



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

30 January 2012

MEMORANDUM FOR INTERESTED INDIVIDUALS, ORGANIZATIONS, PUBLIC GROUPS, AND
GOVERNMENT AGENCIES

FROM: HQ AETC/A7C
266 F Street West, Building 901
Randolph AFB TX 78150-4319

SUBJECT: F-35A Training Basing Draft Environmental Impact Statement (EIS)

1. The Air Force identified a discrepancy specific to Table LU 3.2-2 and corresponding tables in the Boise, Holloman, and Tucson sections of the draft F-35A Training Basing EIS and the Executive Summary, which was announced in a Federal Register Notice of Availability on 20 January 2012 and in local newspaper notices announcing the dates and locations of the public hearings.
2. This discrepancy is related to typical engine power settings of the F-35A when the aircraft is maneuvering near the airfield. To remedy this situation, the Air Force has prepared the attached errata sheets detailing the identified discrepancy, typographical errors in the same tables, and related corrections. The errata sheets reflect the noise values used in the development of noise contours and analysis of other noise effects.
3. Combining these corrections with the previously released draft EIS provides for the totality of the current analysis. The noise contours, population/acreage figures, and other data in the document are not affected by the typographical error and remain as originally published.
4. For additional information, please contact HQ AETC/A7CPP at (210) 652-1961.

A handwritten signature in black ink, appearing to read "David F. DeMartino", is positioned above the typed name.

DAVID F. DeMARTINO, Colonel, USAF
The Civil Engineer

Attachment:
F-35A Training Basing Draft EIS Errata Sheets

Errata Sheet for the Draft EIS released on January 20, 2012

DRAFT F-35A TRAINING BASING ENVIRONMENTAL IMPACT STATEMENT

The following are changes to the Draft EIS.

EXECUTIVE SUMMARY						
PAGE 26, Paragraph 1, Line 2	Changed "6 dB" to "2 dB" After "...F-16C", added "during a typical non-afterburner departure at the location studied (Holloman Middle School)."					
Paragraph 1, Line 3	Changed "8 dB" to "5 dB"					
Paragraph 1, Line 4	Changed "22 dB" to "6 dB"					
PAGE 42, Paragraph 1, Line 1	After "...typical", added "non-afterburner..."					
Paragraph 1, Line 2	After "...F-16C", added "equipped with a Pratt and Whitney 220 engine at the location studied (Cotton Lane Community Church)."					
Paragraph 1, Line 3	Changed "8 dB" to "9 dB"					
Paragraph 1, Line 3	Changed "22 dB" to "15 dB"					
PAGE 56, Paragraph 1, Line 2	Changed "6 dB" to "9 dB"					
Paragraph 1, Line 2	After "...F-16C", added "during a typical non-afterburner departure at the location studied (Ocotillo Elementary)."					
Paragraph 1, Line 3	Changed "8 dB" to "9 dB"					
Paragraph 1, Line 4	Changed "22 dB" to "9 dB"					
VOLUME I						
BOISE						
PAGE BO-20, Paragraph 1, Line 11	Changed "19 dB" to "20 dB"					
Paragraph 1, Line 15	Changed "28 dB" to "30 dB"					
Paragraph 1, Line 17	Changed "99 dB" to "98 dB"					
Table BO 3.2-1 changes are indicated below with double underline.						
Table BO 3.2-1. Representative Aircraft Noise Levels Comparison						
Aircraft	Operation Type	Engine Power	Airspeed (knots)	Altitude (feet AGL)	Slant Distance (feet)	SEL (dB)
F-35A (Military power)	Departure	100% ETR	300	<u>2,569</u>	<u>4,720</u>	<u>100</u>
F-35A (Afterburner power)		100% ETR	<u>250</u>	<u>2,661</u>	<u>4,762</u>	<u>101</u>
A-10		6700 NF	160	<u>3,344</u>	<u>5,277</u>	81
F-35A	Arrival	<u>40% ETR</u>	<u>190</u>	<u>883</u>	<u>1,457</u>	<u>95</u>
A-10		5225 NF	130	558	4,569	65
F-35A	Closed Pattern	<u>40% ETR</u>	<u>210</u>	<u>868</u>	<u>1,023</u>	<u>98</u>
HOLLOMAN						
PAGE HO-27, Paragraph 2, Line 14	Changed "F-35A departures" to "F-16C afterburner departures"					
	Changed "2 dB less than" to "1 dB more than"					
	Changed "F-22 afterburner departures" to "F-35A afterburner departures"					
Paragraph 2, Line 16	Changed "7 dB less than" to "2 dB more than"					
	Changed "F-22" to "F-16C"					
Paragraph 2, Lines 16 and 17	Deleted "...and 5 dB less than that generated by Tornado military power departures at the middle school."					
Paragraph 2, Line 18	Changed "11 dB" to "6 dB"					
	Changed "F-22" to "F-16C"					
	Deleted "...and 7 dB less than that generated by Tornado arrivals at the middle school."					
Paragraph 2, Line 20	Changed "SEL 1" to "SEL 5"					
Paragraph 2, Line 21	Changed "Tornado" to "F-16C"					
Paragraph 2	Deleted last sentence.					

**Errata Sheet for the Draft EIS released on January 20, 2012
DRAFT F-35A TRAINING BASING ENVIRONMENTAL IMPACT STATEMENT**

Table HO 3.2-1 rows 4, 5, 14, and 18 were deleted and additional changes are indicated below with double underline.

Table HO 3.2-1. Representative Aircraft Noise Levels Comparison

Aircraft	Operation Type	Engine Power	Airspeed (knots)	Altitude (feet AGL)	Slant Distance (feet)	SEL (dB)
F-22 (Military power)	Departure	100% ETR	0	0	5,410	96
F-22 (Afterburner power)		150% ETR	0	0	5,410	93
F-16C Engine F100-PW-220 (Military power)		<u>95% NC</u>	<u>0</u>	<u>0</u>	<u>5,410</u>	<u>88</u>
F-16C Engine F100-PW-220 (Afterburner power)		<u>92% NC</u>	<u>0</u>	<u>0</u>	<u>5,410</u>	<u>93</u>
F-35A (Military power)		100% ETR	0	0	5,410	<u>90</u>
F-35A (Afterburner power)		150% ETR	0	0	5,410	<u>92</u>
F-4C		100% RPM	0	0	5,410	97
T-38A		100% RPM	0	0	5,410	87
Tornado		100% RPM	0	0	5,410	94
F-22		Arrival	26.5% ETR	150	50	6,941
F-16C Engine F100-PW-220	<u>80% NC</u>		150	<u>50</u>	<u>6,941</u>	<u>72</u>
F-35A	<u>40% ETR</u>		<u>180</u>	50	6,941	<u>78</u>
Tornado	91% RPM		170	50	6,941	78
F-16C Engine F100-PW-220	Closed Pattern	80% NC	<u>210</u>	<u>1,500</u>	<u>1,590</u>	<u>94</u>
F-35A		<u>55% ETR</u>	<u>215</u>	<u>1,340</u>	<u>1,477</u>	<u>99</u>
F-4C		85% RPM	200	1,999	2,056	97
T-38A		88% RPM	250	2,000	2,056	78
Tornado		86% RPM	200	2,000	2,056	97

LUKE

PAGE LU-30, Paragraph 2, Line 11	Changed "1 dB" to "2 dB"
<i>Paragraph 2, Line 14</i>	Changed "4 dB" to "5 dB"
<i>Paragraph 2, Line 18</i>	Changed "20 dB" to "13 dB"
<i>Paragraph 2, Line 19</i>	Changed "22 dB" to "15 dB"
<i>Paragraph 2, Line 21</i>	Changed "2 dB" to "3 dB"
<i>Paragraph 2, Line 22</i>	Changed "8 dB" to "9 dB"

Table LU 3.2-2 changes are indicated below with double underline.

Table LU 3.2-2. Representative Aircraft Noise Levels Comparison

Aircraft	Engine	Operation Type	Engine Power	Airspeed (knots)	Altitude (feet AGL)	Slant Distance (feet)	SEL (dB)
F-16C (Military power)	F100-PW-229	Departure	93% NC	145	985	8,193	88
F-16C (Afterburner power)	F100-PW-229		93% NC	300	1,064	8,202	90
F-16C (Military power)	F100-PW-220		92.4% NC	145	985	8,193	86
F-16C (Afterburner power)	F100-PW-220		92.4% NC	300	1,064	8,202	87
F-35A (Military power)	F-135PP		100% ETR	300	<u>2,187</u>	<u>8,441</u>	92
F-35A (Afterburner power)	F-135PP		100% ETR	300	<u>2,230</u>	<u>8,444</u>	<u>92</u>
F-16C	F100-PW-229	Arrival	78% NC	150	258	7,168	66
F-16C	F100-PW-220		78% NC	150	<u>266</u>	7,168	64
F-35A	F-135PP		<u>40% ETR</u>	<u>180</u>	<u>355</u>	<u>7,171</u>	<u>79</u>
F-16C	F100-PW-229	Closed Pattern	85% NC	210	1,509	1,485	92
F-16C	F100-PW-220		80% NC	210	1,510	1,486	86
F-35A	F-135PP		<u>40% ETR</u>	<u>210</u>	<u>1,437</u>	<u>1,437</u>	<u>95</u>

TUCSON

PAGE TU-23, Table TU 3.2-2 changes are indicated below with double underline.

Table TU 3.2-2. Representative Aircraft Noise Levels Comparison

Aircraft	Engine	Operation Type	Engine Power	Airspeed (knots)	Altitude (feet AGL)	Slant Distance (feet)	SEL (dB)
F-35A (Afterburner power)	F-135PP	Departure	100% ETR	<u>250</u>	<u>2,036</u>	<u>7,457</u>	<u>95</u>
F-35A (Military power)	F-135PP		100% ETR	300	<u>1,670</u>	<u>7,350</u>	<u>95</u>
F-16C (Afterburner power)	F100-PW-220		91% NC	300	2,025	7,438	88
F-16C (Military power)	F100-PW-220		91% NC	300	2,025	7,438	86
F-35A	F-135PP	Arrival	<u>40% ETR</u>	<u>180</u>	<u>371</u>	<u>7,143</u>	<u>79</u>
F-16C	F100-PW-220		80% NC	145	297	7,138	70
F-35A	F-135PP	Closed Pattern	<u>40% ETR</u>	<u>210</u>	<u>1,422</u>	<u>1,533</u>	<u>94</u>
F-16C	F100-PW-220		80% NC	250	1,499	1,606	85

PAGE TU-26, Paragraph 1, Line 12	Changed "6 dB" to "7 dB"
<i>Paragraph 1, Line 14</i>	Changed "8 dB" to "9 dB"
<i>Paragraph 1, Line 16</i>	Changed "SEL 17 dB" to "SEL 9 dB"
<i>Paragraph 1, Line 18</i>	Changed "11 dB" to "9 dB"