportation of hazardous materials. The Department of Transportation (DOT) administers these laws which govern packing, handling, spill reporting, routing, and transport container manufacturing. The 1990 amendments clarify and expand the Federal government's preemptive responsibility for regulating hazardous materials transport to include routing standards, registration, and permitting requirements, and financial responsibility requirements.

Resource Conservation and Recovery Act (RCRA) of 1984. This act regulates storage, transport, treatment, and disposal of hazardous waste that could have an adverse effect on the environment.

Solid Waste Disposal Act (SWDA) and Amendments of 1980. This act amends RCRA with additional regulation of energy and materials conservation and the establishment of a National Advisory Council.

Toxic Substances Control Act (TSCA) of 1976. This act specifies that all agencies of the Federal government must fully comply with its requirements. TSCA provides authority to require testing and regulation of chemical substances so as to protect human health and the environment from exposure to chemicals about which little is known.

D.12 SAFETY

The Air National Guard operates under an extensive set of regulations and procedures aimed at ensuring the safety of the public as well as Air National Guard personnel, facilities, and equipment. The regulations, procedures, plans and agreements most pertinent to the proposed action include:

Department of Defense Flight Information Publication (FLIP) indicates locations of potential hazards (e.g., bird aggregations, obstructions) and noise sensitive locations under military airspace and defines horizontal and/or vertical avoidance measures. The FLIP is updated monthly to present current conditions.

Explosive Safety Quantity Distance (ESQD) arcs have been developed for all military bases. ESQD arcs are established to regulate activity related to storage of ordnance; the arcs prohibit placement of habitable buildings in unsafe proximity to ordnance storage facilities. Unauthorized public access is strictly prohibited at the base and regulated by military police at established checkpoints located at each paved road

providing access to the base; however, due to the extensive boundary, total protection from trespass is impossible.

D.13 SECTION 4(F)

Federal law 23 U.S.C. Section 138, commonly known as Section 4(f), prohibits the Federal Highway Administration (FHWA) from approving a project that uses land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site. Exceptions are possible if 1) there is no feasible and prudent alternative to the use of the land and 2) if the project includes all possible planning to minimize harm to the property. If a feasible and prudent alternative that avoids such use is available, it must be selected. If such use is unavoidable, then measures must be identified that minimize and mitigate for direct and indirect harm to the property.

Section 4(f) establishes a mandate to make special efforts to "preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." The special efforts include a Section 4(f) Evaluation, which entails a detailed description of affected resources, discussion of direct (acquisition) and indirect impacts on resources, identification and evaluation of alternatives that avoid impacts, and mitigation measures to minimize unavoidable adverse effects. Indirect impacts occur when the proposed project does not use land from a Section 4(f) property, but the project's proximity impacts (e.g., traffic noise) are severe enough that the protected attributes are substantially impaired according to 23 CFR 771.135(p)(2). Indirect impacts of this nature are referred to as a "constructive use."

APPENDIX E

ALTERNATIVE DEVELOPMENT PLAN

INTRODUCTION

The purpose of Appendix A is to present the rationale and process used to develop the selected plan in preparation for a Master Plan work session that took place at the ANG Readiness Center at Andrews AFB on 5-6 March 2001. At that meeting, the 167th AW presented the selected plan to ANG Readiness Center planners, programmers, and senior personnel with the goal of developing detailed Short- and Long-Range Development Plans for the installation. Later in the Master Plan process, short-range and long-range plans with detailed facility and road construction projects, demolitions plans, and phasing plans were developed. The selected plan and Short- and Long-Range Development Plans are discussed in Chapter 4 of this report.

Taking into account the needs, opportunities, and constraints identified above, a series of six conceptual alternatives were developed to guide the long-range development of the installation. These alternatives were initially developed during a four-day planning workshop that took place at Martinsburg ANG on 23-26 January 2001. At the conclusion of the workshop, one alternative was selected for more-detailed development and presentation at the ANG Readiness Center on 5-6 March 2001.

Each alternative was designed to provide Martinsburg ANG with a road map for accommodating long-range mission requirements associated with the beddown of a C-5 strategic airlift mission. In addition, the Master Plan will need to address existing needs, opportunities, and constraints identified earlier in this report. These needs, opportunities, and constraints effectively serve as design principles to the Master Plan:

- Evaluate the ability of Martinsburg ANG and Eastern West Virginia Regional Airport to support the beddown of a C-5 strategic airlift mission.
- Consolidate similar functions under one roof where practical.
- Improve the on-installation circulation system as well as links to the regional transportation system.
- Replace aging facilities during the span of the Master Plan timeframe.
- Operate the installation in conjunction with natural and operational constraints.

Each alternative was developed under the assumption that 16 C-5 aircraft will be assigned to the installation. Each alternative assumed that three C-5 aircraft will be parked in each of three aircraft maintenance docks—the main hangar, fuel cell, and corrosion control docks. As a result, only 13 C-5 aircraft will need to be parked on the aircraft parking ramp.

Another assumption used in each alternative is the relocation of the principal entrance to the installation from the east side to the west side of the installation. Under this assumption, principal access to the installation would be provided from U.S. 11. Also, each alternative retains the present installation entrance as a secondary

entrance for use during unit training assembly (UTA).

In five of the six alternatives (Alternatives 1 through 5) the crosswind runway, runway 17/35, was closed to accommodate ramp space associated with the C-5. In Alternative 6, runway 17/35 remains open. In each of the six alternatives, the assault strip is closed to accommodate the expanded C-5 ramp.

To properly site facilities on the installation, facility requirements supplied by the ANG Readiness Center were adapted to local conditions. These facility requirements are largely based on Air Force Instruction (AFI) 32-1024. Exhibit 4.1t indicates category codes, and facility authorizations for all functions in order to support the C-5 mission.

Later, these facility requirements will be used to identify specific construction, addition/alteration, and demolition projects in support of the selected alternative and short- and long-range development plans.

ALTERNATIVE 1

Exhibit A.1m provides an illustration of Alternative 1. The most observable characteristic of this conceptual alternative is the "L-shaped" aircraft parking ramp. Under this scenario, nine aircraft would be parked parallel to the principle runway, 08/26, while four additional aircraft would be parked in a westward orientation over the current location of the crosswind runway, 17/35. The nine parking spaces paralleling runway 08/26 would necessitate the displacement of the taxiway currently serving the installation's aircraft parking ramp. A new taxiway would be developed in conjunction with the new ramp. The latter four aircraft parking spaces would be oriented in an optimal manner relative to the prevailing wind direction at the installation.

To accommodate the facility requirements of the C-5, new aircraft operations and maintenance facilities would constructed on a redeveloped flight line. An aircraft maintenance mall consisting of a hangar, corrosion control dock, and two-story maintenance shop complex is proposed. This facility would be complemented by a stand-alone fuel cell dock to the south. To the north, Buildings 128, 120, 119, and 125 would remain. Building 128 would be reused as an aerial port and passenger terminal (PAX), while Building 120 would remain as the squadron operation facility. Building 119 would be reused by a number of functional areas, including an engine shop, roads and grounds building, and base civil engineering storage facility. Building 125 would remain in use as a clinic.

At the north end of the aircraft parking ramp, a new base supply complex will be constructed. In this same area, Building 111 would be reused as a troop deployment center.

In Alternative 1, the principal entrance to the installation would be relocated to the west side of the installation. The main gate would be relocated to the northwest corner of the installation, and a new cross-installation access road would be developed.

As with the flight line, many facilities on the northern half of the installation would be retained, including the POL, munitions maintenance, vehicle maintenance complexes, as well as the aero-medical training facility.

ALTERNATIVE 2

Under Alternative 2, the aircraft parking ramp would be located on the south side of the installation with aircraft parked in an orientation perpendicular to runway 08/26. Exhibit A.2m illustrates in conceptual fashion Alternative 2.

As with Alternative 1, future flight line development would be focused to the southwest of the present flight line. In this area, a new aircraft maintenance mall would be developed on the present site of the air traffic control tower and runway 17/35. Unlike Alternative 1, the fire station will be ideally sited to provide access to the remainder of Eastern West Virginia Regional Airport's airside facilities. Fire safety vehicles will not be required to maneuver through the aircraft parking ramp under this scenario.

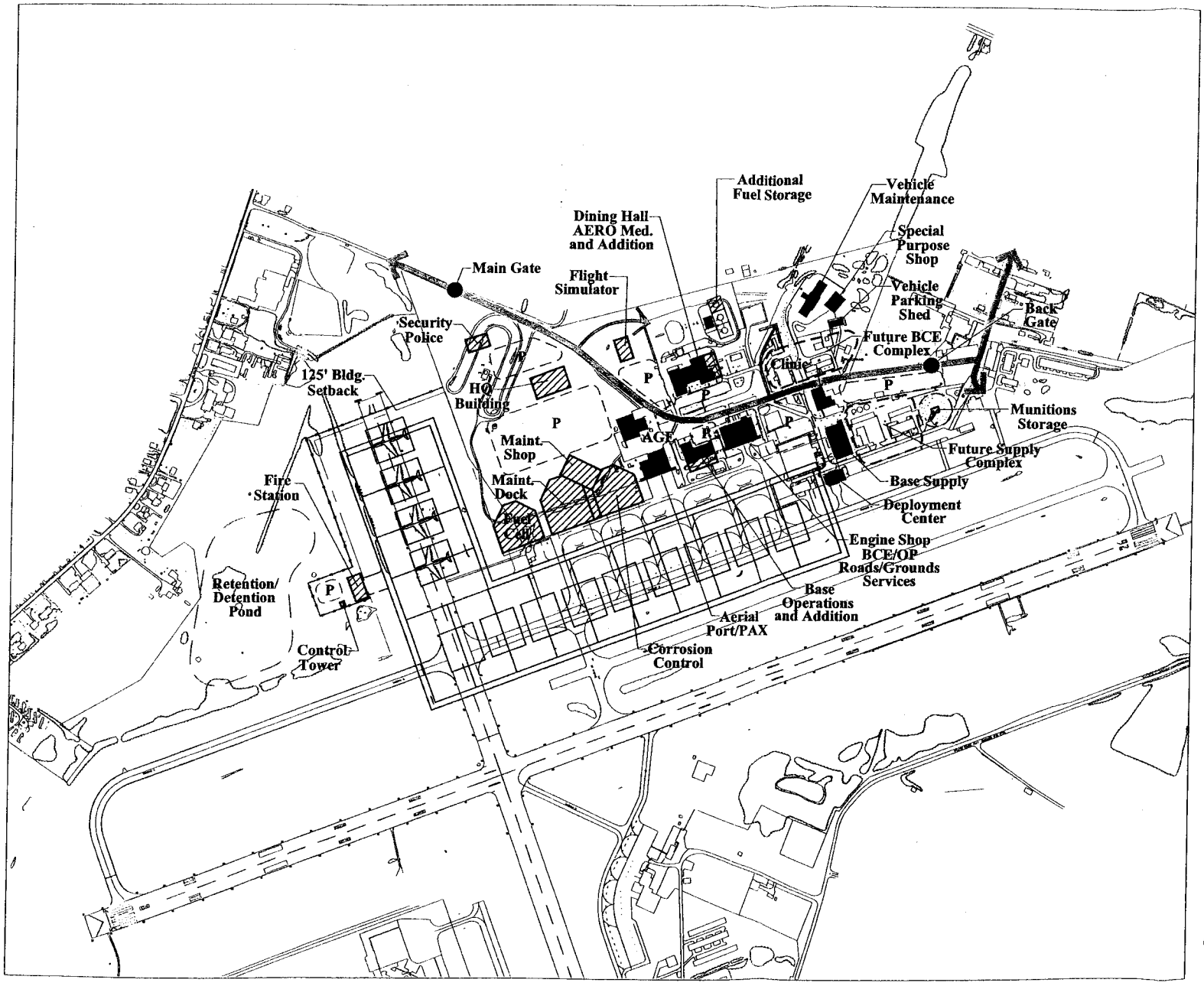
Access to the installation would be provided by a new entrance road that would use a more-southerly access point that indicated on Alternative 1. This route enters U.S. 11 at a less-congested portion of this important north-south thoroughfare. After entering the installation, a

Exhibit A.1m

ALTERNATIVE ONE

West Virginia Air National Guard

Martinsburg, West Virginia



LEGEND

EXISTING FACILITIES

PROPOSED FACILITIES

0 600 1200

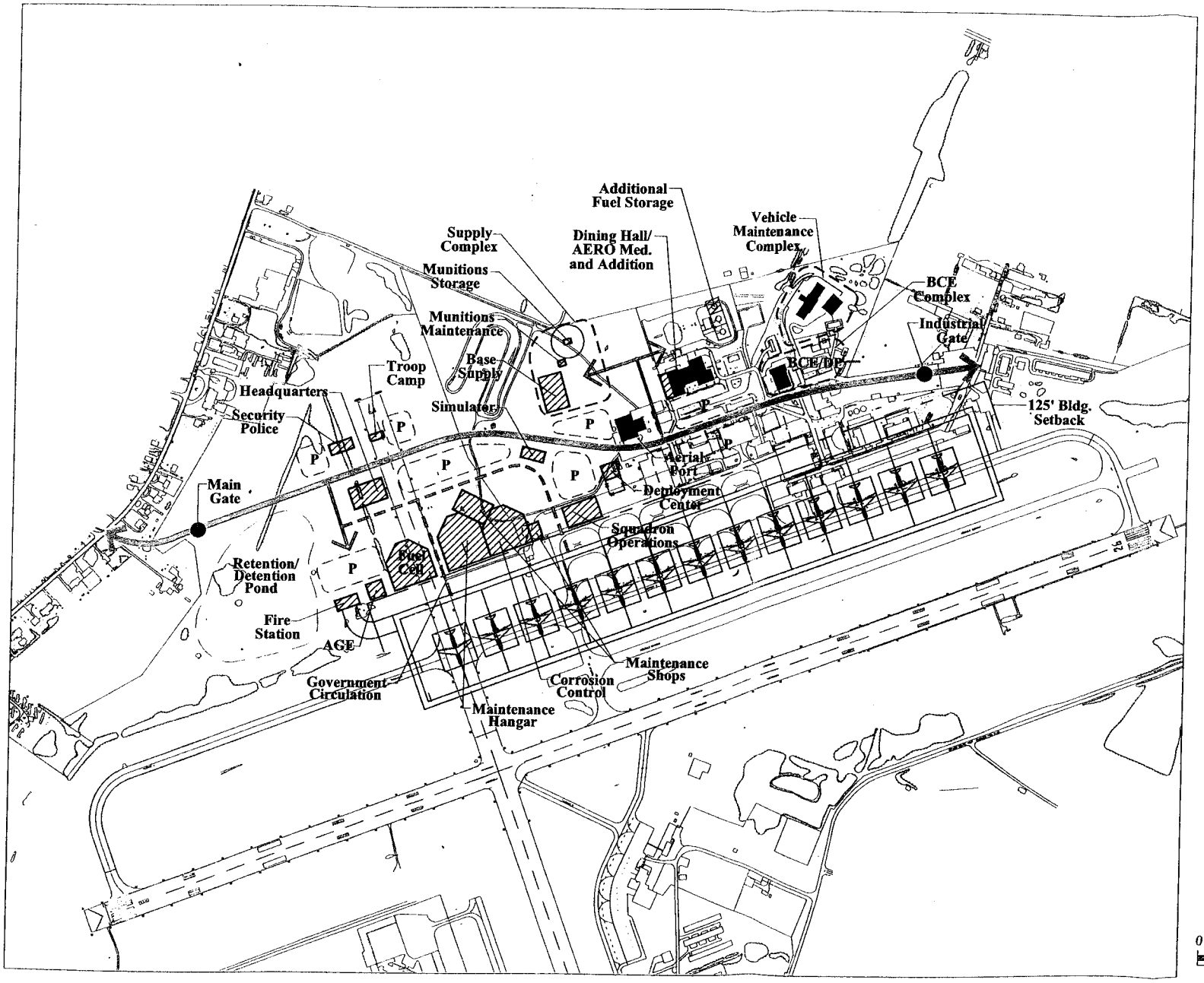
GRAPHIC SCALE IN FEET

Exhibit A.2m

ALTERNATIVE TWO

West Virginia Air National Guard

Martinsburg, West Virginia



LEGEND

- *EXISTING FACILITIES*
- *PROPOSED FACILITIES*

continuous cross-installation access road would provide direct access to most facilities.

North of the cross-installation road, mission support and industrial operations would be focused. An industrial core would be developed on the northeastern corner of the installation in the vicinity of the existing POL and vehicle maintenance complex. A new supply complex would be developed west of the POL area on the northern boundary of the installation.

ALTERNATIVE 3

Exhibit A.3m illustrates conceptually Alternative 3. Alternative 3's aircraft parking ramp is a hybrid of parking spaces oriented in a fashion both parallel and perpendicular to the principal runway, 08/26. This allows for eight spaces to be pointed in a southwesterly direction that is ideal relative to prevailing wind patterns at Martinsburg ANG. This hybrid pattern also allows for the aircraft maintenance mall—the main hangar, shop area, and fuel cell and corrosion control docks—to be situated in a manner so that they are extremely close to the new aircraft parking ramp.

Alternative 3 uses a cross-installation access road similar to Alternative 2, though the more-northerly access point onto U.S. 11 is used in this scenario. The future headquarters of the 167th AW, the simulator, base supply, and security policy/military police functions would all be located in close proximity to the new main gate to the installation.

Most industrial functions would be focused on the northeast corner of the installation under this alternative.

ALTERNATIVE 4

Exhibit A.4m illustrates conceptually the recommendations of Alternative 4. Under this alternative, the aircraft parking ramp would be oriented in a "two-by-two" pattern with the C-5 aircraft oriented into the prevailing wind pattern at the installation. As with Alternatives 1 and 2, future flight line development under Alternative 4 would be located to the southwest of the present flight line. The new aircraft maintenance mall would be situated on the present site of the running track and runway 17/35.

Command and support functions would be focused near the new main gate located on the south side of the installation. Facilities oriented to the public—the credit union/base exchange, and simulator—would be site so that visitor would not need to venture into the core of the installation further to the north.

A cross-installation access road would provide direct access to most facilities within the installation. This road would also serve as division between facilities designed to house mission function on the south side of the road, and industrial and support functions located to the north.

ALTERNATIVE 5

Alternative 5 is essentially a variation of Alternative 4. Exhibit A.5m illustrates conceptually this alternative. As with Alternative 4, aircraft parking in this scenario would be laid-out in a two-by-two pattern parallel to runway 08/26. The aircraft maintenance mall would remain in the same location indicated in Alternative 4.

Alternative 5 investigates the option of locating the base civil engineering complex on the northeast corner of the installation. Also in this alternative, the headquarters facility and other command and support functions are situated further to the east of the main gate area.

ALTERNATIVE 6

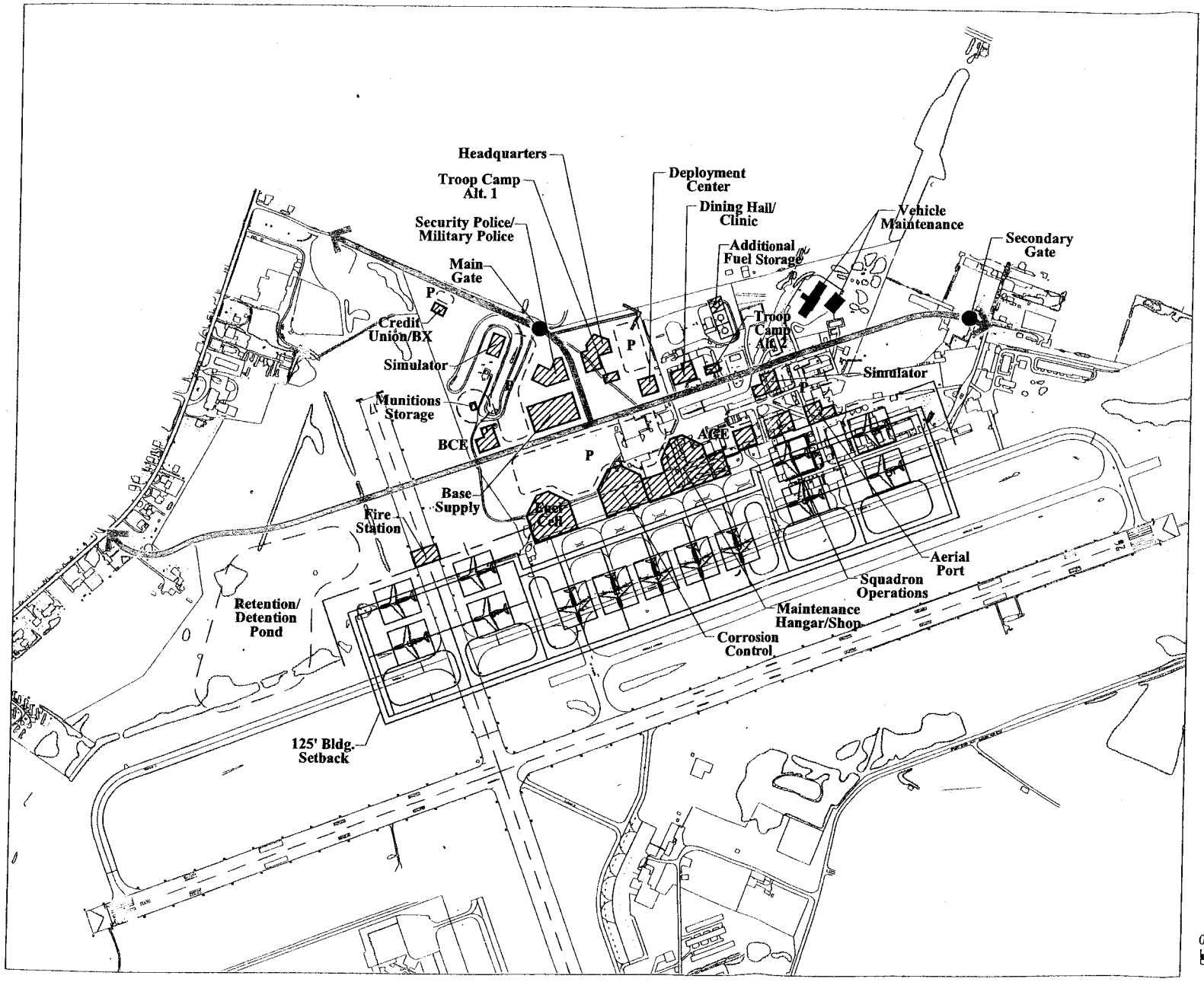
Alternative 6 assumes that the crosswind runway, runway 17/35, would remain open to serve general aviation traffic at EWVRA. Alternative 6 is illustrated in Exhibit A.6m. As a result, the 167th AW's operations would be split between a western support campus housing mission support activities such as the headquarters, security police, flight simulator, fire station, and control tower; and an eastern campus housing aircraft maintenance and operations, and industrial activities. Aircraft operations and maintenance functions would be focused on a new flightline area near the intersection of runways 08/26 and 17/35. The two campuses would be linked by a cross-installation roadway that would bend northward and around the runway 17/35 clearzone.

Exhibit A.3m

ALTERNATIVE THREE

West Virginia Air National Guard

Martinsburg, West Virginia



LEGEND

EXISTING FACILITIES

PROPOSED FACILITIES

0 600 1200

GRAPHIC SCALE IN FEET

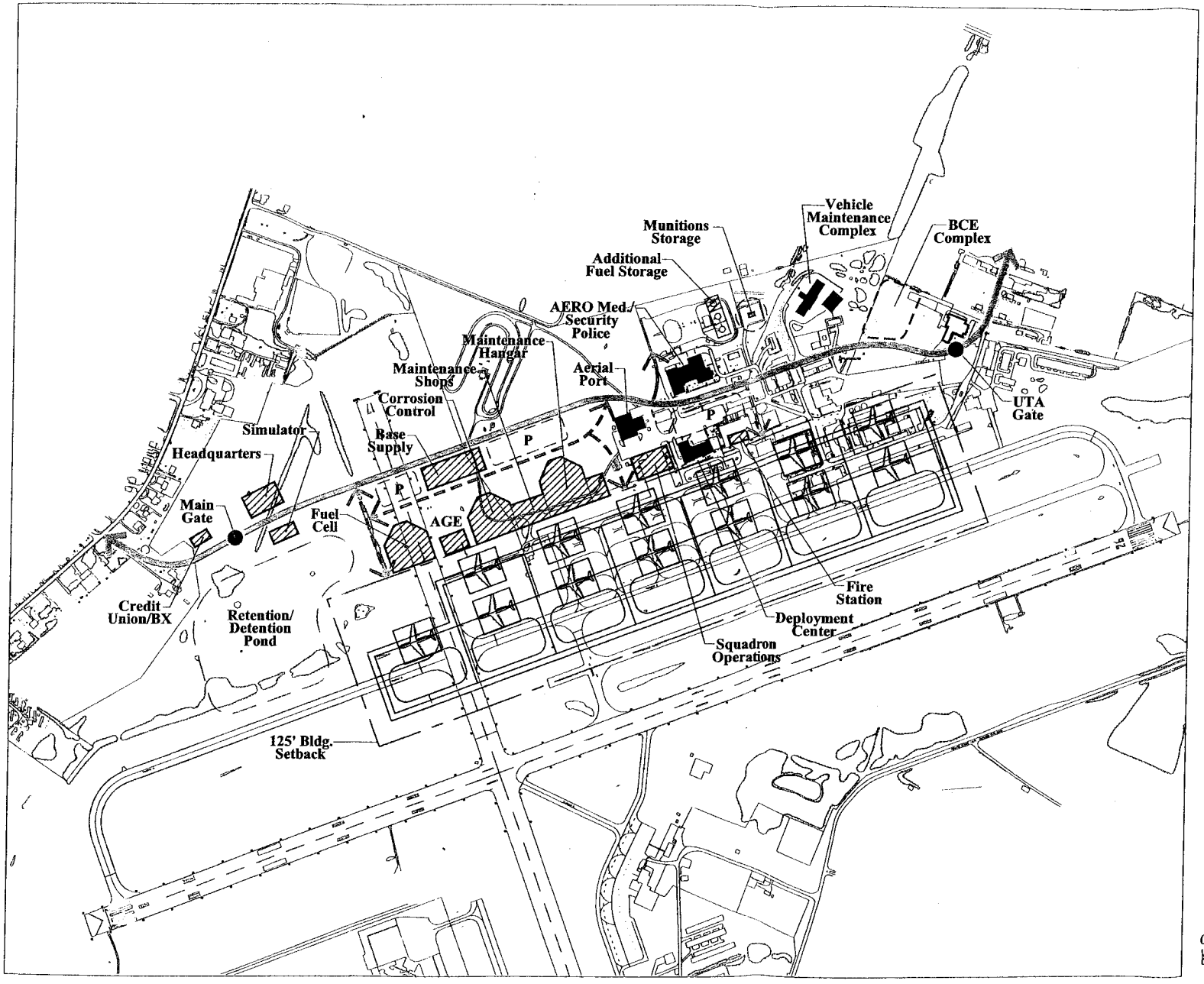


Exhibit A.4m

ALTERNATIVE FOUR

West Virginia Air National Guard

Martinsburg, West Virginia

LEGEND

EXISTING FACILITIES

PROPOSED FACILITIES

0 600 1200

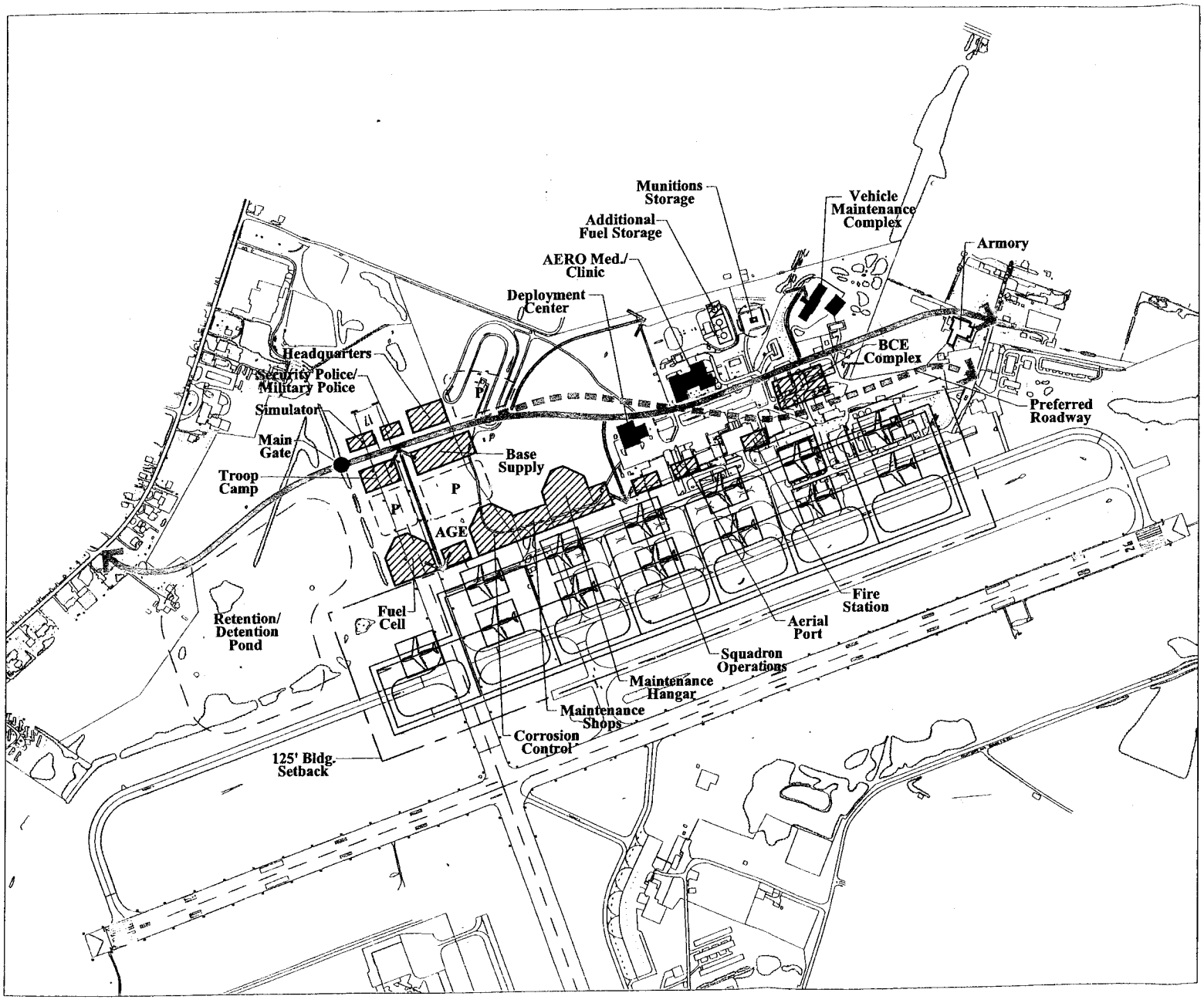
GRAPHIC SCALE IN FEET

Exhibit A.5m

ALTERNATIVE FIVE

West Virginia Air National Guard

Martinsburg, West Virginia



LEGEND

EXISTING FACILITIES

PROPOSED FACILITIES

0 600 1200

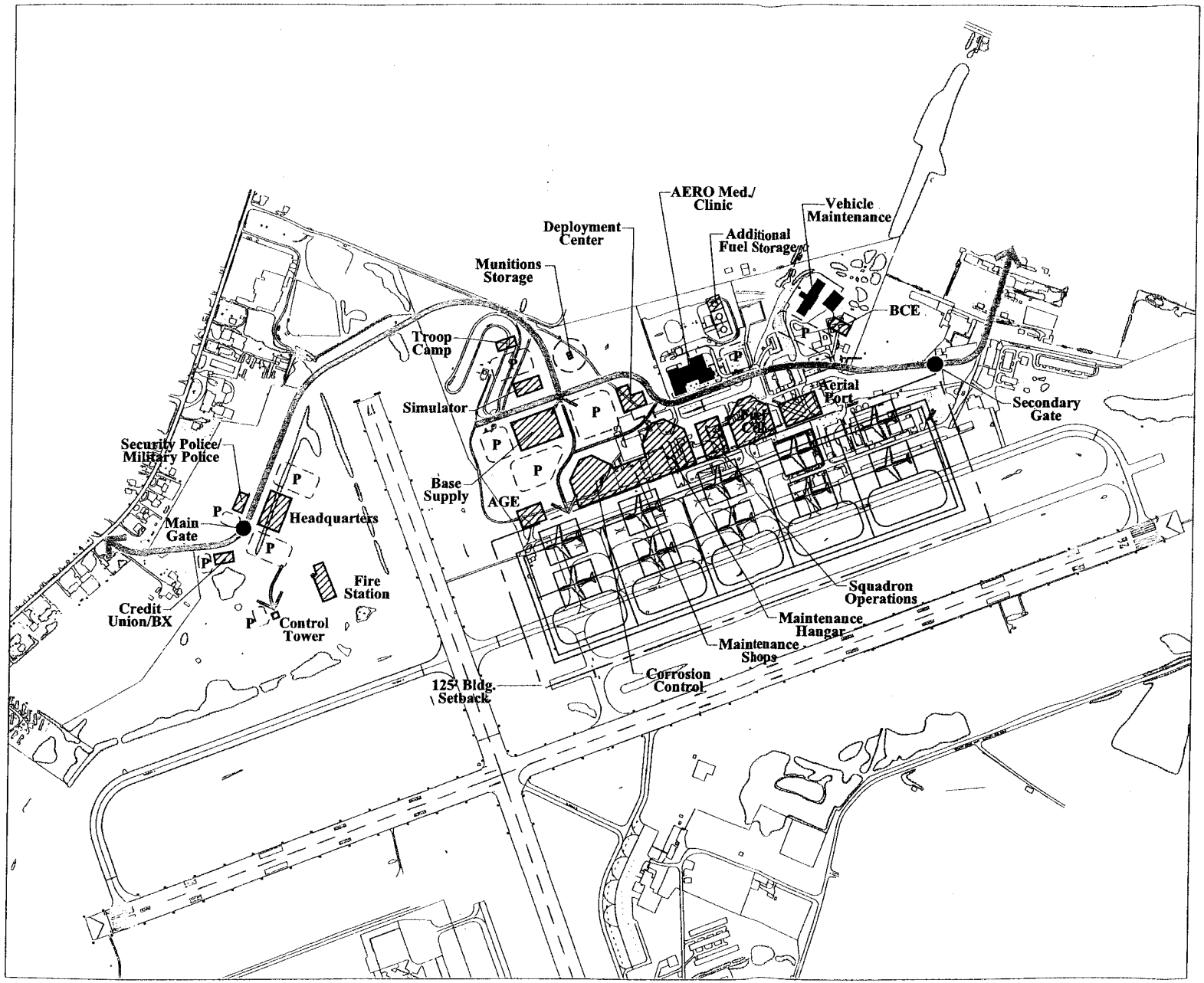
GRAPHIC SCALE IN FEET

Exhibit A.6m

ALTERNATIVE SIX

West Virginia Air National Guard

Martinsburg, West Virginia



LEGEND

EXISTING FACILITIES

PROPOSED FACILITIES

0 600 1200

GRAPHIC SCALE IN FEET

Under this conceptual alternative, 13 C-5 aircraft would be parked in a single-rowed aircraft parking ramp. The ramp would extend from the primary surface and height clearances of runway 17/35 northeast and end at a point near the northeastern end of runway 08/26. Unlike the other alternatives examined, Alternative 6 would require the acquisition of non-EWVRA property in the vicinity of Kelleys Island Road near the existing main gate to Martinsburg ANG. While some EWVRA property would need to be acquired to support the development of the western support campus, the volume of land necessary is not as great as that required in Alternatives 1 through 5.

ALTERNATIVE EVALUATION CRITERION

Exhibit A.7t provides a summary of criterion used to evaluate each of the six conceptual alternatives presented the Command Staff of the 167th AW and ANG Readiness Center personnel.

Exhibit A.7t. *Alternative Evaluation Criterion*

	Positive	Negative
Alternative 1	▪ Four parking spaces oriented ideally to prevailing wind direction. ▪ Retains most facilities relative to other alternatives.	▪ L-shaped ramp configuration precludes future development to southwest. ▪ Awkward circulation pattern at secondary gate. ▪ Flight line includes non-aircraft maintenance and operations functions.
Alternative 2	▪ Cross-installation access road provides seamless access across the installation. ▪ Well-defined industrial area on northeast corner of installation.	▪ Southeast corner of installation underutilized. ▪ Distance between flight line and supply complex and aerial port very large. ▪ Aircraft parking orientation not ideal relative to prevailing wind pattern.
Alternative 3	▪ Compact aircraft parking ramp orientation. ▪ Flight line reserved for appropriate aircraft maintenance/operations functions.	▪ Northward access point to U.S. 11 not ideal. ▪ Base supply on opposite side of cross-installation access road. ▪ Industrial operations located near command and support functions on north side of installation/new main gate area.
Alternative 4	▪ Parking orientation ideal relative to prevailing wind pattern. ▪ Base supply complex ideally located. ▪ Public areas separated from core installation. ▪ Ideal location for access to U.S. 11.	▪ May require acquisition of West Virginia Army Guard armory land. ▪ Aerial port located too far from flight line.
Alternative 5	▪ Parking orientation ideal relative to prevailing wind pattern. ▪ Base supply location ideal relative to front gate and flight line.	▪ Deployment center not ideally located. ▪ North flight line not reserved for aircraft maintenance/operations functions.
Alternative 6	▪ Crosswind runway 17/35 remains intact to support general aviation traffic of EWVRA. ▪ Nine existing facilities re-used under this alternative.	▪ 167th AW operations would be split between a western support campus and an eastern operations campus. ▪ Necessitates acquisition of non-EWVRA property east of existing installation boundary. ▪ Headquarters, security police, and security police functions isolated from main installation development area.

APPENDIX F

DISCUSSION OF NOISE AND ITS EFFECT ON THE ENVIRONMENT

C.1 NOISE

C.1.1 General

Noise, often defined as unwanted sound, is one of the most common environmental issues associated with aircraft operations. Of course, aircraft are not the only sources of noise in an urban or suburban surrounding, where interstate and local roadway traffic, rail, industrial, and neighborhood sources also intrude on the everyday quality of life. Nevertheless, aircraft are readily identifiable to those affected by their noise and are typically singled out for special attention and criticism. Consequently, aircraft noise problems often dominate analyses of environmental impacts.

Sound is a physical phenomenon consisting of minute vibrations which travel through a medium, such as air, and are sensed by the human ear. Whether that sound is interpreted as pleasant (for example, music) or unpleasant (for example, aircraft noise) depends largely on the listener's current activity, past experience, and attitude toward the source of that sound. It is often true that one person's music is another person's noise.

The measurement and human perception of sound involves two basic physical characteristics – intensity and frequency. Intensity is a measure of the acoustic energy of the sound vibrations and is expressed in terms of sound pressure. The higher the sound pressure, the more energy carried by the sound and the louder the perception of that sound. The second important physical characteristic is sound frequency which is the number of times per second the air vibrates or oscillates. Low-frequency sounds are characterized as rumbles or roars, while high-frequency sounds are typified by sirens or screeches.

The loudest sounds which can be detected comfortably by the human ear have intensities which are 1,000,000,000,000 times larger than those of sounds which can just be detected. Because of this vast range, any attempt to represent the intensity of sound using a linear scale becomes very unwieldy. As a result, a logarithmic unit known as the decibel (abbreviated dB) is used to represent the intensity of a sound. Such a representation is called a sound level.

A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above about 120 dB begin to be felt inside the human ear as discomfort and eventually pain at still higher levels.

Because of the logarithmic nature of the decibel unit, sound levels cannot be added or subtracted directly and are somewhat cumbersome to handle mathematically. However, some simple rules of thumb are useful in dealing with sound levels. First, if a sound's intensity is

doubled, the sound level increases by 3 dB, regardless of the initial sound level. Thus, for example:

60 dB + 60 dB = 63 dB, and
80 dB + 80 dB = 83 dB.

The total sound level produced by two sounds of different levels is usually only slightly more than the higher of the two. For example:

60.0 dB + 70.0 dB = 70.4 dB.

Because the addition of sound levels behaves differently than that of ordinary numbers, such addition is often referred to as "decibel addition" or "energy addition". The latter term arises from the fact that what we are really doing when we add decibel values is first converting each decibel value to its corresponding acoustic energy, then adding the energies using the normal rules of addition, and finally converting the total energy back to its decibel equivalent.

An important facet of decibel addition arises later when the concept of time-average sound levels is introduced to explain Day-Night Average Sound Level. Because of the logarithmic units, the time-average sound level is dominated by the louder levels which occur during the averaging period. As a simple example, consider a sound level which is 100 dB and lasts for 30 seconds, followed by a sound level of 50 dB which also lasts for 30 seconds. The time-average sound level over the total 60-second period is 97 dB, not 75 dB.

The minimum change in the sound level of individual events which an average human ear can detect is about 3 dB. A change in sound level of about 10 dB is usually perceived by the average person as a doubling (or halving) of the sound's loudness, and this relation holds true for loud sounds and for quieter sounds. A decrease in sound level of 10 dB actually represents a 90 percent decrease in sound intensity but only a 50 percent decrease in perceived loudness because of the nonlinear response of the human ear (similar to most human senses).

Sound frequency is measured in terms of cycles per second (cps), or hertz (Hz), which is the preferred scientific unit for cps. The normal human ear can detect sounds which range in frequency from about 20 Hz to about 15,000 Hz. All sounds in this wide range of frequencies, however, are not heard equally well by the human ear, which is most sensitive to frequencies in the 1000 to 4000 Hz range. In measuring community noise, this frequency dependence is taken into account by adjusting the very high and very low frequencies to approximate the human ear's lower sensitivity to those frequencies. This is called "A-weighting" and is commonly used in measurements of community environmental noise.

Sound levels measured using A-weighting are most properly called A-weighted sound levels while sound levels measured without any frequency weighting are most properly called sound levels. However, since most environmental impact analysis documents deal only with A-weighted sound levels, the adjective "A-weighted" is often omitted, and A-weighted sound levels are referred to simply as sound levels. In some instances, the author will indicate that the levels have been A-weighted by using the abbreviation dBA or dB(A), rather than the abbreviation dB, for decibel. As long as the use of A-weighting is understood to be used, there is no difference implied by the terms "sound level" and "A-weighted sound level" or by the units dB, dBA, and dB(A).

In this document all sound levels are A-weighted sound levels and the adjective "A-weighted" has been omitted.

Sound levels do not represent instantaneous measurements but rather averages over short periods of time. Two measurement time periods are most common – one second and one-eighth of a second. A measured sound level averaged over one second is called a slow response sound level; one averaged over one-eighth of a second is called a fast response sound level. Most environmental noise studies use slow response measurements, and the adjective "slow response" is usually omitted. It is easy to understand why the proper descriptor "slow response A-weighted sound level" is usually shortened to "sound level" in environmental impact analysis documents.

C.1.2 Noise Metrics

A "metric" is defined as something "of, involving, or used in measurement." As used in environmental noise analyses, a metric refers to the unit or quantity which quantitatively measures the effect of noise on the environment. Noise studies have typically involved a confusing proliferation of noise metrics as individual researchers have attempted to understand and represent the effects of noise. As a result, past literature describing environmental noise or environmental noise abatement has included many different metrics.

Recently, however, various federal agencies involved in environmental noise mitigation have agreed on common metrics for environmental impact analysis documents, and both the Department of Defense and the Federal Aviation Administration have specified those which should be used for federal aviation noise assessments. These metrics are as follows.

C.1.2.1 Maximum Sound Level

The highest A-weighted sound level measured during a single event in which the sound level changes value as time goes on (e.g., an aircraft overflight) is called the maximum A-weighted sound level or maximum sound level, for short. It is usually abbreviated by ALM, L_{max} or L_{Amax} .

The maximum sound levels of typical events are shown in Figure C-1. The maximum sound level is important in judging the interference caused by a noise event with conversation, TV or radio listening, sleep, or other common activities.

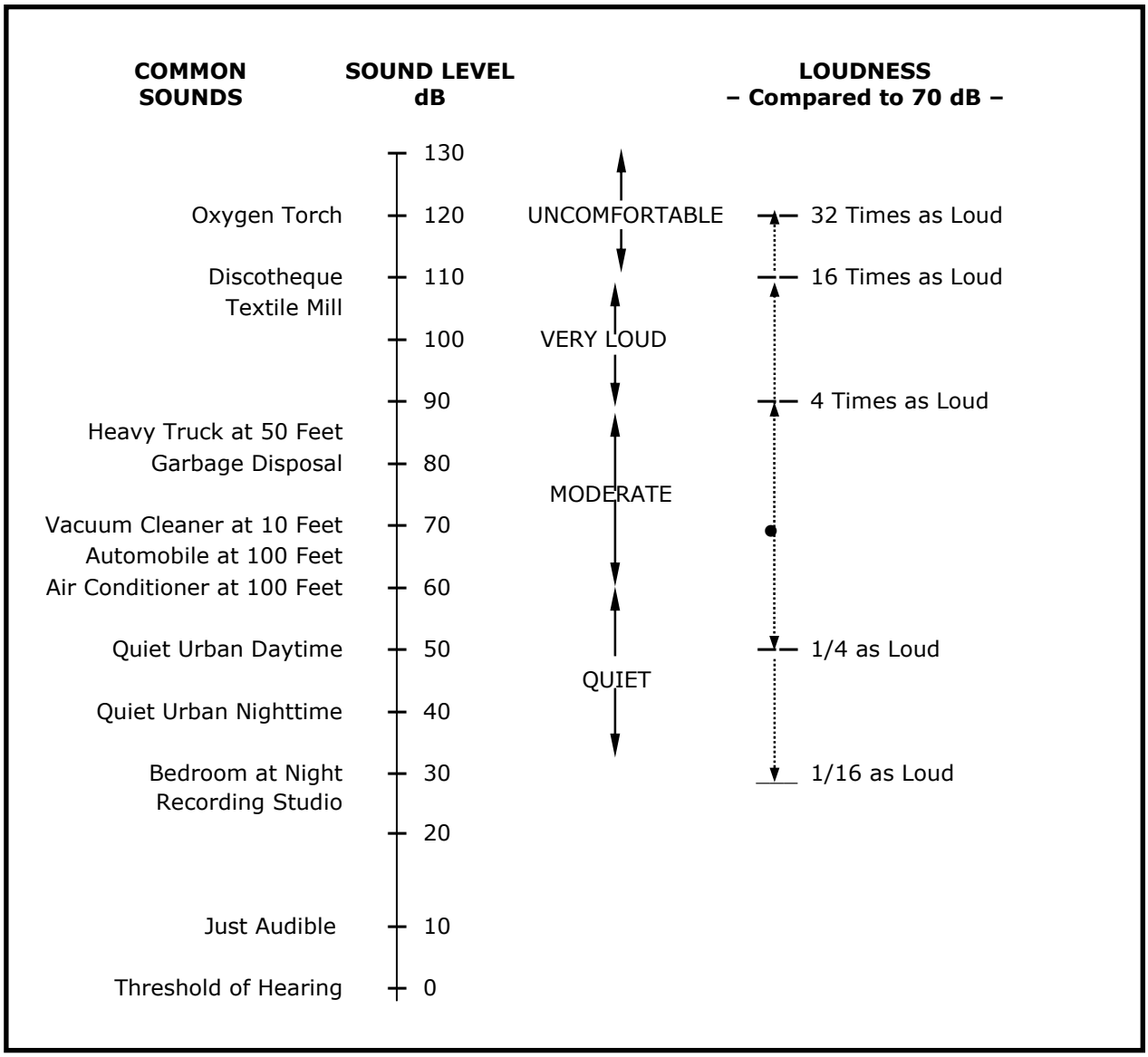
C.1.2.2 Sound Exposure Level

Individual time-varying noise events have two main characteristics – a sound level which changes throughout the event and a period of time during which the event is heard. Although the maximum sound level, described above, provides some measure of the intrusiveness of the event, it alone does not completely describe the total event. The period of time during which the sound is heard is also significant. The Sound Exposure Level (abbreviated SEL or L_{AE}) combines both of these characteristics into a single metric.

Sound Exposure Level is a logarithmic measure of the total acoustic energy transmitted to the listener during the event. Mathematically, it represents the sound level of the constant sound that would, in one second, generate the same acoustic energy as did the actual time-varying noise event. Since aircraft overflights usually last longer than one second, the Sound Exposure Level of an overflight is usually greater than the maximum sound level of the overflight.

Note that sound exposure level is a composite metric which represents both the intensity of a sound and its duration. It does not directly represent the sound level heard at any given time, but rather provides a measure of the net impact of the entire acoustic event. It has been well established in the scientific community that Sound Exposure Level measures this impact much more reliably than just the maximum sound level.

Because the Sound Exposure Level and the maximum sound level are both A-weighted sound levels expressed in decibels, there is sometimes confusion between the two, so the specific metric used should be clearly stated.



Source: *Handbook of Noise Control*, C.M. Harris, Editor, McGraw-Hill Book Co., 1979, and Ref. A5.

Figure C-1. Typical A-Weighted Sound Levels of Common Sounds.

C.1.2.3 Day-Night Average Sound Level

Time-average sound levels are measurements of sound levels which are averaged over a specified length of time. These levels provide a measure of the average sound energy during the measurement period.

For the evaluation of community noise effects, and particularly aircraft noise effects, the Day-Night Average Sound Level (abbreviated DNL or L_{dn}) is used. Day-Night Average Sound Level averages aircraft sound levels at a location over a complete 24-hour period, with a 10-

decibel adjustment added to those noise events which take place between 10:00 p.m. and 7:00 a.m. (local time) the following morning. This 10-decibel "penalty" represents the added intrusiveness of sounds which occur during normal sleeping hours, both because of the increased sensitivity to noise during those hours and because ambient sound levels during nighttime are typically about 10 dB lower than during daytime hours.

Ignoring the 10-decibel nighttime adjustment for the moment, Day-Night Average Sound Level may be thought of as the continuous A-weighted Sound Level which would be present if all of the variations in sound level which occur over a 24-hour period were smoothed out so as to contain the same total sound energy.

Day-Night Average Sound Level provides a single measure of overall noise impact, but does not provide specific information on the number of noise events or the individual sound levels which occur during the day. For example, a Day-Night Average Sound Level of 65 dB could result from a very few noisy events, or a large number of quieter events.

As noted earlier for Sound Exposure Level, Day-Night Average Sound Level does not represent the sound level heard at any particular time, but rather represents the total sound exposure. Scientific studies and social surveys which have been conducted to appraise community annoyance to all types of environmental noise have found the Day-Night Average Sound Level to be the best measure of that annoyance. Its use is endorsed by the scientific community (References A1 through A5).

There is, in fact, a remarkable consistency in the results of attitudinal surveys about aircraft noise conducted in different countries to find the percentages of groups of people who express various degrees of annoyance when exposed to different levels of Day-Night Average Sound Level. This is illustrated in Figure C-2, which summarizes the results of a large number of social surveys relating community responses to various types of noises, measured in Day-Night Average Sound Level.

Reference A6, from which Figure C-2 was taken, was published in 1978. A more recent study has reaffirmed this relationship (Reference A7). In general, correlation coefficients of 0.85 to 0.95 are found between the percentages of <u>groups</u> of people highly annoyed and the level of average noise exposure. The correlation coefficients for the annoyance of <u>individuals</u> are relatively low, however, on the order of 0.5 or less. This is not surprising, considering the varying personal factors which influence the manner in which individuals react to noise. Nevertheless, findings substantiate that community annoyance to aircraft noise is represented quite reliably using Day-Night Average Sound Level.

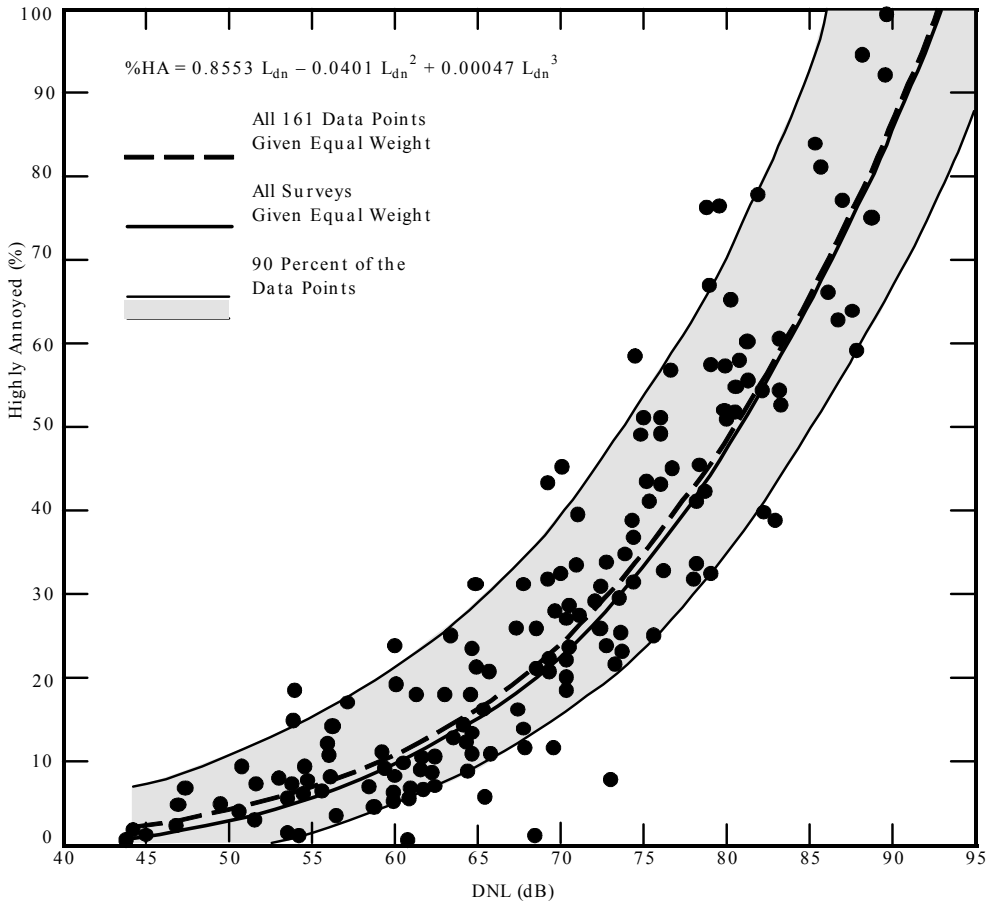


Figure C-2. Community Surveys of Noise Annoyance (Schulz, 1978)

This relation between community annoyance and time-average sound level has been confirmed, even for infrequent aircraft noise events. Reference A8 reported the reactions of individuals in a community to daily helicopter overflights, ranging from one to 32 per day. The stated reactions to infrequent helicopter overflights correlated quite well with the daily time-average sound levels over this range of numbers of daily noise events.

The use of Day-Night Average Sound Level has been criticized recently as not accurately representing community annoyance and land-use compatibility with aircraft noise. Much of that criticism stems from a lack of understanding of the basis for the measurement or calculation of L_{dn} . One frequent criticism is based on the inherent feeling that people react more to single noise events and not as much to "meaningless" time-average sound levels.

In fact, a time-average noise metric, such as L_{dn} , takes into account both the noise levels of all individual events which occur during a 24-hour period and the number of times those

events occur. As described briefly above, the logarithmic nature of the decibel unit causes the noise levels of the loudest events to control the 24-hour average.

As a simple example of this characteristic, consider a case in which only one aircraft overflight occurs in daytime during a 24-hour period, creating a sound level of 100 dB for 30 seconds. During the remaining 23 hours, 59 minutes, and 30 seconds of the day, the ambient sound level is 50 dB. The Day-Night Average Sound Level for this 24-hour period is 65.5 dB. Assume, as a second example, that ten such 30-second overflights occur in daytime hours during the next 24-hour period, with the same ambient sound level of 50 dB during the remaining 23 hours and 55 minutes of the day. The Day-Night Average Sound Level for this 24-hour period is 75.4 dB. Clearly, the averaging of noise over a 24-hour period does not ignore the louder single events and tends to emphasize both the sound levels and number of those events. This is the basic concept of a time-average sound metric, and specifically the Day-Night Average Sound Level.

C.1.2.4 Onset-Rate Adjusted Day-Night Average Sound Level

Aircraft operations along low-altitude Military Training Routes (MTRs) and in Military Operating Areas (MOAs) and Restricted Areas/Ranges generate a noise environment different from other community noise environments. Overflights can be highly sporadic, ranging from many (e.g., ten per hour) to few (less than one per week). This situation differs from most community noise environments in which noise tends to be continuous or patterned.

Individual military overflight events also differ from typical community noise events, because of the low-altitude and high-airspeed characteristics of military aircraft. These characteristics result in aircraft that exhibit a rate of increase in sound level (onset rate) of up to 30 dB per second. The Day-Night Average Sound Level metric is adjusted to account for the "surprise" effect of the onset rate of aircraft noise on humans with an adjustment ranging up to 11 dB added to the normal Sound Exposure Level (Reference A9). Onset rates between 15 to 150 dB per second require an adjustment of from 0 to 11 dB, while onset rates below 15 dB per second require no adjustment. The adjusted Day-Night Average Sound Level is designated as Onset-Rate Adjusted Day-Night Average Sound Level (abbreviated L_{dnr}). Because of the sporadic occurrences of aircraft overflights along MTRs, in MOAs and Restricted Areas/Ranges, the number of average daily operations is determined from the calendar month with the highest number of operations in each area. This monthly average is denoted L_{dnmr}.

C.2 NOISE EFFECTS

C.2.1 Hearing Loss

Noise-induced hearing loss is probably the best defined of the potential effects of human exposure to excessive noise. Federal workplace standards for protection from hearing loss allow a time-average level of 90 dB over an 8-hour work period, or 85 dB averaged over a 16-hour period. Even the most protective criterion (no measurable hearing loss for the most sensitive portion of the population at the ear's most sensitive frequency, 4000 Hz, after a 40-year exposure) suggests a time-average sound level of 70 dB over a 24-hour period. Since it is unlikely that airport neighbors will remain outside their homes 24 hours per day for extended periods of time, there is little possibility of hearing loss below a Day-Night Average Sound Level of 75 dB, and this level is extremely conservative.

C.2.2 Nonauditory Health Effects

Nonauditory health effects of long-term noise exposure, where noise may act as a risk factor, have never been found to occur at levels below those protective against noise-induced hearing loss, described above. Most studies attempting to clarify such health effects have found that noise exposure levels established for hearing protection will also protect against any potential nonauditory health effects, at least in workplace conditions. The best scientific summary of these findings is contained in the lead paper at the National Institutes of Health Conference on Noise and Hearing Loss, held on 22–24 January 1990 in Washington, D.C.:

> "The nonauditory effects of chronic noise exposure, when noise is suspected to act as one of the risk factors in the development of hypertension, cardiovascular disease, and other nervous disorders, have never been proven to occur as chronic manifestations at levels below these criteria (an average of 75 dBA for complete protection against hearing loss for an eight-hour day). At the 1988 International Congress on Noise as a Public Health Problem, most studies attempting to clarify such health effects did not find them at levels below the criteria protective of noise-induced hearing loss, and even above these criteria, results regarding such health effects were ambiguous. Consequently, one comes to the conclusion that establishing and enforcing exposure levels protecting against noise-induced hearing loss would not only solve the noise-induced hearing loss problem but also any potential nonauditory health effects in the work place." (Reference A10; parenthetical wording added for clarification.)

Although these findings were directed specifically at noise effects in the work place, they are equally applicable to aircraft noise effects in the community environment. Research studies regarding the nonauditory health effects of aircraft noise are ambiguous, at best, and often

contradictory. Yet, even those studies which purport to find such health effects use time-average noise levels of 75 dB and higher for their research.

For example, in an often-quoted paper, two UCLA researchers apparently found a relation between aircraft noise levels under the approach path to Los Angeles International Airport (LAX) and increased mortality rates among the exposed residents by using an average noise exposure level greater than 75 dB for the "noise-exposed" population (Reference A11). Nevertheless, three other UCLA professors analyzed those same data and found no relation between noise exposure and mortality rates (Reference A12).

As a second example, two other UCLA researchers used this same population near LAX to show a higher rate of birth defects in 1970–1972 when compared with a control group residing away from the airport (Reference A13). Based on this report, a separate group at the U.S. Centers for Disease Control performed a more thorough study of populations near Atlanta's Hartsfield International Airport (ATL) for 1970–1972 and found no relation in their study of 17 identified categories of birth defects to aircraft noise levels above 65 dB (Reference A14).

In summary, there is no scientific basis for a claim that potential health effects exist for aircraft time-average sound levels below 75 dB.

C.2.3 Annoyance

The primary effect of aircraft noise on exposed communities is one of annoyance. Noise annoyance is defined by the U.S. Environmental Protection Agency as any negative subjective reaction on the part of an individual or group (Reference A3). As noted in the discussion of Day-Night Average Sound Level above, community annoyance is best measured by that metric.

It is often suggested that a lower Day-Night Average Sound Level, such as 60 or 55 dB, be adopted as the threshold of community noise annoyance for airport environmental analysis documents. While there is no technical reason why a lower level cannot be measured or calculated for comparison purposes, a Day-Night Average Sound Level of 65 dB:

1. provides a valid basis for comparing and assessing community noise effects,
2. represents a noise exposure level which is normally dominated by aircraft noise and not other community or nearby highway noise sources, and
3. reflects the FAA's threshold for grant-in-aid funding of airport noise mitigation projects.

The U.S. Department of Housing and Urban Development also established a Day-Night Average Sound Level standard of 65 dB for eligibility for federally guaranteed home loans.

For this environmental study, levels of Day-Night Average Sound Level equal to and greater than 65 dB were used for assessing community noise impact.

C.2.4 Speech Interference

Speech interference associated with aircraft noise is a primary cause of annoyance to individuals on the ground. The disruption of routine activities such as radio or television listening, telephone use, or family conversation gives rise to frustration and agravation. The quality of speech communication is also important in classrooms, offices, and industrial settings and can cause fatigue and vocal strain in those who attempt to communicate over the noise. Research has shown that "whenever intrusive noise exceeds approximately 60 dB indoors, there will be interference with speech communication" (Reference A5).

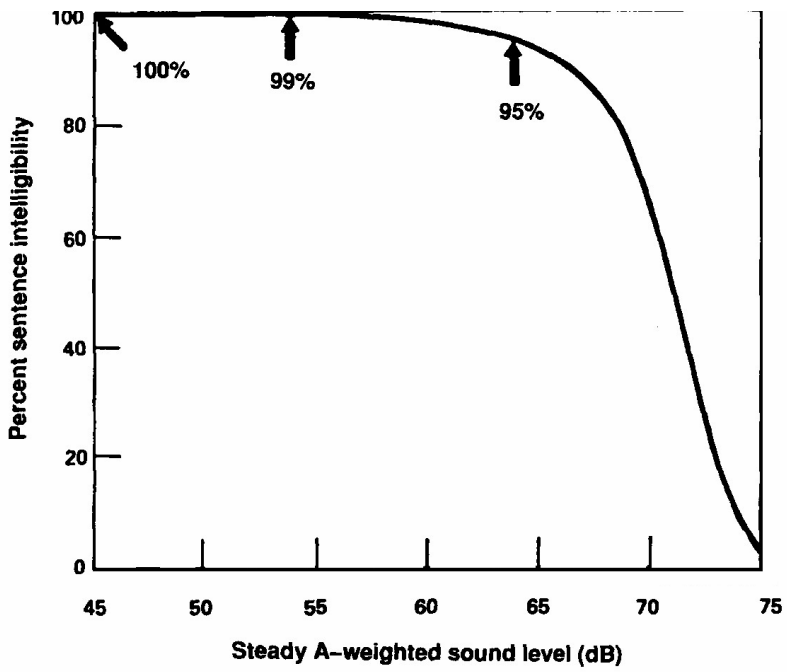


Figure C-3. Normal Voice Sentence Intelligibility as a Function of the Steady Background Sound Level in an Outdoor Situation (Reference A3)

Indoor speech interference, per Reference A3, can be expressed as a percentage of sentence intelligibility among two people speaking in relaxed conversation approximately 1 meter apart

in a typical* living room or bedroom. The percentage of sentence intelligibility is a non-linear function of the (steady) indoor background A-weighted sound level as shown in Figure C-3. Sentence intelligibility is greater than 99 percent for background levels below 54 dB and less than 10 percent for background levels above 73 dB. Note that the function is especially sensitive to changes in sound level between 65 dB and 75 dB. As an example of the sensitivity, a 1 dB increase in background sound level from 70 dB to 71 dB yields a 14 percent decrease in sentence intelligibility.

C.2.5 Sleep Disturbance

Sleep disturbance is another source of annoyance associated with aircraft noise. This is especially true because of the intermittent nature and content of aircraft noise, which is more disturbing than continuous noise of equal energy and neutral meaning.

Sleep disturbance can be measured in either of two ways. "Arousal" represents awakening from sleep, while a change in "sleep stage" represents a shift from one of four sleep stages to another stage of lighter sleep without awakening. In general, arousal requires a higher noise level than does a change in sleep stage.

In terms of average daily noise levels, some guidance is available to judge sleep disturbance. The U.S. Environmental Protection Agency identified an indoor DNL of 45 dB as necessary to protect against sleep interference (Reference A3). Assuming a conservative structural noise insulation of 20 dB for typical dwellings, 45 dB corresponds to an outdoor DNL of 65 dB as minimizing sleep interference.

In June 1997, the Federal Interagency Committee on Aviation Noise (FICAN) reviewed the sleep disturbance issue and presented a sleep disturbance dose-response prediction curve (Reference A15), which was based on data from field studies in References A16 through A19, as the recommended tool for analysis of potential sleep disturbance for residential areas. Figure C-4 shows this curve which, for an indoor Sound Exposure Level of 60 dB, predicts that a maximum of approximately 5 percent of the residential populaton exposed are expected to be behaviourally awakened. FICAN cautions that this curve should only be applied to long-term adult residents.

* "Typical" is defined as a room with about 300 sabins of sound absorption which, according to Reference A3, is representative of living rooms and bedrooms.

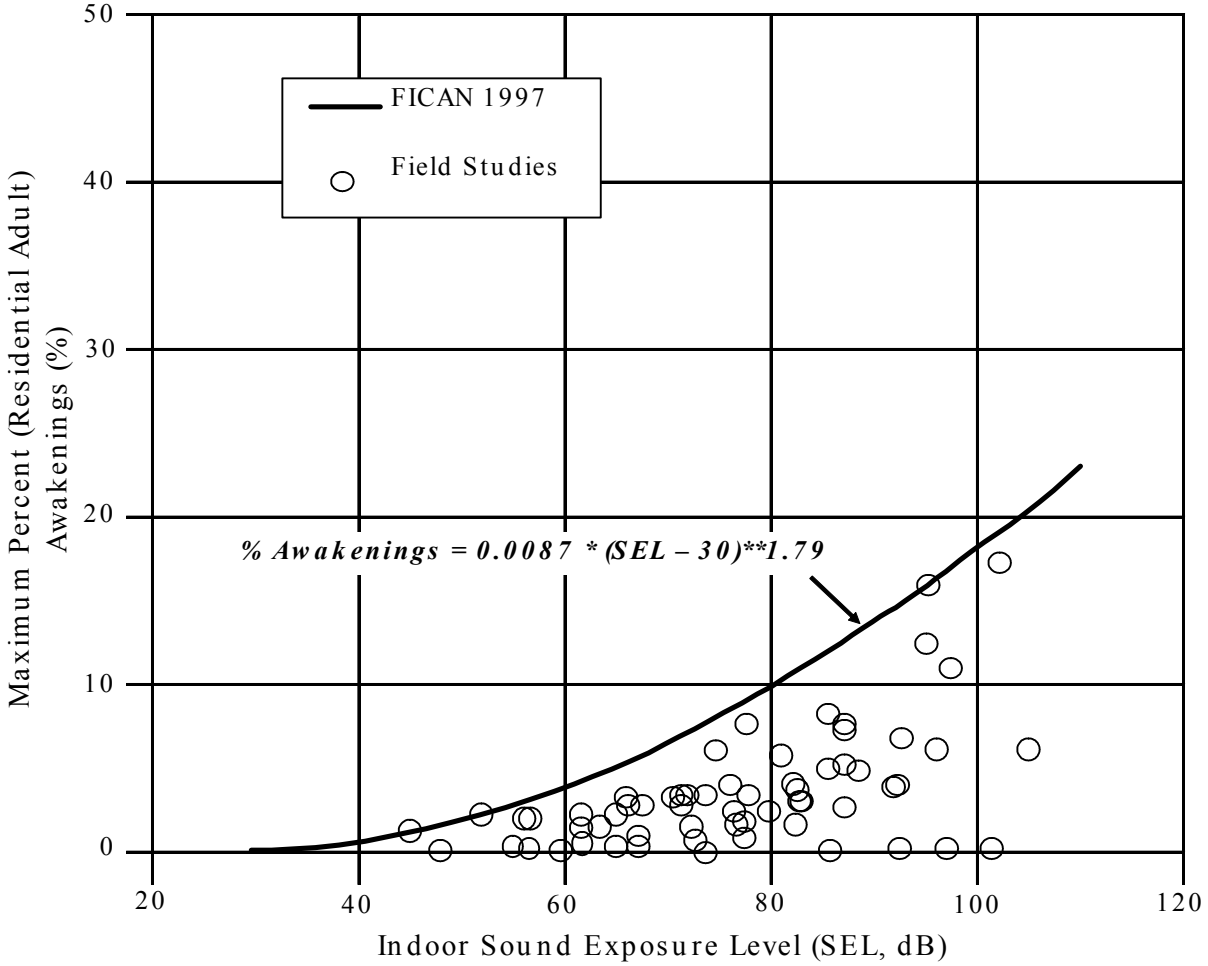


Figure C-4. Sleep-disturbance Dose-response Relationship

C.2.6 Noise Effects on Domestic Animals and Wildlife

Animal species differ greatly in their responses to noise. Each species has adapted, physically and behaviorally, to fill its ecological role in nature, and its hearing ability usually reflects that role. Animals rely on their hearing to avoid predators, obtain food, and communicate with and attract other members of their species. Aircraft noise may mask or interfere with these functions. Secondary effects may include nonauditory effects similar to those exhibited by humans – stress, hypertension, and other nervous disorders. Tertiary effects may include interference with mating and resultant population declines.

There are available many scientific studies regarding the effects of noise on wildlife and some anecdotal reports of wildlife "flight" due to noise. Few of these studies or reports include any reliable measures of the actual noise levels involved.

In the absence of definitive data on the effect of noise on animals, the Committee on Hearing, Bioacoustics, and Biomechanics of the National Research Council has proposed that protective noise criteria for animals be taken to be the same as for humans (Reference A16).

C.2.7 Effects on Noise-Induced Vibration Structures and Humans

The sound from an aircraft overflight travels from the exterior to the interior of the house in one of two ways: through the solid structural elements and directly through the air. Figure C-5 illustrates the sound transmission through a wall constructed with a brick exterior, stud framing, interior finish wall, and absorbent material in the cavity. The sound transmission starts with noise impinging on the wall exterior. Some of this sound energy will be reflected away and some will make the wall vibrate. The vibrating wall radiates sound into the airspace, which in turn sets the interior finish surface vibrating, with some energy lost in the airspace. This surface then radiates sound into the dwelling interior. As the figure shows, vibrational energy also bypasses the air cavity by traveling through the studs and edge connections.

Normally, the most sensitive components of a structure to airborne noise are the windows and, infrequently, the plastered walls and ceilings. An evaluation of the peak sound pressures impinging on the structure is normally sufficient to determine the possibility of damage. In general, at sound levels above 130 dB, there is the possibility of structural damage. While certain frequencies (such as 30 hertz for window breakage) may be of more concern than other frequencies, conservatively, only sounds lasting more than one second above a sound level of 130 dB are potentially damaging to structural components (Reference A20). In terms of average acceleration of wall or ceiling vibration, the thresholds for structural damage (Reference A21) are:

- 0.5 m/s/s – is the threshold of risk of damage to sensitive structures (i.e., ancient monuments, etc.),
- 1.0 m/s/s – is the threshold of risk of damage to normal dwellings (i.e., houses with plaster ceiling and walls).

Noise-induced structural vibration may also cause annoyance to dwelling occupants because of induced secondary vibrations, or "rattle", of objects within the dwelling – hanging pictures, dishes, plaques, and bric-a-brac. Loose window panes may also vibrate noticeably when exposed to high levels of airborne noise, causing homeowners to fear breakage.

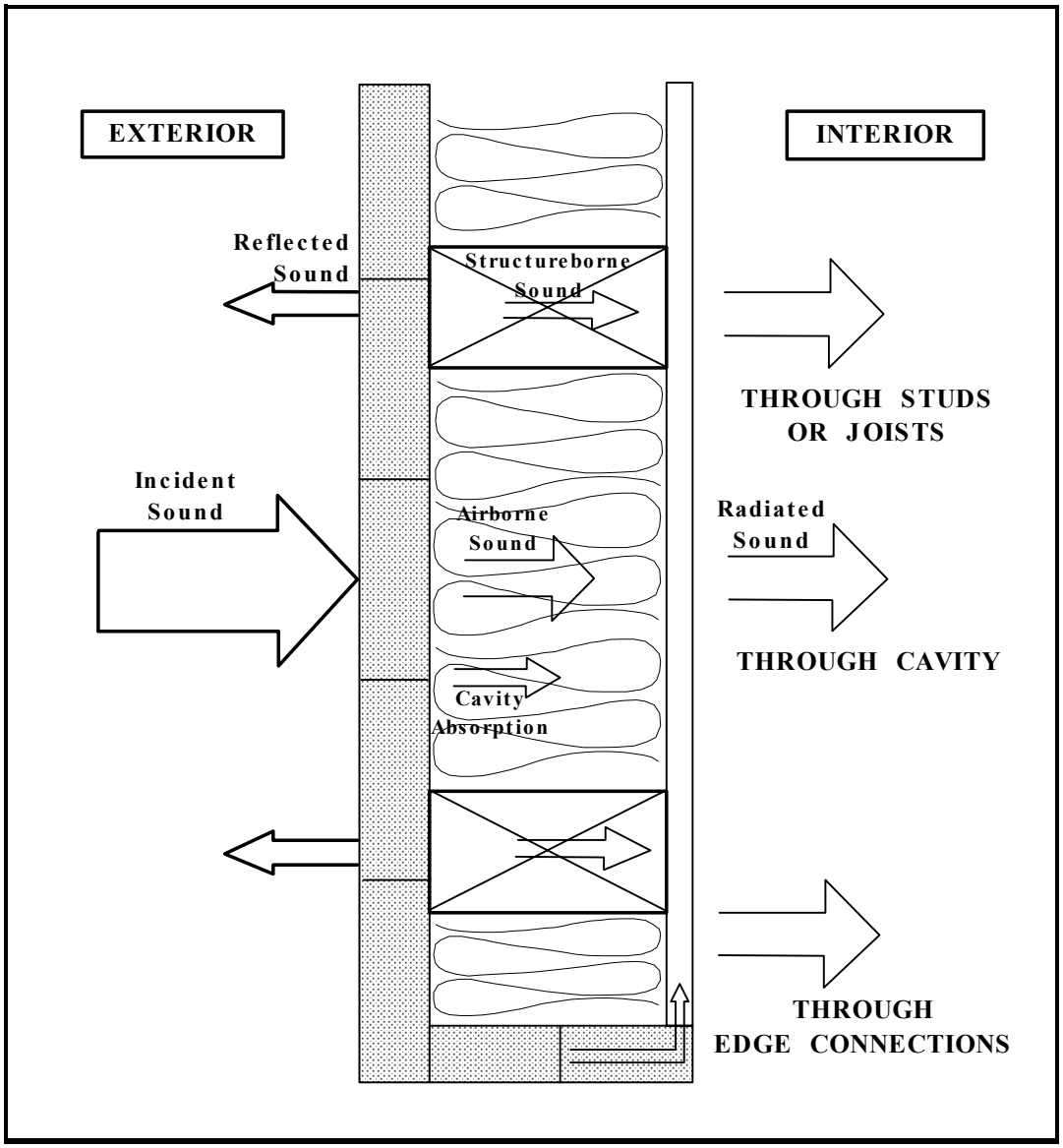


Figure C-5. Pictorial Representation of Sound Transmission Through Built Construction

In general, such noise-induced vibrations occur at sound levels above those considered normally compatible with residential land use. Thus assessments of noise exposure levels for compatible land use should also be protective of noise-induced secondary vibrations.

In the assessment of vibration on humans, the following factors determine if a person will perceive and possibly react to building vibrations:

1. Type of excitation: steady state, intermittent, or impulsive vibration,

2. Frequency of the excitation. ISO 2631-2 (Reference A21) recommends a frequency range of 1 to 80 Hz for the assessment of vibration on humans,
3. Orientation of the body with respect to the vibration,
4. The use of the occupied space (i.e., residential, workshop, hospital), and
5. Time of day.

Table C-1 lists the whole-body vibration criteria from Reference A21 for one-third octave frequency bands from 1 to 80 Hz.

Table C-1.

Vibration Criteria for the Evaluation of Human Exposure to Whole-Body Vibration

Frequency (Hz)	RMS Acceleration (m/s/s)		
	Combined Criteria Base Curve	Residential Night	Residential Day
1	0.0036	0.0050	0.0072
1.25	0.0036	0.0050	0.0072
1.6	0.0036	0.0050	0.0072
2	0.0036	0.0050	0.0072
2.5	0.0037	0.0052	0.0074
3.15	0.0039	0.0054	0.0077
4	0.0041	0.0057	0.0081
5	0.0043	0.0060	0.0086
6.3	0.0046	0.0064	0.0092
8	0.0050	0.0070	0.0100
10	0.0063	0.0088	0.0126
12.5	0.0078	0.0109	0.0156
16	0.0100	0.0140	0.0200
20	0.0125	0.0175	0.0250
25	0.0156	0.0218	0.0312
31.5	0.0197	0.0276	0.0394
40	0.0250	0.0350	0.0500
50	0.0313	0.0438	0.0626
63	0.0394	0.0552	0.0788
80	0.0500	0.0700	0.1000

Source: Reference A21.

C.2.8 Noise Effects on Terrain

It has been suggested that noise levels associated with low-flying aircraft may affect the terrain under the flight path by disturbing fragile soil or snow structures, especially in mountainous areas, causing landslides or avalanches. There are no known instances of such

effects, and it is considered improbable that such effects will result from routine, subsonic aircraft operations.

C.2.9 Noise Effects on Historical and Archaeological Sites

Because of the potential for increased fragility of structural components of historical buildings and other historical sites, aircraft noise may affect such sites more severely than newer, modern structures. Again, there are few scientific studies of such effects to provide guidance for their assessment.

One study involved the measurements of sound levels and structural vibration levels in a superbly restored plantation house, originally built in 1795, and now situated approximately 1,500 feet from the centerline at the departure end of Runway 19L at Washington Dulles International Airport (IAD). These measurements were made in connection with the proposed scheduled operation of the supersonic Concorde airplane at Dulles (Reference A22). There was special concern for the building's windows, since roughly half of the 324 panes were original. No instances of structural damage were found. Interestingly, despite the high levels of noise during Concorde takeoffs, the induced structural vibration levels were actually less than those induced by touring groups and vacuum cleaning.

As noted above for the noise effects of noise-induced vibrations of normal structures, assessments of noise exposure levels for normally compatible land uses should also be protective of historic and archaeological sites.

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APPENDIX G

CULTURAL RESOURCES RESEARCH REPORT

FINAL

Cultural Resources Research Report Addressing Building Remains at Eastern West Virginia Regional Airport, Martinsburg, West Virginia

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1.0 INTRODUCTION

In November, 2002, AMEC Earth & Environmental Inc. was requested by the Air National Guard Readiness Center to address cultural resources issues as part of the preparation of an Environmental Impact Statement (EIS) relative to proposed undertakings at the Eastern West Virginia Regional Airport, Martinsburg, West Virginia (WV). Of particular concern was resolution of ongoing debate on the eligibility status of two structures for listing to the National Register of Historic Places (NRHP). These two structures, known as Building 2, the Administration Building, and the Operations (Civil Aeronautics Authority [CAA]) Building, were previously investigated by H. C. Nutting Company under contract to Chapman Technical Group Ltd. H. C. Nutting prepared information relative to these structures, and requested concurrence from the WV Division of Culture and History with their assessment of the structures' NRHP status. Following several requests for additional information and a subsequent reversal of an initial ruling that the Administration Building was NRHP eligible, the WV Division of Culture and History provided an opinion that neither structure was eligible for listing to the NRHP (**Appendix A**). Continuing concern on several fronts, however, prompted one last look at the salient issues to ensure no further regulatory requirements were needed under Section 106 of the National Historic Preservation Act (NHPA) of 1966.

AMEC has thoroughly reviewed all background materials provided on this matter. These include excerpts from the Environmental Assessment prepared by Chapman Technical Groups, Ltd., various exchanges of correspondence between H. C. Nutting and the WV Division of Culture and History, digital photographs, and maps. Additionally, AMEC obtained relevant information via telephone interviews and conducted additional independent research on the structures. Telephone interviews included the following individuals: Mr. Jeff Bubar, Chapman Technical Group, Ltd.; Mr. Jim Byers, Federal Aviation Administration (FAA); Mr. Bill Walkup, Eastern WV Regional Airport Authority; Mr. Bart Rogers, Historian of Shepherd Field and member of the Experimental Aircraft Association; Ms. Dru Null, Advisory Council on Historic Preservation (ACHP); and Ms. Robin Fisher, Historian, WV Division of Culture and History. In addition, AMEC contacted Mr. Richard Atkinson, Manager of Yeager Airport in Charlestown, WV and Ms. Carolyn Strock, Manager of Wood County Airport/Walter L. Bill Hart Field in Parkersburg, WV to ascertain the presence of comparable early aviation structures at these facilities which might provide data towards developing a regional context within which to interpret the structures at Martinsburg. **Appendix B** contains records of the more informative telephone conversations.

Based on the review of background materials and additional investigation, AMEC concludes there has been adequate agency review and evaluation of the structures in question, and that neither of the two buildings is eligible for listing to the NRHP. The following sections provide the rationale for this conclusion.

2.0 NRHP Eligibility

Potentially, the two structures could have met NRHP eligibility requirements based on any of several criteria specified in 36 CFR Part 60.4. These include Criterion A, association with events that have made a significant contribution to the broad patterns of our history; Criterion B, associated with the lives of persons significant in our past; and Criterion C, referring to architecture that embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values. Criterion D encompasses other, more general factors of eligibility as they relate to the ability of the resource to contribute to an understanding of history or prehistory. Archaeological concerns are typically considered under Criterion D. In addition, however, it is important that the property retain some measure of its original integrity; that is, structures in a poor state of repair or that have been remodeled may not qualify for listing to the NRHP.

2.1 Building 2: The Administration Building

According to correspondence dated April 30, 2002 from Susan Pierce, Deputy State Historic Preservation Officer, WV Division of Culture and History, Building 2, the Administration Building, was initially considered eligible for listing to the NRHP. This determination was based on the presumption the building was built during the 1940s (as stated on the WV Historic Property Inventory Form prepared by H. C. Nutting), and the presumption it was associated with a dramatic expansion of the aviation industry in connection with World War II. Furthermore, the WV Division of Culture and History ruled the structure, though “a simply designed building”, was architecturally significant since it represented an “early part” of WV’s aviation history.

However, on May 6, 2002, H. C. Nutting Company provided the WV Division of Culture and History additional documentation in the form of photographs and correspondence stating the 1940s construction date for the building was in error, and in fact, the structure dated no earlier than 1957. Based on this documentation and a site visit by their staff, the WV Division of Culture and History reversed their opinion, and on May 7, 2002 changed their determination of NRHP eligibility to “not eligible” (**Appendix A**).

The change in determination was not due solely to the correction of the construction date, since structures that are less than fifty years of age can achieve NRHP eligibility based on criteria other than age, notably through association with a particular historical event or important personages. The change in opinion was rather predicated on the fact that the construction date post-dated the end of World War II by some twelve years, and therefore, could not have been associated with this event, an association that was critical in the original determination of eligibility. AMEC’s research has found no evidence this structure was important in any other, more recent events of national or local significance, including the Cold War. Therefore, the determination that the Administration Building is ineligible for listing to the NRHP under Criteria A and B, the association with important events or personages by the WV Division of Culture and History appears to be appropriate.

Correspondence from the WV Division of Culture and History stated the building was architecturally important due to its association with the “*early part*” of WV aviation history

(**Appendix A**). However, the late 1950s construction date of the building can no longer be considered “early”, considering aviation at this location had its roots in the 1920s.

Finally, a comment in the May 6, 2002, letter from H. C. Nutting to the WV Division of Culture and History, states "the Airport Authority believes that reuse of this building is not economically viable, taking into consideration its current state of disrepair”. While the building may retain some features of its original fabric, the structure does not appear to retain sufficient integrity to warrant eligibility status based on its architectural elements.

2.2 The Operations (CAA) Building

Often referred to in the documentation as “the ruins” or the “rubble pile”, the remnants of this small building have been determined ineligible for listing to the NRHP by the WV Division of Culture and History (correspondence dated April 26, 2002 and July 2, 2002-**Appendix A**). The building was originally used as the Operations Building for the Maryland Guard in the 1920s. Later, the building was used as the first office at Shepherd Field of the Civil Aeronautical Authority (CAA), established in 1938. The CAA, seated in the Department of Commerce, encompassed both the Civil Aeronautics Board and the Civil Aeronautics Administration; the two entities shared responsibility for safety (Preston 1998: xii). The CAA was to become the Federal Aviation Agency in 1958, and later, in 1967, the FAA. The function of the building after its use as the CAA office has not been determined by the current level of research.

Built in conjunction with the development of the original airfield in 1927 (although it is stated to have been built circa 1923 in a draft Environmental Assessment prepared by H. C. Nutting Company), the Operations Building is touted to be the first at Shepherd Field to be dedicated to aviation. It is said to be the “hub of aviation” at the field that “anchored the[se] early beginnings of flight” at the airport (Rogers n.d.).

2.2.1 Criterion A

Significant advances in aviation and government involvement and regulation had their roots in the 1920s. These initiatives included air traffic control, intercity airmail, civil (commercial) air transportation and safety, and expansion of the aviation manufacturing industry stemming from World War I. The beginnings of these initiatives coincided with the 1920s construction date of the former Operations (CAA) building at Martinsburg (Preston 1998). Shepherd Flying Field may have developed due to its proximity to Washington D.C. However, no direct association with any particular event or initiative has surfaced as a result of AMEC’s investigation. AMEC has uncovered no evidence this building was the first - or the only - CAA office nationally. The facility at Martinsburg is not depicted on a 1939 regional map of the CAA regional headquarters; a facility at Newark is the closest regional office of seven nationwide (Preston 1998:263). AMEC’s research has found no evidence to support the notion this building played any contributory role in the historical development of any initiatives important to aviation at a national level.

According to guidance prepared by the U.S. Department of the Interior, National Park Service, (Milbrooke et al. 1998), the significance of aviation development in the 1920s relates more to the advancement of aircraft rather than the development of airfields. The various themes for which previous airfields have received NRHP nominations have

included the origins of manned flight, development of military air power, airmail, commercial airline development, air exploration, aerial photography and mapping, aviation employment during the Depression, air power during wartime, scientific/engineering research, trans-oceanic flights, races, and local development. While the Operations Building may have some local significance related to the beginnings of Shepherd Flying Field. AMEC's research has uncovered no indications that the Shepherd Flying Field was a major contributor to any of these initiatives. Furthermore, since there is no external or internal structural integrity of the building, it is difficult to picture how the building was arranged internally or how it functioned within the overall operation of the airfield.

2.2.2 Criterion B

Mr. Bart Rogers, Shepherd Field Historian, provided AMEC with documents and photographs "linking" a number of American aviation pioneers with the early days of Shepherd Field. He has provided a photograph dating to 1928 showing a group of aviators at Shepherd Field. AMEC's research substantiates the local and national stature of these individuals, represented by such personages as General Billy Mitchell (the "Father" of the Air Force); Captain St. Clair Streett; General Mason M. Patrick; Colonel William Tipton; General Tooey Spatz; General James Fechet; General Clayton Bissell; Sargeant Hooe; A. H. Kreider; Alex B. Parks; Norman Rintoul; and Thornton Perry. However, the association of these individuals to the airport appears to be restricted to visits, with the airmen flying in and out of the airfield on various occasions. No evidence has been found to indicate they occupied, utilized, or were otherwise associated with the Operations Building itself for any extended period of time. There is no definitive information that the famous persons associated with the airfield played any role in its design, construction, promotion, or development. Nor has research conducted by AMEC has failed to produce evidence any of these individuals, with one possible exception, participated with the airport in any role that contributed significantly to the development of aviation at a national level. The possible exception relates to Norman Rintoul, the first fixed-based operator at Shepherd Field. Rintoul later became the Chief Pilot of *All American Aviation* and reportedly pioneered the AirMail Pick-up routes and first human pick-up. Some of these routes may have included Shepherd Field. While Norman Rintoul organized the AirMail Pick-up routes, unless it occurred at this site, his role is minimal in the significance of the site.

Coordination undertaken by AMEC with the WV Division of Culture and History on this matter did not influence their previous ruling of the structure's NRHP eligibility. It remains the position of that agency that the current level of documentation is inadequate to support a significant association of these individuals with Shepherd Flying Field.

2.2.3 Criterion C

In accordance with prevailing practices and terminology, the Operations Building should perhaps be classified as a site, rather than a building, since it has lost most of its basic structural elements. The building has suffered from years of neglect. Except for a roof, this structure was relatively intact until eighteen months ago, when a corner of the building was "accidentally knocked down" by a bulldozer operator who was "cleaning up the airfield." (Personal communication from Bart Rogers of the Experimental Aircraft Association).

Although the structure was unimpressive from the time of its construction, constituting neither distinctiveness, high artistic qualities, or representing the work of a master architect, it could be argued that it embodied “the distinctive characteristics of a type, period, or method of construction” of the time.

Certainly, the architecture of many of the airport operations buildings constructed late in World War II and for some years after, appear to be models of unadorned architecture, geared to handling utilitarian military and commercial traffic, not demanding civilian passengers. Traffic was also relatively low, especially when compared to high volume of modern air travel, which was undreamed of in that era. Such architecture, designed to suit the needs and uses of the day, is very unprepossessing and as such is dismissed as being, in the words of a May 6, 2002, letter from H. C. Nutting, "*very simply designed structure without any known or observed architecturally significant details*...."

If the building were intact, this criterion might have provided a basis for NRHP eligibility. Due to the lack of external and internal integrity, however, none of the architectural features can be defined and no cohesive statement can be made on this “look” for aviation development. The current poor state of the building negates any architectural significance the building may once have had. AMEC is in agreement with the WV Division of Culture and History that this structure does not meet NRHP eligibility based on Criterion C.

2.2.4 Criterion D

Archaeological considerations of NRHP eligibility are typically subsumed under Criterion D. While no archaeological investigation has been performed in the immediate area, a qualified archaeologist from the WV Division of Culture and History visited the site and found there was no potential for intact sub-surface archaeological deposits. This was based upon the degree of ground disturbance evident in the immediate vicinity of the structure, a fact further corroborated by Mr. Bart Rogers who reported backhoe activity in the area that demolished a corner of the building. The uneven ground surface indicative of grading and soil movement is evident even in the photographs of the site.

Aside from this, however, it would be difficult to frame expectations of the nature of below-ground archaeological deposits associated with the use and occupation of such a building. Such expectations associated with use of the building as an office, however, would likely be low.

On January 13, 2003, AMEC staff contacted Ms. Joanna Wilson, archaeologist for the WV Division of Culture and History. Inquiries regarding prior archaeological assessment of the building site, its archaeological potential, and the need to conduct systematic archaeological investigations were addressed to Ms. Wilson at that time. Ms. Wilson relayed her impressions of the site based on her remembrances of the circumstances of the case. She stated that existing disturbance to the area precluded the need for any archaeological investigation, but said she would review the files and provide additional information. The next day, Ms. Rachel Black of the WV Division of Culture and History telephoned AMEC and confirmed the information provided by Ms. Wilson the day before (**Appendix B**). The WV Division of Culture and History reaffirmed their opinion that there was no need for any archaeological investigation of the site. In summary, there appears to be no basis for establishing NRHP eligibility based on archaeological significance of the site.

3.0 CONCLUSIONS

3.1 NRHP Eligibility

AMEC is in concurrence with the WV Division of Culture and History that neither of the two structures is eligible for listing to the NRHP.

While the structures are not considered NHRP eligible, the Operations Building is recognized by some as having local significance relating to the development of Shepherd Flying Field. As such, recommendations have been made that a portion of the ruin be salvaged and incorporated as a display in the new proposed terminal building. While the WV Division of Culture and History is of the opinion this idea has merit, it should not be perceived as a regulatory requirement or a prerequisite to their concurrence with the proposed airport development or approval of the EIS.

While these structures are NRHP ineligible on an individual basis, it has been suggested that a comprehensive, thematic historic context be prepared focusing on American aviation history at a broader level, encompassing resources at other small airfields in the state and region. This idea was originally offered by the WV Division of Culture and History. In a letter dated April 30, 2002 from the WV Division of Culture and History to H. C. Nutting (**Appendix A**), an excerpt, found at a website concerning the FAA funding of airport expansion was mentioned. It reads as follows:

> *in a March 19, 1999, letter to the FAA, the ACHP noted the World War II sparked dramatic expansion in the aviation industry, resulting in the development of many airport structures and complexes that have just reached or are approaching fifty years of age. Reuse of such properties can be dramatically successful as in the case of Washington's historic National Airport Terminal* (**Appendix A**).

The ACHP letter further *stated "that it is unclear to what extent local airport operators recognize either the potential historic significance and reuse potential of this group of resources*." This observation was supported by several regional airport managers contacted by AMEC (**Appendix B**), who made comments about the architecture and the functionality -- and by extension the perceived value -- of a variety of architectural resources at their and other airfields.

3.2 Additional NHPA / Section 106 Compliance

AMEC is in agreement with statements in regard to NHPA Section 106 compliance requirements made by H. C. Nutting Company in a letter to Mr. Jeff Bubar of Chapman Technical Group, Ltd. dated May 8, 2002 (**Appendix A**). In this letter, H. C. Nutting points out that the NHPA, Section 106 process is required only for “significant” properties, i.e, properties listed to, or considered eligible for listing to, the NRHP. Since neither of the two structures in question are considered NRHP eligible, the Section 106 process is not appropriate. Under the NHPA, Section 110 calls for Federal agencies to inventory their facilities for sites that may be considered NRHP eligible, to then evaluate these structures against eligibility criteria to determine their status with regard to the NRHP, and, if appropriate, to nominate these properties to the NRHP. The inventory and evaluation process that has occurred to date in relation to these two structures falls

entirely within the Section 110 mandate. Only when the Section 110 evaluation finds a structure or site to be NRHP eligible does the Section 106 process become applicable. In this case, since neither site is considered significant, there is no requirement to complete the Section 106 process.

There are no further Federal compliance requirements that need to be met in regard to the proposed impacts to the two structures at the Eastern West Virginia Regional Airport.

4.0 REFERENCES CITED

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2002 FAA Environmental Evaluation Form C (Short Environmental Assessment) for Airport Development Projects. FAA Eastern Region, Airports Division. *Proposed General Aviation/Terminal Area Development at Eastern West Virginia Regional Airport*. Prepared by Chapman Technical Group, St. Albans, West Virginia. 11 July.

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Photographs
1928 Aviation Pioneers and Airplane. Provided by Bart Rogers.

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Preston, Edmund (Editor)
1998 *FAA Historical Chronology: Civil Aviation and the Federal Government 1926-1996.* Department of Transportation, Federal Aviation Administration, Office of Public Affairs.

Rogers, Bart
n.d. Historic Shepherd Flying Field, Airport Operations Building. M.S. on file with the author.

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2002 180 Aviation Way, Martinsburg, WV 2540. On file at the WV Division of Culture and History.

Internet Research

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http://www.hill.af.mil/museum/history/willabrown.htm

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http://www.af.mil/news/biographies/patrick_mm.html

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Leaders of FAA's Predecessor Agencies (APPENDIX II)
http://www.faa.gov/docs/c-ap.doc

Martinsburg/Eastern WV Regional Airport.
http://www.wvdot.com/1_airports/1c15_martinsbsurg.htm

Mason A. Patrick.
http://www.airpower.maxwell.af.mil/airchronicles/cc/patrick.html

National Historic Landmarks Program: Mitchell (General William "Billy") House.
http://tps.cr.nps.gov/nhl/detail.cfm?ResourceID=1687&resourceType=Building

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http://www.access.gpo.gov/uscode/title5a/5a_4_3_5.html

William Tipton.
http://www.theaerodrome.com/aces/usa/tipton.html

World's First Scheduled Air-Mail Pickup.
http://facweb.stvincent.edu/academics/english/faculty/wissolik/airmailpickup1.htm

APPENDIX A

CORRESPONDENCE

WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

May 17, 2001

Mr. Bill Hunt
HC Nutting Company
912 Morris Street
Charleston, West Virginia 25301

RE: Eastern West Virginia Regional Airport
FR#: 01-851-SY-1

Dear Mr. Hunt:

We have reviewed the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:
A search of our office files and site maps located no known architectural resources listed in or eligible for the National Register of Historic Places within the project area. No further consultation with our office is necessary regarding architectural resources.

Archaeological Resources:
A search of office site files and maps located a couple of sites within the Area of Potential Effect of the proposed project. However, your information indicates that all construction within your project area will be in previously disturbed areas. Therefore, we are of the opinion that there is little possibility of intact archaeological deposits within the project area. We have also determined that no known archaeological sites listed on or eligible for inclusion in the National Register will be affected by this project. If, however, cultural materials are encountered during construction, all such activity shall cease and our office shall be contacted immediately.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please call me or Rachel Black, Staff Archaeologist at (304) 558-0220.*

Sincerely,

Marc Holma
Senior Structural Historian for Review and Compliance

mh/reb

THE CULTURAL CENTER • 1900 KANAWHA BOULEVARD, EAST • CHARLESTON, WEST VIRGINIA 25305-0300
TELEPHONE 304-558-0220 • FAX 304-558-2779 • TDD 304-558-3562
EEO/AA EMPLOYER

February 13, 2002

WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

Ms. Galina Fet
H.C. Nutting
912 Morris Street
Charleston, West Virginia 25301

RE: Eastern West Virginia Regional Airport
FR#: 02-344-BY

Dear Ms. Fet:

We have reviewed the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:
We require additional information in order to complete our review. We would like more information on the ruins. When was the original structure built? If the structure is not deemed historic and eligible for the National Register of Historic Places it can be torn down. We need to know what significance it had to the early airport. You may want to contact Don Wood of the Berkeley County Historical Society at (304) 267-4713 to get more historical information and to gauge the public's interest in your endeavor. We will complete our review upon receipt of this information.

Archaeological Resources:
A search of office site files and maps located a few known sites within the 1 mile Area of Potential Effect (APE) of the proposed project area. As well, due to the fact that this area was once a portion of the Shepherd family farm, we have concerns as to its archaeological potential. Therefore we cannot provide comments regarding the effects of this project on archaeological resources until the results of a Phase I archaeological survey are submitted to this office. For your convenience we are enclosing an archaeological consultants list from which you may select a qualified consultant.

In regards to the cemetery, we concur with your plans to fence it and include it as a portion of the forested picnic area. We also recommend that no construction and/or project related activities come within a 100 foot buffer zone around the outside perimeter of the cemetery. Please, also be aware of the possibility of the presence of unmarked graves. As well, we request that a cemetery survey form be completed and submitted to this office. This can be done by members of your organization or by the consultant hired for the Phase I archaeological survey. If you should have questions regarding archaeological survey or bids you may receive for this process, please do not hesitate to contact this office.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please call Robin Fisher, Historian or Rachel Black, Staff Archaeologist at (304) 558-0220.*

Sincerely,

Susan M. Pierce

Susan M. Pierce
Deputy State Historic Preservation Officer

reb/rlf

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April 26, 2002

WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

Ms. Galina Fet
H.C. Nutting
912 Morris Street
Charleston, West Virginia 25301

RE: Eastern West Virginia Regional Airport
FR#: 02-344-BY-1

Dear Ms. Fet:

We have reviewed the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:
We have determined that removing the ruins from their present location will have *No Adverse Effect* although we would find it preferable to leave the building intact as opposed to tearing it down for the individual bricks. If it could be preserved and incorporated into your new plans as a reminder of what was we believe that would be an advantage to any members of the public who pass through the Martinsburg Airport and are given this opportunity to experience a small portion of the area's history. We have yet to reach a determination on the other building in question, which was constructed in the 1940's. We require more time to gather further information as to this building's significance to the airport. We would also like photographs of all exterior sides. This will help us to reach our eligibility determination and we can then complete our review.

Archaeological Resources:
Thank you for submitting additional information pertaining to the Shepherd Family Cemetery on the grounds of the Eastern West Virginia Regional Airport. Per a meeting on 6 March, 2002 between representatives from H.C. Nutting Company, Chapman Technical and the West Virginia State Historic Preservation Office, we have re-examined our previous recommendation of 13 February, 2002 that a Phase I archaeological investigation be conducted. Additional information presented during this meeting revealed that the proposed project would not involve the entire area indicated previously as the proposed project area but would consist of only specific, smaller, previously disturbed areas within the larger tract. Due to this, we are of the opinion that there is little possibility of intact archaeological deposits within these immediate project areas. We have also determined that no known archaeological site listed on or eligible for inclusion in the National Register will be affected by this project. If, however, the project boundaries should change, please contact our office prior to the start of any project related activities within these areas. Also, if cultural materials are encountered during construction and/or project related activities, all such activities shall cease and our office shall be contacted immediately.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please call Robin Fisher, Historian or Rachel Black, Staff Archaeologist at (304) 558-0240.*

Sincerely,

Joanna Wilson

Joanna Wilson
Senior Archaeologist

JLW:reb/rlf

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WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

April 30, 2002

Ms. Galina Fet
H.C. Nutting
912 Morris Street
Charleston, West Virginia 25301

RE: Eastern West Virginia Regional Airport
FR#: 02-344-BY-2

Dear Ms. Fet:

We have reviewed the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:
We have determined that the 1940's building located at the Eastern West Virginia Regional Airport and slated for demolition is considered eligible to be listed in the National Register of Historic Places. Therefore, the proposed demolition will be an *Adverse Effect*. The following excerpt was found at a website concerning FAA funding of airport expansion, " in a March 19, 1999 letter to the FAA, the ACHP noted the "World War II sparked dramatic expansion in the aviation industry, resulting in the development of many airport structures and complexes that have just reached or are approaching fifty years of age. Reuse of such properties can be dramatically successful as in the case of Washington's historic National Airport Terminal. The ACHP further stated "that it is unclear to what extent local airport operators recognize either the potential historic significance and reuse potential of this group of resources...". ACHP intends to contact FAA to explore how FAA and the aviation community may identify historic structures and improve reuse potential." We believe this building is important architecturally to the history of the EWVR Airport and we would like the airport authorities to consider incorporating this structure into their plans for expansion. Although a simply designed building, it represents an early part of West Virginia's aviation history.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please call Robin Fisher, Historian at (304) 558-0240.*

Sincerely,

Susan M. Pierce

Susan M. Pierce
Deputy State Historic Preservation Officer
SMP:rlf

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WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

May 7, 2002

Ms. Galina Fet
H.C. Nutting
912 Morris Street
Charleston, West Virginia 25301

RE: Eastern West Virginia Regional Airport
FR#: 02-344-BY-3

Dear Ms. Fet:

We have reviewed the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:
After a site visit by Jen Murdock of our office to the Eastern West Virginia Regional Airport and the receipt of additional information we have determined that the administration building erroneously thought to have been built in the 1940's is not eligible to be listed in the National Register of Historic Places. Therefore, no further consultation is necessary with this office regarding this architectural resource.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please call Robin Fisher, Historian at (304) 558-0240.*

Sincerely,

Joanna Wilson

Joanna Wilson
Senior Archaeologist

JLW:rlf

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WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

Federal Aviation Administration
ADO - Beckley
JUL 08 '02

	Action	Info.
ADO		
ADT		
ATO		
ARP		
ADV		

July 2, 2002

Mr. Larry Clark
FAA
176 Airport Circle
Beaver, WV 25813

RE: Eastern West Virginia Regional Airport
FR#: 02-344-BY-4

Dear Mr. Clark:

We have reviewed the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

Architectural Resources:
In our letter of April 26, 2002 to H.C. Nutting we determined that the removal of the ruins located at the Martinsburg Airport would have No Adverse Effect. We now change that determination to *No Effect*. The ruins are not eligible to be listed in the National Register of Historic Places. No further consultation is necessary with this office regarding architectural resources.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please call Robin Fisher, Historian at (304) 558-0240.*

Sincerely,

Susan M. Pierce

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP:rlf

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EEO/AA EMPLOYER

H. C. NUTTING COMPANY

GEOTECHNICAL, ENVIRONMENTAL AND TESTING ENGINEERS
SINCE 1921

APPALACHIAN REGION
912 MORRIS STREET
CHARLESTON, WV 25301
(304) 344-0821
FAX (304) 342-4711

November 8, 2002

Mr. Jeff Bubar
Chapman Technical Group, Ltd.
200 Sixth Avenue
P.O. Box 1355
St. Albans, WV 25177

Re: Eastern West Virginia Regional Airport Project

Dear Mr. Bubar,

In regards to your inquiry regarding our qualifications, and the processes involved in determining that the ruins of the former operations building at the Eastern West Virginia Regional Airport do not require compliance with Section 106 of the National Historic Preservation Act, we would like to provide the following comments.

- Section 106 of the National Historic Preservation Act pertains to "significant" historic properties, such as those listed on the National Register of Historic Places, or eligibility for listing. Therefore, the first step on a project is to determine if a historic property is listed, or eligible for listing on the National Register. Only in this case is a formal Section 106 review required, by personnel meeting recognized qualifications. In the case of the building ruins at the Eastern West Virginia Regional Airport, the ruins of the operations building was not determined eligible for listing on the National Register, and therefore a formal Section 106 review was not warranted or conducted.

- During the course of conducting the Environmental Assessment, H.C. Nutting Company hired a degreed anthropologist with professional expertise in Phase I and II archaeological investigations, who was involved in researching the history of the ruin, and determining that the ruin was ineligible for listing on the National Register. H.C. Nutting Company also contacted Cultural Resource Analysts, a firm specializing in historical and archaeological surveys, for guidance and input regarding the historic review process. Finally, the West Virginia State Historic Preservation Office (SHPO), which is the local agency that enforces the Section 106 regulations, was contacted for input regarding the project. The SHPO reviewed documentation regarding the history of the structure, and had a representative visit the site to inspect the condition of the structure, and determined that the ruin was ineligible for listing on the National Register.

- Even though the facility was determined to be not eligible for listing on the National Register of Historic Places, and therefore not subject to the requirements for a

formal Section 106 review, the ruin was recognized to play a role in the early development of the airport. For this reason, a decision was made to place a display, including an intact section of a wall of the ruin, in the proposed new airport terminal building which would serve to provide tribute to the history of the airport's development.

In summary, we are confident that all appropriate processes were followed in evaluating the historic aspects and relevance of the ruins. I hope that this letter provides you reassurance that H.C. Nutting Company provided quality services in the completion of the Environmental Assessment, including the historic evaluation of the ruin.

If you have any questions, please do not hesitate to contact us at (304) 344-0821.

Sincerely,
H.C. Nutting Company

John T. Blair
Operations Manager

APPENDIX B

TELEPHONE LOGS

Telephone Log

Date: December 9, 2002

Parties Involved: Bart Rogers, local aviation historian and member of the Experimental Aircraft Association

Jan Jennemann, AMEC architectural historian

Re: Background information for use in preparing an opinion on National Register eligibility for the Martinsburg / CAA project

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Background Information and Purpose of Call:

Mr. Rogers was contacted by phone in order to obtain additional information regarding the proposed facility upgrade at the Martinsburg airport. In the past, he has expressed an interest on behalf of the local chapter of the Experimental Aircraft Association (EAA) in repairing the original operations building at Shepherd's Field (now known as Eastern West Virginia Regional Airport) at Martinsburg. Mr. Rogers has provided information on the early days of aviation in the state (as well as on the national scene) in response to inquiries from individuals with both the West Virginia Division of Culture and History and H. C. Nutting Co.

Information Provided:

In our phone conversation Mr. Rogers discussed the events leading up to the current situation, noting that his involvement essentially began in the summer of 2000, when the EAA asked the airport management for permission to repair and reroof the original airport operations building, which sits to the south of the current main runways. At that time, the walls and fenestration openings of the structure were essentially intact, and stabilizing the building would not, according to Mr. Rogers, have been that big a project.

He received a green light from the airport management, but was told he probably also needed a go-ahead from the FAA, which he requested. Appended is a copy of the letter subsequently received by Mr. Rogers (and Cc'd to the airport manager, Beckley AFO, and HARADO) and included in the material FAXed to me by Robin Fisher of the SHPO's office. In addition to giving permission to proceed, the FAA advised that the building may lay in the path of future airport expansion, and also recommended that the SHPO be contacted for that office's input. At some later time, Mr. Rogers said, the more specific issue of construction of a parallel runway, and other airport infrastructure improvements complicated the original issue of simply repairing the roof.

Mr. Rogers also related an anecdotal story of how all four walls of the building were still essentially complete and standing, when a bulldozer sent out by the Airport Authority to do some clean up "got too close" and took down a good bit of the building.

Mr. Rogers offered the names and some of the accomplishments of early aviators who had some form of association with Shepherd's Field in the early days. Additionally, Mr. Rogers said he had scanned a large number of photographs and other materials

pertaining to the airport and local aviation in general and the operations building in particular, and that he would email information to me. Additional photos that he said would arrive in the mail.

Follow-Up Action:

Emailed material received 12/9/02.

Received:

1. Text titled “Historic Shepherd Flying Field Airport Operations Building. (3 pages)

2. Photograph: Dated June 1928. General Billy Mitchell (retired), visited Shepherd Field and was joined by other aviation pioneers. From left to right: Berkeley County aviation pioneer Alex B. Parks, Thornton Perry (aviator in WWI and WW II), Colonel William D. Tipton, General Billy Mitchell, Colonel (?) Clifford, and Richard Feller, one of the builders of the airfield.

3. Photograph: Dated 1928. Members of the Maryland Guard gather at the Shepherd Field operations building prior to flying training missions.

Telephone Log

Date: December 9, 2002

Parties Involved: Robin Fisher, Historian for Review & Compliance / Section 106 review of highway projects and others for the West Virginia Division of Culture and History (SHPO)

Jan Jennemann, AMEC Architectural Historian

Re: Case background for use in preparing an opinion on National Register eligibility for the Martinsburg / CAA project

---

Background Information and Purpose of Call:

Ms. Fisher was contacted by phone in order to obtain additional information regarding the proposed facility upgrade at the Martinsburg airport.

Information Provided:

Ms. Fisher said she was not entirely familiar with the case, but would be happy to FAX several documents she felt would be helpful.

Follow-Up Action:

FAXed material received 12/9/02

Received:

Letter dated September 7, 2000, from (unknown) Environmental Protection Specialist, at the FAA office in Camp Hill, PA. (2 pages)

West Virginia Historic Property Inventory Form, dated 4/16/2002, for the original airport operations building (also known as the CAA building or “the ruin”), prepared by Galina Fet and John Blair of H. C. Nutting Co. (4 pages)

Telephone Log

Date: January 5, 2003

Parties Involved: Carolyn Strock, Manager of Wood County Airport / Walter L. Bill Hart Field in Parkersburg, West Virginia
Jan Jennemann, AMEC Architectural Historian

Re: Comparative architectural information for use in preparing an opinion on National Register eligibility for the Martinsburg / CAA project

---

Background Information and Purpose of Call:

Ms. Strock was contacted by phone regarding the existence at her airport of older buildings which might help prepare an historic context for the historic resources at the Martinsburg facility.

Information Provided:

Ms. Strock stated that the airport terminal / operations center presently in use was constructed in about 1972. The previous building, dubbed the "Old Terminal," was completed in 1952 and is presently used by the Civil Air Patrol. She stated the Old Terminal was renovated in 1982.

Ms. Strock also noted that about a year ago she had given a presentation to the Waverly Lions Club at their clubhouse about four miles from the airport, At that time, she said she was told the concrete block building used as the clubhouse was the "original terminal building for the airport." She had no other details about the building or how it may have come to be moved to the new location.

Follow-Up Action:

None at this time.

Telephone Log

Date: January 5, 2003

Parties Involved: Richard Atkinson, Manager of Yeager Airport in Charleston, West Virginia
Jan Jennemann, AMEC Architectural Historian

Re: Comparative architectural information for use in preparing an opinion on National Register eligibility for the Martinsburg / CAA project

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Background Information and Purpose of Call:

Mr. Atkinson was contacted by phone regarding the existence at his airport of older buildings which might help prepare an historic context for the historic resources at the Martinsburg facility.

Information Provided:

Mr. Atkinson stated that the airport terminal / operations center presently in use was constructed in about 1951. He said the architecture was in his opinion rather unimpressive.

This building was completed about 1951, as part of what was until 1985 Kanawha Airport. The present airport in the second to be constructed in the general area. Its predecessor, Wertz Field, was opened nearby in 1929 (operations building there completed 1930 – not known if building still exists) and operated until 1942. Present airport dedicated 1947 after what was at that time the largest earth-moving construction project in history.

Mr. Atkinson is something of an airport architecture buff and provided anecdotal information about terminal / operations buildings at several other airports:
Raleigh County Memorial Airport, Beckley: c. 1972
Harrison / Marion Regional Airport, Clarksburg: “plain 1950s box”
Robert Newlon Field Airport, Huntington: “cornerstone says 1960”
Greenbrier Valley Airport, Lewisburg: 1970s
Morgantown Municipal Airport / Walter L. Bill Hart Field: “late 1950s, early 1960s”
Wood County Airport / Gill Robb Wilson Field: “new” 1970s

He noted that Wheeling Ohio County Airport in Wheeling, West Virginia, has a wonderful building that dates to about 1930. It is still in use, and has a museum of West Virginia (?) aviation history located in the building. Manager of that airport is Tom Tominack 304-234-3865.

Follow-Up Action:

None at this time.

Telephone Log

Date: January 13, 2003

Parties Involved: Ms. Robin Fisher, Historian for Review & Compliance / Section 106 review of highway projects and others for the West Virginia Division of Culture and History (SHPO)

Ms. Anne Bader, Senior Archaeologist and Cultural Resources Manager, AMEC Earth & Environmental, Louisville, KY

Re: Eligibility of "rubble pile" at Eastern West Virginia Regional Airport

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Background Information and Purpose of Call: Ms. Fisher was contacted to consult on the potential for NRHP eligibility of the ruins at the airfield in light of additional information provided by Mr. Bart Rogers. Mr. Rogers provided AMEC with photographs dating to 1928, and with the names of pioneer aviators who utilized and visited Shepherd Flying Field. These were faxed to Ms. Fisher. Ms. Fisher was specifically asked to comment on the potential eligibility of the ruins on criteria other than architecture; i.e, association with a particular event or persons of note.

Information Provided: Ms. Fisher said she would consult with her supervisor on the matter after reading the material. She returned the call the same afternoon. She stated the opinion of the West Virginia Division of Culture and History on this matter would not change. In the opinion of that office, the additional information was not sufficient to establish that the ruins or Shepherd Flying Field were significantly involved in the early initiatives of aviation history. Nor was there adequate documentation to demonstrate a significant association between any of these aviation pioneers and Shepherd Flying Field. The structure in question remains NRHP ineligible in the opinion of the WV Division of Culture and History.

Ms. Fisher relayed the comment of her supervisor that if the FAA or other involved/lead Federal agency was not satisfied with the WV Division of Culture and History, the matter could be addressed to the Keeper of the Register for an opinion. However, she seriously doubted the case was strong enough to warrant serious consideration.

Follow-Up Action: None

Telephone Log

Date: January 13, 2003

Parties Involved: Ms. Joanna Wilson, Archaeologist, West Virginia Department of Culture and History

Ms. Anne Bader, Senior Archaeologist, AMEC Earth & Environmental, Louisville, Kentucky

Re: Archaeological Potential of "Ruins" at Eastern West Virginia Regional Airport

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Background Information and Purpose of Call: To inquire about the degree of prior archaeological investigation in the area associated with the ruins, and the potential for additional investigation in this area.

Information Provided: Ms. Wilson relayed that she was familiar with the project, but wanted to review the files and correspondence before fully addressing my questions. She relayed a little of the history. Her impressions were that the area in which the ruins were located has been disturbed by previous earthmoving in the area. She also noted that the archaeological expectations for such a structure functioning as an office would likely be low.

Follow-Up Action: None

Telephone Log

Date: January 14, 2003

Parties Involved: Ms. Rachel Black, West Virginia Department of Culture and History

Ms. Anne Bader, Senior Archaeologist and Cultural Resources Manager, AMEC, Louisville, Kentucky

Re: Return call regarding questions posed to Ms. Joanna Wilson on January 13, 2003

Background Information and Purpose of Call: Ms. Black, after reviewing the files, called AMEC to confirm the information provided by Ms. Joanna Wilson of the same office of the day before.

Information Provided: The WV Division of Culture and History reaffirmed their opinion that there was no need for any archaeological investigation of the "ruins" site. We spoke of the matter in terms of archaeology, but also in general. The site appeared to be too disturbed to warrant any archaeological investigation. Ms. Black repeated the same opinion of others in her office that there was not enough supporting documentation to warrant a determination of NRHP eligibility for the "ruins" according to any criterion.

Follow-Up Action: None