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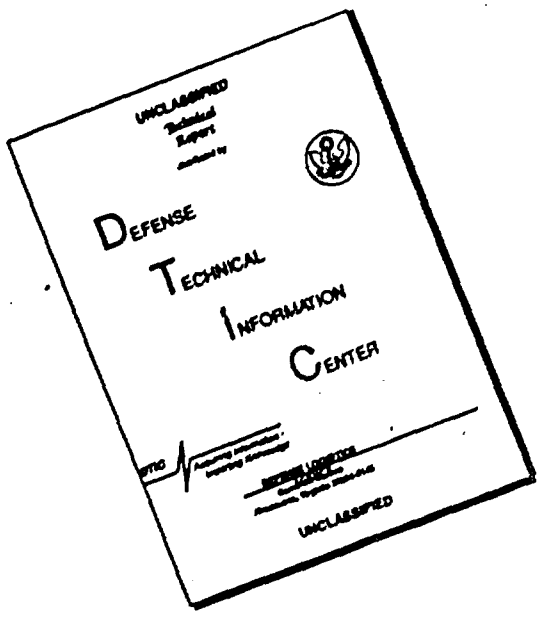
Environmental Impact Analysis Process

Final Environmental Impact Statement
for
Proposed Air Force Reserve Mission Change
(C-130 to C-5A Aircraft)
and
Westover Metropolitan Development Corporation
(Expansion of Civil Aviation Operations Through 1998)
at
Westover Air Force Base, Massachusetts
April 1987

DEPARTMENT OF THE AIR FORCE
Headquarters, Air Force Reserve
Robins Air Force Base, Georgia

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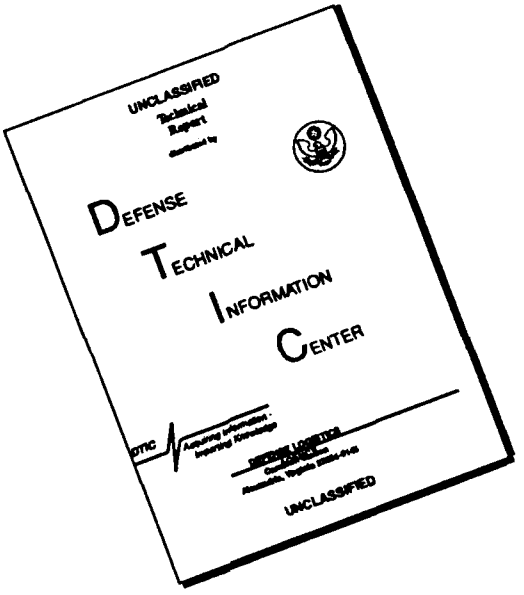
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COVER SHEET

(a) Responsible Agency: U.S. Air Force

(b) Designation: Final Environmental Impact Statement (2 volumes)

(c) Proposed Actions: Two separate proposed actions are under consideration by the U.S. Air Force for implementation at Westover Air Force Base (AFB), Massachusetts:
(1) Reorganization of the 439th Tactical Airlift Wing (TAW). The 439th TAW currently based at Westover AFB would be reorganized as the 439th Military Airlift Wing and reconfigured to support a worldwide strategic airlift capability. This would be accomplished by relocating the 16 C-130E aircraft currently assigned to the 439th TAW and replacing them with a total of 16 C-5A aircraft to be released from the active forces. Replacement of the C-130 aircraft with 8 C-5A aircraft is considered as an alternative.
(2) Increase in the hours of airfield operation to 24 hr/day. On June 13, 1986, the Westover Metropolitan Development Corporation (WMDC) submitted a request to increase the hours of airfield operation from the current 7 a.m. to 11 p.m. to 24 hr/day. This increase is considered by WMDC to be necessary for the development of civil aviation operations to the potential levels identified in a traffic analysis prepared for the WMDC Master Plan.

(d) Responsible individual:
Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098
Phone: (912) 926-5596

(e) Abstract: This statement assesses the environmental impacts expected to result from implementing either proposed action alone and the cumulative impacts of both actions; the no action alternative is also considered. Implementation of either proposed action would create positive economic impacts through increases in both permanent and temporary increases in direct and indirect employment. The principal adverse impacts expected to result from implementation of either proposed action, alone or in combination, would be related to increases in noise levels in areas surrounding the base. In all cases, the primary human response would be annoyance; no other significant adverse effects on humans, including hearing loss and nonauditory health impacts would be expected to result. Increases in noise levels would result in impacts on current land uses (primarily residential development) and could impose constraints on future development (also primarily residential uses). Some decreases in property values may also occur in affected areas.

Nighttime operations that may occur if civil aviation operations are developed to the levels indicated in the traffic demand analysis would result in sleep disturbance to some residents. WMDC has proposed a mitigation plan that will reduce but not eliminate sleep disturbance and other noise impacts.

(f) Released to the public on April 10, 1987.

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APPENDIX F

COMMENTS ON THE DEIS BY CATEGORY WITH RESPONSES

This Appendix contains often overlapping comments and responses that cover the principal concerns identified by agencies and individuals.

F.1 ADEQUACY OF THE DEIS

F.1.1 Noise will result in adverse health effects

> COMMENT: The Draft Environmental Impact Statement (DEIS) cites studies that support the conclusion that predicted noise impacts will not result in any nonauditory health effects (DEIS, pp. 62-63), and conveys the impression that annoyance effects, including sleep disturbance, are largely effects on welfare, unrelated to human health. While there is general agreement that research is not conclusive regarding nonauditory health effects of noise, there is a large body of research data that clearly indicates the likelihood of such effects. Based on data collected by the Environmental Protection Agency (EPA), there is little doubt that nonauditory health effects are indeed caused by noise exposure and that noise has been implicated as producing stress-related health effects such as heart disease, high blood pressure, strokes, ulcers, and other digestive disorders. (EPA)

RESPONSE: Obviously, there are physical, psychological, and sociological factors involved in producing stress on a person. Whatever else stress may be, it is certainly multidimensional (produced by an interaction of many factors). Each stress has different levels, and one cannot assume that increasing levels produce more of the adverse effect because, as Selye and many other investigators have pointed out, different levels may have different effects. To predict the effects of even a few stressors is a very complicated undertaking. Very precise statistical and experimental controls are needed to demonstrate the effects of any stress. The problem in studying the effects of noise on human health, in particular on the cardiovascular system, is that no one has been able to demonstrate a direct cause-and-effect relationship. Studies indicating relationships between noise and cardiovascular disorders did not control other risk factors such as smoking, obesity, diet, heredity, heat, cold, odors, etc. An EPA-sponsored review by Thompson and Associates (1981) certainly does not indicate that noise has an adverse effect on health at any level. In this review, over 100 epidemiological articles failed to provide conclusive evidence that noise had any adverse effects.

The Committee on Hearing, Bioacoustics and Biomechanics Working Group 81 (in 1981) reviewed studies concerning the long-term effects of noise on human health. The studies reviewed were representative of the available literature. Working Group 81 concluded that while evidence from available research reports is suggestive, it does not provide definitive answers to the question of health effects, other than to the auditory system, of long-term exposure to noise.

The general consensus of the scientific community working in the noise-effects area seems to be that if noise has any adverse effects on health, it

is certainly a weak variable in contributing to such effects. If scientific studies of industrial noise settings, where people were exposed to noise levels of 90 dB and above, eight hours a day, in some cases for over 40 years, have failed to provide a link even with elevated blood pressure, it is unreasonable to assume that noise of the levels surrounding airports is going to yield clear evidence.

F.1.2 DNL Level of 55 dB is Required to Protect Public Welfare

> COMMENT: Section 5(a)(2) of the Noise Control Act of 1972 (P.L. 92-574), as amended by the Quiet Communities Act of 1978 (P.L. 95-609) required the Administrator of EPA to publish information on the "levels of environmental noise, the attainment and maintenance of which in defined areas under various conditions are requisite to protect the public health and welfare with an adequate margin of safety." This "Levels Document" (EPA/ONAC publication 550/9-74-004, March 1974) established that DNL values that do not exceed 55 dB are sufficient to protect human health and welfare in sensitive areas (residences, schools, and hospitals). HUD, EPA and the Department of Transportation (DOT) recognize DNL not exceeding 55 dB as a goal for outdoors in residential areas. (EPA)

RESPONSE: In June 1980 the Federal Interagency Committee on Urban Noise recognized that although several Federal programs include noise standards or guidelines as part of their eligibility and performance criteria, the primary responsibility for integrating noise considerations into the planning process rests with local government, which generally has exclusive control over actual land development. They further recognized that the purpose of considering noise in the land-use planning process is not to prevent development but rather to encourage development that is compatible with various noise levels, the objective being to guide noise-sensitive land uses away from the noise and encourage nonsensitive land uses where there is noise. The committee admits that another input to the planning process is the statement of public health and welfare goals in EPA's "Levels" Document. The levels are to be used by individual communities to incorporate public health and welfare goals into the planning process. These levels do not <u>in themselves</u>, however, form the sole basis for appropriate land-use actions because they do not consider cost, feasibility, the noise levels from any particular source, or the development needs of the community and do include an adequate margin of safety.

Again the Federal Interagency Committee on Urban Noise (consisting of DOT, DOD, EPA, VA, and HUD) recognize that HUD, DOT, and EPA recognize that a DNL of 55 dB is a goal for outdoors in residential areas in protecting the public health and welfare with an adequate margin of safety. However, it is not a <u>regulatory</u> goal. It is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community.

Another reason that DNLs between 55 and 65 dB were considered unrealistic as a regulatory criteria is that urban and suburban noise exposure levels typically range from 52 to 67 dB, dense urban areas with heavy traffic typically range from 63 to 72 dB and downtown areas in major metropolitan

areas typically range from 71 to 80 dB. There are probably very few areas in the Westover community where outdoor community noise exposure levels are less than 65 dB even if the aircraft are not flying.

F.1.3 Noise impacts are understated

F.1.3.1 Land-use criteria are inaccurately described

COMMENT: Throughout the DEIS the magnitude of the noise impacts is understated. For example, on page 18 of the DEIS are two misleading statements: (1) DNL >65 dB is described as the "maximum level recommended for unrestricted development" when, in fact, it is the maximum acceptable level, not the recommended level; and (2) DNL >75 dB is described as the "maximum level considered discretionarily acceptable for residential use," whereas HUD describes DNL levels between 65-75 dB as "normally unacceptable," and the Federal Aviation Administration (FAA) considers such levels incompatible with residential land use. (For residential land use to be acceptable, additional noise level reductions (NLR) of 5 to 10 dB beyond normal NLR must be provided in the DNL 65-70 and 70-75 dB areas, respectively). (EPA)

RESPONSE: The text of the FEIS has been revised to reflect the wording suggested by EPA. The Air Force does not agree, however, that the impacts were understated. The indication that a DNL level of 65 dB is the maximum level recommended for unrestricted residential development was intended to imply that restrictions on federal assistance for development (requirements for incorporation of noise attenuation measures) are applied when DNL levels exceed 65 dB.

F.1.3.2 Annoyance impacts below 65 dB DNL are not addressed

COMMENT: In addition to these textual understatements of noise impacts, the DEIS quantitatively underestimates the number of people "highly annoyed" in two ways: 1) by using the term "annoyed" when the appropriate descriptor is "highly annoyed" according to the National Academy of Sciences' Guidelines for Preparing Environmental Impact Statements on Noise" (1977); and 2) by failing to consider those people "highly annoyed" at DNL levels between 55-65 dB. According to the National Academy of Sciences' "Guidelines" referred to above (p. B-6) approximately 12% of the persons exposed to DNL of 60-65 dB and 6.5% of those exposed to DNL of 55-60 dB would be "highly annoyed." Since the 55-65 dB contour lines would encompass a very large geographic area including highly populated Springfield and Chicopee, the number of persons "highly annoyed" will be substantially higher, possibly by orders of magnitude, than is predicted in the EIS. We request that these deficiencies be corrected in the Final EIS in order for decisionmakers and the public to have a realistic view of the impact of these actions. (EPA)

RESPONSE: The Air Force has reviewed the DEIS and has found that the term "highly annoyed" was used consistently throughout the text of the document; however, the qualifier "highly" was inadvertently omitted from the tables in Appendix D. These tables have been revised, and the correct terminology has

been included in the additional tables presented in Appendix K, Supplemental Noise Analysis. The text has also been revised to clarify that estimates of the number of persons highly annoyed apply only to the number exposed to DNL levels >65 dB and to indicate that some persons exposed to DNL levels <65 dB would also be highly annoyed.

While agreeing that some persons exposed to DNL levels between 55 and 66 dB would be "highly annoyed," the Air Force does not agree with the conclusion that inclusion of DNL levels between 55 and 65 dB would increase the estimated number of persons "highly annoyed" by "orders of magnitude." The Air Force believes that an attempt to estimate the number of persons "highly annoyed" by DNL levels <65 dB is inappropriate because DNL levels in the areas with the highest population densities (Chicopee and Springfield) would be expected to be approximately 60 dB based on population density and exposure to aircraft noise resulting from current operations. In an area with an existing DNL level of 60 dB, aircraft noise producing a DNL level of 60 dB would increase the DNL level to 63 dB and would be expected to increase the level of annoyance by 3 to 4%. In areas with low population density, such as Granby, inclusion of the number of persons within the 55- to 65-dB contour would increase the total number exposed by only a few percent and would not significantly affect the total.

F.1.4 Alternatives for WMDC action were not identified or evaluated

> COMMENT: The DEIS' adequacy rating ("insufficient information") is based on the DEIS' failure to consider alternatives and mitigation for the civil aviation operations . . . . Any subsequent consideration of WMDC's proposal should be accompanied by appropriate National Environmental Policy Act (NEPA) documentation, including a detailed evaluation of alternatives, mitigation, and the mechanisms by which mitigation can be enforced. (EPA)

RESPONSE: As noted in Sect. 1.2.2, WMDC originally requested extension of airfield operating hours to 20 hr/day pending a permanent increase to 24 hr/day. Because the number and distribution of operations within a 20-hr operating period would be approximately the same as during a 24-hr period, only the impacts of 24-hr operation are addressed in this EIS.

As noted in Sect. 4.1.2.2, the actual operating schedule cannot be predicted at this time and the analysis is based on projections of aircraft activity considered representative of combined passenger, cargo, and general aviation operations. For the DEIS analysis, only three aircraft operations were projected to occur between the hours of midnight and 5 a.m. (Table 4.2). Thus, the majority of aircraft activity was assumed to occur in a period of 19 hr. However, the ability to accommodate 24-hr operations (i.e., to allow the landing of scheduled aircraft that are delayed in arriving as a result of weather or mechanical problems) is considered by WMDC to be critical to the development of air cargo operations to the potential levels identified in the WMDC Master Plan. Therefore, extension of the airfield operating hours to periods of less than 24 hr is not considered to be an alternative.

F.1.5 Mitigation measures (primarily for civil operations) were not adequately addressed

COMMENT: The DEIS' adequacy rating ("insufficient information") is based on the DEIS' failure to consider alternatives and mitigation for the civil aviation operations as well as the deficiencies in the noise analysis discussed above. Accordingly, EPA suggests that the U.S. Air Force (USAF) deny WMDC's request for 24 hr/day operation at this time. Any subsequent consideration of WMDC's proposal should be accompanied by appropriate NEPA documentation including a detailed evaluation of alternatives, mitigation, and the mechanisms by which mitigation can be enforced. (EPA)

Since it is our understanding that Westover Air Force Base (AFB) is moving toward increased civil aviation activities, we suggest that WMDC look to the guidance provided by the FAA regarding noise impacts. A process paralleling the process described in 14 CFR Part 150, "Airport Noise Compatibility Planning," could lead to resolution of the unacceptable environmental impacts of the projected civil aviation operations, particularly if the civil aviation operations were developed consistent with the land-use compatibility standards presented in Part 150. EPA is willing to assist the USAF and WMDC in following through on our recommendations for resolving the noise impacts we deem environmentally unacceptable. (EPA)

RESPONSE: Subsequent to issuance of the DEIS, WMDC submitted a noise mitigation plan to reduce the impacts of civil aviation operations (Appendix J). The analysis presented in the FEIS is based on the proposed mitigation measures and indicates that they will significantly reduce, but not eliminate, the impacts resulting from the development of civil aviation operations to the levels indicated in the WMDC Master Plan.

F.1.6 Commitment to mitigation measures for Air Force operations needed

COMMENT: The USAF proposes specific measures to mitigate the impacts of the operational reorganization (DEIS, pp. 108-109) and suggests that other mitigations, such as timing of sorties, may be adopted for whatever military option is chosen. EPA encourages the USAF to adopt all the mitigation discussed in the DEIS. Most of EPA's concerns with these options would be resolved by adoption of the mitigation measures discussed in the DEIS. EPA also strongly recommends that the USAF consider other mitigation measures, including soundproofing of highly noise-impacted buildings, to further minimize the impacts of these operational changes. (EPA)

RESPONSE: The Air Force is committed to implementing the mitigation measures described in the FEIS. Scheduling of military operations is dependent on many factors, and a commitment to specific scheduling options at this time is not considered feasible. As operations are developed, the Air Force will work with local community leaders, organizations, and individuals in an effort to identify changes in operations or schedules which would further reduce noise impacts and will implement those changes determined to be feasible in consideration of training requirements and safety considerations.

F.1.7 Compensation of affected residents not addressed

COMMENT: The DEIS states that increased noise levels are unavoidable and will decrease property values. However, compensation to property owners already established in the area is not addressed. (WARREN)

COMMENT: Property devaluation -six months ago we invested our life savings into buying our house. It is devastating to learn how our property value will decline w/ the expansion. (LARAMEE)

COMMENT: Studies cited on page 64 of the EIS show up to 2.6% reduction in property value per decibel as sound levels rise over 55 dB DNL. The EIS also says (p. 83) there are 75 residences in areas where noise will be greater than 75 dB DNL, 1,000 with dB DNL over 70, and 3,125 will receive over 65 dB DNL. Assuming a modest average value of $60,000 per home, the loss in value of all 4,200 homes would be at least $74,490,000. When land is taken by eminent domain the owners are compensated. Are there plans to compensate the owners of these homes? (VCSE)

Do you consider a $74,000,000 loss an economic boo[n]? (VCSE)

COMMENT: Our properties that we have fought so hard to keep will drop tremendously in value. My house alone will drop 52% because of the noise level, is what I have worked all my life for? (PELLETIERE)

Other comments by: ANDERSON, N. RAUSCH, J & M, WARREN, MSCISZ, McNULTY, NASCIMENTO, VOHL

RESPONSE: As noted in Sect. 4.2.1, Westover Air Force Base has been an established, active flying facility for over 45 years. Most homes, hospitals, schools, etc., now affected by aircraft noise have been constructed with full knowledge of the existence of Westover AFB. Property values in these areas, therefore, already reflect, to a great degree, valuation based on aircraft overflights, noise, crash potential, etc. Numerous factors affect the market value of a home, noise being just one consideration. The Air Force experience at other military installations has not supported a loss of property value where a different type or larger number of aircraft has replaced existing aircraft. In fact, property values generally continue to increase because of greater employment and demand for housing; however, the rate of appreciation in value may be somewhat lower than that of nonaffected properties. This view is also supported by most realtors in the Westover area, including the president of the Greater Holyoke-Chicopee Board of Realtors. They conclude that local land values will rise with implementation of the proposed actions.

The Air Force does not have a soundproofing program and has no authority to pay claims for decreases in property values. The United States pays only if the overflights and noise are so severe as to amount to a "taking" of an interest in the property. The interest taken is usually in the form of an easement, and the flights must be frequent, directly over the affected property, and below 500 ft. "Taking" claims may be filed through the Office

of Public Affairs at Westover AFB or directly with the claims office at ESD/JA, Hanscom AFB, Massachusetts 01730. These claims typically are not settled administratively; the property owner must usually file a lawsuit for inverse condemnation because the Air Force usually does not agree that a taking has occurred.

F.1.8 Many issues are dismissed without adequate analysis

COMMENT: This report does not "carefully consider environmental aspects" and leaves many important questions either unanswered or not clear. The environmental issues (most of them) are dismissed as not being of consequence. "No adverse environmental impact can be expected" is repeated dozens of times, USING THE WORD "SIGNIFICANT" AS A QUALIFIER. (WADSWORTH)

Other Comments by: (WARREN)

RESPONSE: The regulations published by the Council on Environmental Quality for the implementation of NEPA specify that environmental impact statements shall be analytic rather than encyclopedic and that impacts shall be discussed in proportion to their significance, with only brief discussion of other than significant issues. There should be only enough discussion to show why more study is not warranted [40 CFR Part 1502.2 (a) & (b)]. In determining the significance of impacts, agencies are required to consider both the context of the impact (i.e., the setting in which it occurs) and the intensity (severity) of the impact. The determinations of the significance or insignificance of specific impacts were made by persons experienced in the evaluation of environmental resources and impacts and in the consideration of both the context and intensity of the impacts.

F.1.9 Discussion of further regulatory reviews required for implementation of WMDC proposal should be provided

COMMENT: Further regulatory reviews and approvals are required for implementation of WMDC proposal. [MEOEA]

RESPONSE: There is no further regulatory review or approval required for implementation of either of the proposed military actions. Implementation of either military action would require submission of applications to the City of Chicopee for permits for new or modified discharges of industrial wastewater to the municipal sewer system.

No further regulatory approval is required for an extension of the airfield operating hours. Since the original Economic Development Plan (EDP) for the civil airport was approved in 1981, WMDC has acquired control of additional aviation acreage, bringing the total airport project area to 178 acres. This change in project area will require revision of the EDP by WMDC, subsequent approval of that revision by a two-thirds vote of the Chicopee Board of Aldermen, and approval by the Mayor. In addition, leases between WMDC and air carriers are subject to approval by the Massachusetts Aeronautics Commission. The mitigation plan proposed by WMDC (Appendix J) provides for limiting nighttime noise levels to the levels resulting from the projected number of operations by Stage III aircraft in 1995. WMDC may

permit a mix of Stage II and Stage III aircraft in the interim if the Leq-9 is not larger than the maximum permitted contour. WMDC will file the maximum nighttime noise contour with the Massachusetts Executive Office of Environmental Affairs, MEPA Unit. This will become the basis for evaluating the impacts of periodic changes in civil aviation activity. WMDC is committed to filing an Environmental Notification Form with the MEPA Unit for review under the Massachusetts Environmental Policy Act before WMDC approves any substantial increase in scheduled commercial flights. The filing with MEPA will be accompanied by an updated Leq-9 contour to show the cumulative effect of the proposed change. Each filing is publicly noticed and given a 30-day comment period.

If the request for extension of the airfield operating hours is approved, appropriate procedural measures and operational restrictions will be incorporated into the Joint Use Agreement between the Air Force and WMDC to execute WMDC's mitigation plan. The agreement stipulates that violations of the terms and conditions for use of Westover AFB can be cause for termination unless corrective action is taken within 10 days of written notification.

The operations of WMDC are also subject to oversight by the Airport Advisory Committee, a citizen review committee appointed by the Board of Aldermen of the City of Chicopee. The committee has legal powers to veto actions of the WMDC which it deems detrimental to the community environment. WMDC is recommending to the Board of Aldermen that the ordinance establishing the Advisory Committee be amended to expand the Committee to include citizen representatives of surrounding communities directly impacted by civil aircraft operations at Westover (Appendix J).

F.1.10 Inclusion of "environmental compatibility" in analysis of alternative military sites

COMMENT: The [Pioneer Valley Planning] Commission feels that the Air Force's apparent omission of "compatibility of surrounding environment" as a criterion for preliminary site selection (see DEIS, p. 8) represents a significant oversight. An amplification of the Air Force's site-selection process and criteria in the FEIS is recommended. (PVPC).

RESPONSE: Environmental compatibility is an important consideration in the evaluation of alternative sites; however, the other sites identified in the DEIS were eliminated on the basis of inability to meet the operational criteria within the time limitations imposed by the delivery of the new C-5B aircraft. Westover AFB was the only site that met the operational criteria; therefore, environmental compatibility of the other sites was not a consideration.

F.1.11 Inclusion of cost-benefit analysis

COMMENT: The [Pioneer Valley Planning] Commission (PVPC) believes that the inclusion of a cost-benefit analysis section, weighing the potential negative impacts of the proposed (e.g., quantification of noise impacts on residents, property values, etc.) against the potential economic gains (e.g., new jobs), would be a valuable tool for evaluating the

merits of the proposal. Such an analysis should be included in the FEIS. (PVPC).

Other comments by: ARCHAMBAULT, M. & C., GDULA

RESPONSE: Inclusion of cost-benefit analyses in EISs is not required by the regulations issued by the Council on Environmental Quality for implementation of NEPA (40 CFR 1500-1508). The principal difficulty in the development of a cost-benefit analysis is the quantification of the adverse impacts related to increases in noise levels. Commenters have predicted widespread reductions in property values. If, as predicted by several area real estate agents (see newspaper article), little or no devaluation occurs, the impacts would be negligible. Another difficulty in quantifying the impacts on property values is the possibility that the impact may be a reduction in the rate of appreciation rather than a reduction in dollar value. Finally, benefits resulting from the proposed actions will not likely accrue to those who are adversely affected by increases in noise.

F.1.12 EIS is biased in favor of Air Force and WMDC

COMMENT: Instead of being an informative, objective report, we found the DEIS to be biased in favor of the Air Force and Westover Metropolitan Development Corporation. (WARREN)

RESPONSE: The Air Force believes that the DEIS adequately describes and quantifies the environmental impacts that could be expected to result from the implementation of the proposed actions, either alone or in combination.

F.2 PROCEDURAL COMMENTS

F.2.1 Combined consideration of proposed actions

COMMENT: Also I feel that the issue of a commercial airport is and should be a completely separate issue. WMDC is trying to ride in on your coat tails, and, frankly, I'm surprised you invited them to your meeting. (MUZYKA)

COMMENT: Second, it is important to separate the issues of bringing C5s to the base and opening Westover to 24-hr commercial operations. The arguments in support of and against these two proposals are very different, and each represents a major change. The linking of the two accomplishes no positive end but serves to cloud the issues. (RAUSCH, J.)

Other comments by: ANOP, HOLT, PELLETIERE

RESPONSE: Regulations issued by the Council on Environmental Quality (40 CFR Parts 1500-1508) require agencies to consider the impacts of proposed action to include direct, indirect, and cumulative effects (impacts). These regulations define "cumulative impact" as the impact on the environment which results from the environmental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency

(federal or non-federal) or person undertakes such other action. Thus, the Air Force is required to consider both the separate and combined (cumulative) impacts of the two proposed actions.

F.2.2 Change in proposal from that discussed at the scoping meeting.

COMMENT: At the original "airport" public meeting, the promise was made not to have traffic at night. (GOLDZMANE)

Other comments by: ARCHAMBAULT, M. & C.

RESPONSE: As noted in Sect. 2.1.1 of the DEIS, the proposed action originally announced in the spring of 1985 was the replacement of the 16 C-130E aircraft with 8 C-5A aircraft. This proposed action was presented at the public scoping meeting held on September 26, 1985. At that time, the possibility of the assignment of a total of 16 C-5A aircraft was presented as an alternative. At the scoping meeting, the Air Force indicated that no change in operating hours was required to implement either action. Subsequent to the public scoping meeting, the Air Force determined that the proposed military action should be changed to reflect the basing of a total of 16 C-5A aircraft; however, this change in proposed action does not affect the operating hours for military operations.

Westover AFB has been available for civil aviation activity since 1981 pursuant to a Joint Use Agreement between the Air Force and the WMDC. Under this agreement, civil aviation operations are limited to a maximum of 30,000 operations/year (approximately 50 to 55 arrivals and departures per day). It was originally projected that this level of operations would be reached about 1985. As indicated in Sect. 3.1.4.1 (Table 3.2) of the DEIS, the current level of activity is only approximately 10 arrivals and departures each day (less than 7,000 operations/year). An air traffic demand analysis prepared for the WMDC concluded that the Westover area has sufficient traffic demand to support scheduled passenger and cargo service plus general aviation activity totaling approximately 56 arrivals and departures/day. WMDC considers the capability to accommodate 24-hr operations as necessary for the development of cargo operations to the level identified in the WMDC Master Plan. On June 13, 1986, WMDC submitted a request to the Air Force to increase the operating hours to 20 hr/day on an interim basis pending a permanent increase to 24 hr/day. Because the number and distribution of operations during the 20-hr period would be approximately the same as during a 24-hr period, only the impacts of 24-hr operation are addressed in this EIS. This proposal was not known or addressed at the public scoping meeting held in September 1985 but has been fully considered in the preparation of the EIS.

F.2.3 Availability and distribution of DEIS

COMMENT: I was very angry that the EIS draft was kept from the public and that I had to know someone in the local government to even see that draft. (CHAMPAGNE, S.)

Other comments by: ANOP

RESPONSE: A notice of availability was published in the Federal Register on December 5, 1986, and copies of the DEIS were mailed to all of those persons who had requested copies before that time as well as to federal, state, and local agencies. Release of the EIS received widespread coverage in area newspapers, and the majority of these indicated that Dr. Grady Maraman could be contacted for additional information and provided Dr. Maraman's address and telephone number. Additional copies were provided to the Public Affairs Office at Westover AFB and were available for public distribution.

F.2.4 Requests for extension of comment period

COMMENT: I find all of this, especially the lack of good information, extremely annoying. Surely a little more time to analyze these changes is needed. (COSTA)

COMMENT: Please, pay attention to public sentiment up here. The least you can do is (1) extend the review period, so we, the citizens, can have access to all the information necessary in addressing this issue. Then you can look at the facts and see if you'd want this in your neighborhood, with all the problems that have plagued the C-5A since you all were hornswaggled into paying Lockheed for it. And say no, as we do. (2) We do not want the C-5s at Westover. They are unsafe, dangerous, and inefficient. (HUGHES)

COMMENT: I also believe that noise and air pollution will be sufficient to affect the already too-high levels of cancer incidents in our community. Certainly, more time, more dialogue, and more honesty is needed to arrive at an intelligent decision. I am against transfer of C-5s and the civilian airport proposed for Westover! (KLETT, R.)

RESPONSE: Regulations issued by the Council on Environmental Quality (40 CFR Parts 1500-1508) require a minimum of 45 days for public and agency review of a DEIS. To provide additional time for public review and comment on the DEIS, the comment period was extended by 19 days (through February 11, 1987).

As noted in Sect. 2.1.1.4 (Table 2.3), one of the major projects required for implementation of the proposed military actions, if approved, is the construction of aprons and taxiways. This type of construction activity must be completed prior to the onset of freezing weather. Further extension of the comment period and the resultant delay in a decision on the proposed military action would result in delays in the initiation of apron and taxiway construction which would make it impossible to complete construction during the 1987 construction season and would delay implementation of the proposed action by approximately one year.

F.2.5 Release of DEIS during holiday period

COMMENT: With this concern I attended the public hearing on January 8 in Chicopee. As you yourself are aware, the hearing was badly flawed. Many people were unable to speak and many questions remained unanswered. If the Air Force sincerely wants to have community input into its plans, it must give the surrounding towns a chance to study the EIS report and to respond with care. The release of the report during the holiday

season, the scheduling of only one hearing, the failure to give straight answers to concerns raised is telling evidence that the review procedure is not adequate. As State Representative Stan Rosenberg eloquently stated, what can sixty or ninety more days of review matter when one is considering a change that will affect this region for many decades. Clearly it is in the interest of the Air Force as well to petition the EPA for more time. (RAUSCH, J.)

RESPONSE: Release of the DEIS during the holiday season was a consideration in the decision to extend the comment period.

F.2.6 Close of comment period on day cancer study scheduled for release

COMMENT: A state study of cancer rates is due to be released Jan. 23. I believe it will be totally irresponsible of the Air Force if the review period is not extended to allow time for consideration of this study as well as several other matters that need further investigation. (LOW)

RESPONSE: The closing date for the public comment period was established in accordance with the requirement for a minimum of 45 days for public review of the DEIS. At the time the DEIS was released, the Air Force was unaware of the planned release of the referenced study. The Air Force has reviewed the subject study and has concluded that it does not contain any information suggesting a correlation between Air Force operations and cancer incidence in the areas surrounding Westover AFB or which would influence the decisions with respect to the proposed actions.

F.2.7 Air Force is trying to rush proposals through

COMMENT: It seems the Air Force is attempting to rush these proposals through without giving local residents ample time to learn and respond informatively. (PROKOP)

Other comments by: HOLT, KEITH

RESPONSE: The proposed replacement of the C-130 aircraft with C-5A aircraft was first announced in the spring of 1985, and a public scoping meeting was held on September 26, 1985, to obtain public input on the issues to be addressed in the DEIS. Subsequent to the receipt of the WMDC request for extension of the airfield operating hours, it was announced that the EIS was being revised to incorporate consideration of the WMDC request and that release of the DEIS was expected in late fall of 1986. The Air Force believes that the public has had ample time to become aware of the proposed actions and to develop positions with respect to the issues.

As noted in the response to a previous comment, the Air Force has determined that further extension of the comment period would result in unacceptable delays in implementation of the proposed military action if it is approved.

F.2.8 Adequacy of Public Hearing

F.2.8.1 Announcement of hearing at Ft. McPherson, Georgia

COMMENT: What disturbs me more is that the Air Force published a legal notice before showing Ft. McPherson, Georgia, as an address for attendance of the first public hearing. If this hearing enabled the Air Force to authorize the Westover Metropolitan Development Corp. to use the tower and runways, then this shows direct collusion between the Air Force and a civilian contractor, and this matter should be brought to the attention of the Department [of] Justice. (MASLOWSKI)

RESPONSE: The Air Force is unaware of any announcement concerning the proposed actions which referenced a hearing at Ft. McPherson, Georgia. It is possible that this comment is in reference to an announcement concerning the proposed Ground Wave Emergency Network (GWEN) system for which a meeting was held at Ft. McPherson, Georgia.

F.2.8.2 Local residents unaware of hearing until last minute

COMMENT: We who live on the outskirts of the base are going to be affected more than most of the people in Chicopee and, therefore, should be granted another hearing. A lot of people were unaware of the meeting until the last minute. I feel it is only fair to give everyone a chance to ask their own questions on these matters. (GAGNON, L.)

Other comments by: HOLT

RESPONSE: The date, time, and location of the public hearing were included in the Notice of Availability for the DEIS and received widespread coverage in the local news media. The Air Force believes that local residents had ample notice of the public hearing. In addition, all comments submitted before the close of the comment period were considered in the preparation of the FEIS, and responses to all substantive comments are included in this section.

F.2.8.3 Time consumed by Air Force and public officials

COMMENT: There is need for another public hearing. Much time was spent describing the proposal which was dominated by public officials and Air Force personnel. The moderator, while fair and professional, exhausted much of valuable public input time as did local officials. (ANOP)

RESPONSE: Many of the persons who attended the public hearing had not read the DEIS and were unfamiliar with the proposed actions or the analysis of impacts included in the DEIS. Therefore, it was considered necessary to include a summary of the proposed actions and impact analysis. The primary purpose of the public hearing was to obtain input on issues that were not identified or adequately analyzed in the DEIS.

As noted in the response to previous comments, copies of the DEIS were provided to all persons who requested them and additional copies were available at the base as well as Headquarters, Air Force Reserve.

F.2.8.4 Many persons were unable to speak

COMMENT: I signed up to speak at the hearing but left at 11:30 p.m. after spending 4 1/2 hours waiting for the opportunity. Fundamental fairness calls for the institution of another public hearing that will only solicit comment. By now the public has had a reasonable opportunity to know what the two proposals are. (ANOP)

Other comments by: RAUSCH, J.

RESPONSE: As was indicated by the hearing officer at the beginning of the public hearing, the hearing was held open until all those present had an opportunity to speak. It is recognized that many persons who had indicated a desire to speak left before they had an opportunity to do so. However, it was indicated at the hearing that all questions and comments submitted before the close of the comment period would be considered in preparation of the FEIS and that all substantive comments and questions would be responded to. Many of those who left before having an opportunity to speak took advantage of the opportunity to submit questions and comments in writing.

F.2.8.5 Unanswered questions

COMMENT: These are questions I and many others had hoped would be answered at that hearing so that we could use the answers for more informed public comment on the EIS. Obviously, the one hearing format does not allow either time or access to information sources to adequately deal with complex issues. Ideally, those questions not answered in a first hearing should be researched and responded to at subsequent hearings--still allowing long enough review period for comment on those results. (KEITH)

Other comments by: PLOURDE, RAUSCH, J.

RESPONSE: As noted in the response to a previous comment, the primary purpose of the public hearing was to obtain public input regarding issues that had not been identified or adequately analyzed in the DEIS. Although representatives of the Air Force and WMDC attempted to answer specific questions, many of the questions concerned issues that could not be adequately responded to in the context of the hearing. All substantive questions and comments submitted prior to the close of the comment period were considered in preparation of the FEIS and are responded to in this section.

F.2.8.6 Air Force and WMDC contrived to dissuade constructive input

COMMENT: After listening to the speakers on both sides of this issue, I believe that the Air Force (and the civilian airport group) have contrived to prevent an open, honest and informative meeting. Subtle intimidation has been utilized to dissuade intelligent, in-depth questioning. (KLETT, R.)

RESPONSE: The Air Force is not aware of any attempts to intimidate persons wishing to comment on the DEIS or to dissuade in-depth questioning. Although the number of persons indicating a desire to make statements or ask questions made it necessary to limit the time allocated to each speaker, there was no attempt to restrict statements made during the allotted time. As noted by the hearing officer at the beginning of the hearing, cross examination of Air Force representatives was not permitted. The Air Force has not engaged in any actions intended to limit public input or to avoid consideration of all substantive issues.

F.2.9 Requests for additional hearings

COMMENT: It is our opinion at this time that both proposals should not be approved. Furthermore, before any decision is made there should be more public hearings which would allow area residents to express their concerns. (PROKOP)

Other comments by: SUNTER, E., KEITH

RESPONSE: As noted in response to previous comments, the primary purpose of the public review period and the public hearing was to identify issues that were not identified or adequately analyzed in the DEIS rather than to debate the merits of the proposed action. The Air Force believes that all issues requiring further clarification or analysis have been adequately identified during the review process and does not feel that additional hearings are warranted.

F.2.10 Citizens should have the right to vote on proposals

COMMENT: . . . 14 cities and towns around Westover should have the right to vote on these Westover plans and not Mayor Lak alone. (GRINUK)

RESPONSE: Neither of the proposed actions (basing of the C-5As or extension of the airfield operating hours) requires approval by state or local government agencies and would therefore not be appropriate for local referendum. Actual expansion of civil aviation operations is subject to both state and local approvals, and decisions on a local referendum would be up to appropriate local officials.

F.2.11 Comments are useless because WMDC is proceeding with development

COMMENT: We realize from the attached that submitting our questions and concerns is useless - an exercise in futility - but we chose to register our opposition to Westover expansion anyway. (Attached copy of article entitled "Terminal takeoff due in spring" concerning plans for terminal building.) (SCHOFIELD)

RESPONSE: This comment apparently refers to WMDC plans for renovation of an existing building to provide a passenger terminal. The existing Joint Use Agreement allows WMDC up to 30,000 operations per year (about four times the current level of operations). Construction of this terminal does not require Air Force approval and is not dependent on the Air Force's decision with respect to extension of airfield operating hours. Development of scheduled

passenger services requiring the passenger terminal can proceed, although with less probability of success, without extension of the hours of airfield operation.

F.2.12 Citizen recourse

COMMENT: Finally, if C-5s come to Westover, if there are problems, if the Air Force does listen to complaints but nothing comes of the remedies if they are indeed attempted, what recourse will there be? (SZATKOWSKI)

RESPONSE: If C-5s are located at Westover, the Air Force Reserve full-time employees as well as most of the reservists will be permanent residents of their community (as contrasted to temporary residents and active duty bases). As local residents, they are sensitive to local pressures and reactions to them by their peers, and this provides increased motivation for them to work to resolve problems that they cause. Each base commander works with the local community to establish compatibility between the Air Force mission and the community's goals and objectives.

With respect to liability for Air Force aircraft mishaps, dropped objects, fuel dumping, etc., damages for injuries or damage to property are fully payable when shown to be the result of Air Force operations. There is no limitation on the dollar amount of Air Force liability for damages resulting from its operations. If a claim for damages is filed as a result of operations at Westover and discovered not to be the result of Air Force activities, the claim would be forwarded to the appropriate authority for consideration. Claims may be filed with the Office of Public Affairs at Westover AFB or directly with the claims office at ESD/JA, Hanscom AFB, Massachusetts 01730.

WMDC is currently negotiating with the Air Force Reserve to develop a revision to the Joint-Use Agreement which would provide a simplified, centralized complaint and claims procedure. Such a procedure could establish a single point of contact for calls regarding any flight activities at Westover (either military or civilian) and expedite citizen response to complaints.

F.2.13 WMDC Master Plan is still in draft form

COMMENT: WMDC's 10 year Master Plan which the USAF is supposed to analyze for environmental impact, is still in draft form and will probably be presented in Feb. 1987. This fact renders any public hearing which have been held procedurally deficient. (SHUTE)

RESPONSE: The analyses presented in the EIS are based on projections of aircraft operations presented in a traffic demand analysis prepared for WMDC in conjunction with the development of the WMDC Master Plan.

F.2.14 Need for hearing on Final EIS

COMMENT: It seems extremely unfair that the decision process does not, apparently, include a hearing on the final EIS, so that citizens have an

opportunity to better understand the true impacts rather than basing their conclusions on the preliminary information presented in the draft EIS. (SUSSMAN)

RESPONSE: Hearings on Final Environmental Impact Statements are not required by the regulations issued by the Council on Environmental Quality for the implementation of the National Environmental Policy Act (40 CFR 1500-1508).

F.2.15 Consultations with federal, state and local agencies

COMMENT: Were the local boards of health, or the State health agencies consulted for the impact study. If they were, what were the results of the consultations. If they were not consulted, why weren't they? Were the local conservation commissions consulted for you study? Was the D.E.Q.E consulted for your study and to what capacity? Was the E.P.A consulted for your study and to what capacity? (SZCZEBAK)

RESPONSE: During the scoping process, meetings were held with the Environmental Protection Agency, the Fish and Wildlife Service, the Massachusetts Department of Environmental Management, the Massachusetts Department of Environmental Quality Engineering, the Massachusetts Natural Heritage Program, the Pioneer Valley Planning Commission, and representatives of the City of Chicopee to identify issues to be addressed in the EIS and to collect data concerning current environmental conditions. Other state and federal agencies were advised of the intent to prepare an impact statement and were invited to provide input to the scoping process. Neither the Department of Public Health nor local conservation commissions were specifically contacted during the scoping process, and these agencies did not comment on the DEIS.

F.3 PURPOSE AND NEED FOR PROPOSED ACTIONS

F.3.1 Military Action

F.3.1.1 Need for additional airlift capacity

COMMENT: Valley Citizens would like to have all documents in possession of the Air Force that specifically demonstrate the need to add 50 C-5B aircraft to the current force of C-5As. (VCSE)

RESPONSE: As noted in Sect. 1.1, the military airlift shortfall was identified by the Congressionally Mandated Mobility Study. Justification of the need for additional airlift capacity is beyond the scope of this EIS.

F.3.1.2 Need for additional capacity on East Coast

COMMENT: The Air Force has said they need improvement in their airlift capabilities on the east coast. Now, you have C-5A transports stationed at Dover AFB in Delaware. I've been out of school for a while, but it seems to me Delaware is on the east coast. Let these huge planes remain there where they're better suited and let us try to live our lives with a nice neighborhood, a quiet and non-polluted park, and a peace of mind

that these flying giants won't drop a part, dump their fuel, or crash down upon us. (CHARRON)

RESPONSE: Although basing of the C-5A aircraft in the eastern portion of the United States is desirable from an operational standpoint because of the concentration of rapid deployment forces and materials in the East and the proximity to Europe and the Middle East, location on the East Coast was not a primary site-selection criteria. As noted in Sect. 1.2.1, the first AFRES C-5A equipped unit was established at Kelly AFB in Texas.

Currently, 36 C-5A aircraft are based at Dover AFB, Delaware. These will be replaced with C-5B aircraft currently being procured. Limitations on manpower as well as ramp and apron space at Dover AFB require that the C-5A aircraft currently based at Dover be relocated to accommodate the new C-5B aircraft.

F.3.1.3 Westover was determined to be an unnecessary installation in 1974, why should it be reactivated now?

COMMENT: If the base was basically deactivated in 1974, why does the Air Force wish to reactivate it now? It was shut down as an unnecessary installation. (WILL)

RESPONSE: The deactivation of the Strategic Air Command 99th Bombardment Wing and supporting units based at Westover AFB resulted from a decision to consolidate Strategic Air Command B-52 bomber and KC-135 tanker assets at locations in the central United States. The installation was not shut down. As noted in Sect. 3.1, the installation was transferred to the Air Force Reserve and has supported a Reserve flying mission since that time. As a Reserve installation with an adequate runway capacity and many suitable support facilities, Westover was a primary candidate for the C-5A mission.

F.3.1.4 If Air Force needs 50 C-5Bs, why does anyone need outdated C-5As

COMMENT: If the Air Force needs 50 C-5B aircraft, why does anyone need outdated C-5As? (WARREN)

RESPONSE: The C-5B designation of aircraft currently being produced indicates that modifications have been made which differentiate this model from the earlier C-5A aircraft; however, this does not imply that the C-5A is outdated. Modifications incorporated into the C-5B include improvements in the wing structure and landing gear and to the control and navigation systems. Many of these same modifications have been made to the original C-5A aircraft. The modified C-5A and C-5B aircraft are essentially equivalent in performance, and the majority of major subsystems and parts are interchangeable.

F.3.1.5 Transfer to reserves is a device for Air Force to divest itself of unwanted aircraft that it can't afford or doesn't dare use

COMMENT: Finally, I want to go on record as being opposed to stationing C-5s at Westover. These planes are dangerous, unreliable, noisy,

economically disastrous, and should never be flown over populated areas. Their military usefulness and performance have always been questionable at best. At the same time the Air Force claims they are vital to defense, they want to send over a billion dollars worth of them to train Westover's reserves. At the four five-hour sortie rate given in the EIS, each plane will fly only five hours a month. I say these planes are being dumped at Westover because the Air Force doesn't dare or can't afford to actually use them. This is no basis for spending taxpayer money or risking lives. (KEITH)

COMMENT: Perpetuation of a fraud inflicted on the government with the purchase of the defective and accident prone C5A. ... it appears that a plan to station the C-5s at Westover is merely a device for the Air Force to gracefully divest itself of the unwanted aircraft which have reportedly been under continued criticism and which apparently poses additional hazards to the population due to design flaws. (SUSSMAN) (SUSSMAN, D. & C.)

RESPONSE: As noted in Sect. 1.2.1, because of congressional limitations on active force manpower, the Air Force tasked the Military Airlift Command to transfer flying missions and aircraft assets to the Air Reserve Forces [Air Force Reserve (AFRES) and Air National Guard (ANG)]. Based on an Operations and Resources Study, the Military Airlift Command concluded that the best alternative to meet operations, manpower, and budgets is to transfer C-5As to the Air Reserve Forces as C-5Bs are delivered to the active forces. This would allow the Air Force to meet several objectives:

1. modernize the Air Reserve Forces' airlift inventory,
2. provide facilities that would accept the C-5 aircraft at a greatly reduced capital investment,
3. provide annual operational cost savings by reducing the required flying hour program because of the Air Reserve Forces' flying experience,
4. meet the congressionally mandated manpower ceiling, and
5. achieve the congressionally supported 66 million ton-miles/day capability.

It should be noted that approximately 50% of the current C-5A missions are flown by AFRES flight crews through the existing Reserve Associate Unit program and that a similar percentage of C-5B missions will also be flown by Reservists. The Air Reserve Forces are an operational entity of the U.S. Air Force; therefore, this mission transfer does not divest the Air Force of these aircraft.

The C-5A aircraft currently in the Air Force inventory are necessary to meet the congressionally supported 66 million ton-miles/day airlift capability. As noted in Sect. 1.2.1, the decision to transfer C-5A aircraft to the Air Reserve Forces was based in part on the ability to provide annual operational cost savings by reducing the annual flying hour program required to maintain aircrew qualifications because of the Air Reserve Forces' flying experience.

F.3.1.6 Each aircraft would be flown only 5 hr per month

COMMENT: Finally, I want to go on record as being opposed to stationing C-5s at Westover. These planes are dangerous, unreliable, noisy, economically disastrous, and should never be flown over populated areas. Their military usefulness and performance have always been questionable at best. At the same time the Air Force claims they are vital to defense, they want to send over a billion dollars worth of them to train Westover's reserves. At the four five-hour sortie rate given in the EIS, each plane will fly only five hours a month. I say these planes are being dumped at Westover because the Air Force doesn't dare or can't afford to actually use them. This is no basis for spending taxpayer money or risking lives. (KEITH)

RESPONSE: As noted in Sect. 2.1.1.2 (Table 2.1), local flying accounts for only part of the annual flying hours authorized for the C-5A aircraft to be transferred to the Air Force Reserves. As indicated at the public hearing, the projected annual flying hour program that would be authorized for the 439th MAW if the proposed action is approved has been reduced from the 4,960 hr indicated in Table 2.1 to approximately 4,400 hr. This authorization is based on an authorization of 14 Primary Assigned Aircraft (PAA) and would result in each aircraft being flown an average of approximately 314 hr/yr or 26 hr/month. As noted in the response to a previous comment, one of the benefits of the transfer of the C-5A aircraft to the Reserve Forces is the savings in operational costs resulting from a reduction of the required flying hours because of the Air Reserve Forces' flying experience.

F.3.1.7 If Reserves need practice, don't they deserve up-to-date equipment?

COMMENT: If the Reserve needs flight practice don't they deserve up-to-date equipment? We feel that the fact these planes exist does not justify a need to perpetuate the expense. (WARREN)

RESPONSE: As noted previously, the C-5A aircraft have been modified to include many of the improvements incorporated into the C-5B and are functionally equivalent to the C-5B.

F.3.2 WMDC Action

F.3.2.1 Need in region for proposed increase in air traffic

COMMENT: In referring to the need for the WMDC proposal (Sect. 1.2), it is stated that WMDC needs the tower open 24 hours to increase development of civil aviation. I do not feel that the EIS sufficiently addresses whether there is a need in this region for this proposed increase in air traffic. Bradley Airport is half an hour away and can service most of this region's business and passenger needs. (HOWARD)

RESPONSE: The traffic demand analysis prepared in conjunction with the development of the WMDC Master Plan concluded that there is sufficient demand in the region to support both scheduled passenger and air cargo services at the levels indicated in the DEIS. The levels of activity analyzed in the DEIS are considered to represent levels that could reasonably be achieved by

1995. If demand is not sufficient to support the projected levels, the number of aircraft operations and the resulting impacts would be lower than those described in the DEIS.

The traffic demand analysis recognized the existence of Bradley International Airport as well as other airports in western Massachusetts and the northeastern United States and concluded that the demand for services would be sufficient to support the projected levels of activity in competition with these facilities. The analysis identified commuter passenger services connecting to major terminals in the Boston and New York City areas and cargo services as areas in which Westover can provide cost effective services. One of the major advantages offered by Westover is the lack of air traffic congestion and associated delays relative to Bradley International Airport.

THE FOLLOWING INFORMATION WAS PROVIDED BY WMDC

> The 178 acre civil airport at Westover represents an opportunity for the Pioneer Valley region to attract a new industry, i.e. aviation, to the region. This industry growth will result in new job creation, additional disposable income, and increased capital investment, which, together, add to the economic vitality of the area. Additionally, the attraction of air cargo services will result in lowered shipping costs for area manufacturers, which may act as an incentive for job creation and growth. Finally, through projected scheduled passenger services, greater convenience will be provided to the traveling public in the Westover service area (Hampden, Hampshire, and Franklin Counties). The DEIS enumerates direct airport job creation, payroll increases, and capital investment figures projected through 1995 as a result of civil aviation expansion.

F.3.2.2 Need for 24-hr operation.

> COMMENT: In referring to the need for the WMDC proposal (Section 1.2), it is stated that WMDC needs the tower open 24 hours to increase development of civil aviation. I do not feel the EIS sufficiently addresses whether there is a need in the region for this proposed increase in air traffic. Bradley Airport is half an hour away and can service most of this region's business and passenger needs. (HOWARD)
>
> Other comments by: RAUSCH, J., SCHOFIELD, SHUTE, SUNTER, R.

RESPONSE: As noted in the response to a previous comment, the current Joint Use Agreement permits up to 30,000 civil aviation operations/yr at Westover AFB. This level of operation was originally projected to be reached by 1985; however, the current level of civil aviation operations is only approximately 7,000/yr. WMDC believes that, in addition to the unsettled economic conditions in the aviation industry, the lack of passenger terminal facilities and the inability to accommodate operations between the hours of 11 p.m. and 7 a.m. are major reasons why the projected level of activity has not been reached. Accordingly, WMDC has proceeded with the development of a passenger terminal and has requested that the Air Force extend the hours of airfield operation to 24-hr/day.

As also noted in a previous response, WMDC initially requested that the Air Force increase the hours of airfield operation from 16 to 20 hr/day on an interim basis pending a permanent increase to 24-hr/day. Because the number and distribution of aircraft operations during a 20-hr operating period would be approximately the same as for 24-hr/day operation, only the impacts of 24-hr/day operation are addressed in the DEIS. Although WMDC considers the ability to accommodate 24-hr/day operation essential to the development of cargo operations, restriction of scheduled operations to less than 24 hr/day is considered feasible and is discussed as a mitigation measure.

F.4 ALTERNATIVES TO THE PROPOSED ACTIONS

F.4.1 Provisional implementation

> COMMENT: Why is there [no] provision for probationary implementation? Let us feel out the operation if it goes into effect 6 mo 1 yr. (CONNORS)

RESPONSE: Implementation of either proposed military action would require a capital investment of more than $30 million to provide required support facilities, and a provisional or probationary implementation is not considered a feasible alternative.

A provisional or probationary extension of airfield operating hours would not require any significant capital investment; however, initiation of expanded air cargo operations would require construction of new facilities, and it is unlikely that a cargo carrier would be willing to make the required financial commitment on the basis of a provisional agreement.

F.4.2 Alternatives to the proposed military actions

F.4.2.1 Construct a new base in a remote location.

> COMMENT: I am opposed to any escalation of activity at Westover Air Base. Last summer (1985) when the Pease A.F.B. was under repair, the noises of the C-5s and F-111s was unbearable. At times it was deafening. I see no need to return to this base. Build one somewhere where nobody will be affected. (MUZYKA)

RESPONSE: Construction of a new base capable of supporting C-5A operations would cost in excess of $100 million and would require several years to complete. Thus, construction of a new base is not considered a feasible alternative. There are very few places at which a base could be constructed where no one would be affected. At such locations, there is no one to recruit and train. It is cost prohibitive to transport reservists to a training site. Because training time or the number of hours a reservist can spend on duty is fixed by Congress, training could not be accomplished.

F.4.2.2 Leave C-5As at Dover AFB, Delaware

> COMMENT: The Air Force has said they need improvement in their airlift capabilities on the East coast. Now, you have C-5A transports stationed

at Dover AFB in Delaware. I've been out of school for a while, but it seems to me Delaware is on the East coast. Let these huge planes remain there where they're better suited . . . . (CHARRON)

RESPONSE: The 36 C-5A aircraft currently based at Dover AFB, Delaware, will be replaced with C-5B aircraft. Space at Dover AFB is inadequate to permit construction of ramp, apron, hangar, and other support facilities required to accommodate the 16 C-5 aircraft under consideration for basing at Westover AFB. The Air Force Reserve has an associate unit at Dover AFB that currently flies the C-5A and will fly the C-5B. Locating a unit that owns its aircraft at this location would cause recruiting and management problems for both the active and reserve units.

F.4.2.3 Base C-5As at a remote location

COMMENT: As you are no doubt aware, the area which would be affected by both the proposed military and civilian programs is one of accelerating population growth. It makes no sense to inflict on the new residents of the area, or on the people who have made the area home for some time, the severe impacts which both of these programs would entail. The military programs would better be located, if at all, in a sparsely populated area. Commercial operations would be more suitable at nearby existing commercial airfields where housing patterns have developed within the framework of their existence. (SUSSMAN)

Other comments by: NASCIMENTO

RESPONSE: Of the seven installations originally considered for basing of the C-5A aircraft to be transferred to the Air Force Reserve, only Cape Canaveral Air Force Station, Florida, could be considered as "remote." Basing at this location was determined to be infeasible because of the cost of required facilities and the time required for construction.

A major consideration in the basing of Air Force Reserve units is the presence of a population large enough to provide an adequate base for recruiting of reservists. The large number of personnel required to support a C-5A unit requires that the unit be located relatively close to a major population center.

F.4.2.4 Base C-5As at a base where takeoffs and landings would be over water

COMMENT: In the event of a crash at take off or landing which are the most dangerous times, these heavily populated areas would be in jeopardy. Why not choose a military airport that would have the planes take off over the water. (KOKOSZKA)

RESPONSE: Of the seven installations originally considered for basing of the C-5A aircraft to be transferred to the Air Force Reserve, only Cape Canaveral Air Force Station, Florida, and Patrick AFB, Florida, would permit operations over water. Basing at these locations was determined not to be feasible because of the cost of required facilities and the time required for construction. In addition, basing at Patrick AFB, Florida, would have

required placement of fill in the Banana River to permit construction of apron and ramp facilities. In addition to the increased cost of such construction, placement of fill in this shallow portion of the inland waterway would have adverse environmental impacts.

F.4.2.5 Reduce current operating hours

COMMENT: In past years, other planes going in and out of Westover have flown the same pattern. We appreciate any consideration to varying flight patterns so the flights are not directly over our area each time. Limiting the flights to daylight hours, Monday through Friday, would also be helpful. We are employed full time during the week. Thus, evenings and weekends are the only time we can relax and enjoy the quiet of our home. (SMEAD)

RESPONSE: As noted in Sect. 4.2.2, because most members of reserve flight crews have full-time civilian jobs, most local flying activity must be scheduled for weekend training assemblies or after normal working hours during the week. Thus, reduction of current operating hours is not considered a feasible alternative.

F.4.3 Alternatives to the expansion of operating hours and development of civil aviation operations

F.4.3.1 Develop alternate industry which would provide equivalent employment.

COMMENT: I realize that the Westover Metropolitan Development Corp., has a huge investment there, but if they try harder I'm sure they could find alternative industry to locate there. (CROOKS)

COMMENT: Chicopee (which received a lot of acreage at minimal cost) does not need a 24 hour airport to develop all of the land into an industrial complex. Many jobs can be created with the industrial development of this land. They don't need an airport to do this. Just look at the many huge industrial parks developed in this country that do not have an airport runway outside their building.

RESPONSE: Of the approximately 1,200 acres transferred to WMDC, only 178 acres are designated for aviation-related industry. Of the approximately 1,000 acres in Chicopee and Ludlow designated for nonaviation-related development, about 400 acres remain available for development. WMDC is actively trying to develop this area, and development of aviation-related industry in the airpark would not interfere with or restrict this development effort. WMDC feels that the availability of scheduled passenger services and/or air cargo services as well as general aviation support facilities would be a major asset, which would enhance development of nonaviation industry in the area of Westover AFB and attract out-of-town investment that might otherwise not consider western Massachusetts as a location.

F.4.3.2 Restrict operating hours

COMMENT: However, I am opposed to having a commercial airport operating round the clock. I believe limiting the hours of operation between 6:00 AM and 11:00 PM will meet less opposition. This schedule allows a 7 hour quiet zone when people are sleeping. During the hours of 11:00 PM to 6:00 AM, flights coming into the area could land at Bradley Airport as they do now and would continue to do if there were no commercial airport at Westover. I believe that this compromise would benefit all that are involved. (SIMARD)

Other comments by: HOWARD, RAUSCH, J.

RESPONSE: As noted in the response to a previous comment, WMDC feels that its limited success in attracting aviation-related operations is directly related to the current restriction on operating hours. WMDC believes that to achieve its goal of attracting a labor- and capital-intensive aviation industry, it must have more flexible airfield operating hours. In particular, WMDC considers the ability to accommodate 24-hr operations (i.e., to permit landing or takeoff of aircraft which are delayed due to weather or mechanical problems) as critical to the development of air cargo operations. Therefore, restriction of operations to less than 24 hr is not considered as a feasible alternative. However, restriction of <u>scheduled</u> operations to a period of less than 24 hr is considered feasible.

F.4.3.3 Prohibit general aviation operations

COMMENT: I believe general aviation will create a greater hazard than anticipated. The most recent air disasters involved general aviation (small, light planes) colliding with commercial planes. (GDULA)

RESPONSE: The traffic demand analysis prepared for the WMDC Master Plan recognizes the limited compatibility of light aircraft operations in conjunction with operations of cargo aircraft, including the C-5A, and recommends only limited growth in general aviation activity. The projected operations are based on operations of business jets and twin engine turbo prop aircraft, which are more compatible with cargo and passenger operations.

F.5 MITIGATION MEASURES

F.5.1 Mitigation measures for military aircraft operations

F.5.1.1 Change runway utilization (equalize use of 05 and 23)

COMMENT: I also feel that using one runway, runway 23, for 80% of the air traffic puts unreasonable stress on the people living under that flight path. Other runways should be used a greater percentage of the time. (HOWARD)

RESPONSE: Because the majority of C-5A training operations will involve "touch-and-go" landings in which the aircraft does not come to a stop, the aircraft must approach and depart on the same heading. Although noise levels

at equivalent distances from the aircraft are higher for takeoffs than for landings, landings require a gradual descent and the aircraft is thus at a lower altitude over areas outside the base boundary. Therefore, noise levels outside the base are higher for the approach flight track than for the departure flight track. Because of this, as indicated in Sect. 4.2.2, approximately 16,200 people would be exposed to 5-hr average noise levels greater than 65 dB by operations on runway 23 (approaches over Granby and departures over Chicopee), while approximately 47,500 would be exposed to similar levels by operations on runway 05 (approaches over Chicopee and departures over Granby). Thus, operations on runway 23 are preferred on the basis of noise impacts.

Runway utilization is also determined by wind speed and direction. Wind conditions generally favor the use of runway 23, and approximately 80% of the C-5 training operations are assumed to use runway 23. For operations not involving "touch-and-go" landings, increased use of runway 05 for both landings and takeoffs would decrease the total number of persons exposed to increased noise levels; however, the level of impact to those persons living to the northeast of the base (primarily in Granby) would be increased because they would be subjected to noise from both landings and takeoffs.

Because more modern aircraft, and in particular heavy cargo aircraft, are able to take off and land with large crosswind components, there is less requirement today for crosswind runways. This has allowed many Air Force bases to completely close crosswind runways, thus reducing maintenance costs and allowing that land to be used for more pressing uses. Because WMDC has general aviation activity and a significant transient DOD activity exists, the existence of the crosswind runway 15/33 provides the base with much more flexibility to deal with local traffic and its impact.

A minimum runway length of 7,000 ft is required for C-5 touch-and-go operations. Runway 15/33 is only 7,050 ft long and is thus less desirable for C-5 training operations, which involve approximately 18 touch-and-go landings per sortie. Use of runway 15/33 also results in both approaches and departures over populated areas and is less desirable on the basis of noise impacts.

The mitigation plan proposed by WMDC (Appendix J) is based on increased utilization of runway 05 for takeoffs and runway 23 for landings to minimize noise impacts in the more densely populated areas to the southeast of the base.

F.5.1.2 Use of departures over Granby instead of Chicopee

COMMENT: Our home, which we own, is in the flight path of Westover Field. Many times in the past we were unable to continue conversations on the telephone because of the noisy KC135's and B52's after the planes left the runway and gained altitude. Would it be possible for the C5A's to use the Granby runway to avoid this metropolitan area? (GRIMARD)

COMMENT: I have noticed that Chicopee is gaining the most (economically) and losing the least (noise wise) in this venture. Chicopee has been pushing to develop Westover yet most planes will take

off toward Granby so as not to disturb Chicopee State Park. In addition, why do the sorties loop into Ludlow? Reverse the loop and let them fly over Chicopee. It seems to me that Chicopee wants their cake and to eat it too. (COSTA)

RESPONSE: As noted in the preceding response, the majority of C-5A departures will be toward Chicopee rather than Granby. As noted in Sect. 3.3.3.1, analysis of data on Air Force aircraft accidents revealed that approximately 61% of the accidents occurred during landings or approaches. Thus, use of runway 05 for C-5A training sorties would involve approaches over Chicopee Memorial State Park and would increase both the noise levels and the probability of an accident in the park. As noted in Sect. 4.3.3.2, operations on runway 05 would be minimized during periods of high park use.

F.5.1.3 Why does flight track loop over Ludlow

COMMENT: I have noticed that Chicopee is gaining the most (economically) and losing the least (noise wise) in this venture. Chicopee has been pushing to develop Westover yet most planes will take off toward Granby so as not to disturb Chicopee State Park. In addition, why do the sorties loop into Ludlow? Reverse the loop and let them fly over Chicopee. It seems to me that Chicopee wants their cake and to eat it too. (COSTA)

RESPONSE: Because the pilot sits on the left side of the aircraft, traffic patterns that include left-hand turns provide the pilot with the best view of the runway as he turns while operating under visual or instrument conditions. For this reason, airport traffic patterns normally employ left-hand turns whenever possible. The traffic pattern for runway 23 is based on a standard left-hand traffic pattern, which results in overflight of Ludlow.

In determining airport traffic patterns, both physical constraints (such as hills, towers, buildings, etc.) and population densities are also considered. Current navigational aids and equipment minimize the physical constraints so that population densities are the most important consideration in determining whether traffic patterns employ left or right turns. Because population densities to the east of the base (in Ludlow) are lower than those to the west (in Chicopee), the traffic pattern for runway 05 also overflies Ludlow.

F.5.2 Mitigation measures for civil aviation operations

F.5.2.1 Restrict aircraft types (i.e., to Stage III aircraft)

COMMENT: I am against allowing 24 hr operation, not all carriers have 3rd generation jet engines (like current DC8). Carriers using this airport should have jet engines like the Emery Freight airplane currently in operation there. (HABER)

RESPONSE: The mitigation plan proposed by WMDC would limit nighttime noise levels to the equivalent levels produced by operation of all Stage III aircraft in 1995. This would permit operation of other than Stage III aircraft during the interim period but would limit the number of operations to less than the projected 1995 levels.

F.5.2.2 Establish landing fee schedule to penalize flights arriving during critical hours.

COMMENT: The [Pioneer Valley Planning] Commission suggests consideration be given in the FEIS to ... the establishment of a landing fee schedule that would penalize flights arriving during critical late night hours (i.e., 12-6 a.m.). (PVPC)

RESPONSE. High landing fees have been tried at many commercial airports in the United States with limited success. While they do tend to reduce traffic, they do not necessarily keep out undesirably noisy aircraft. Operators of some older, noisier aircraft may elect to pay the higher landing fees as a trade-off for the economic advantage of continuing to operate older aircraft. WMDC will consider this option in conjunction with lease terms to discourage and minimize all aircraft operations between 1 a.m. and 5 a.m. In addition, WMDC will require prior notice and approval for all unscheduled transient nighttime flights, except for emergency operations.

F.5.2.3 Encourage use of "low impact" runways during favorable flying conditions.

COMMENT: The [Pioneer Valley Planning] Commission suggests consideration in the FEIS be given by WMDC to ... the establishment of a policy which strongly encourages the use of "low impact" runways under favorable flying conditions. (PVPC)

RESPONSE: The mitigation plan proposed by WMDC (Appendix J) is based on the use of runway 05 for takeoffs and runway 23 for landings to the maximum extent permitted by weather conditions and military aircraft operations. It is estimated that the preferred runway utilization can be employed for 80% of daytime operations and 90% of nighttime operations. The analysis of noise impacts presented in this document is based on the proposed runway use and indicates that noise impacts will be significantly reduced.

F.5.2.4 Compensation of affected residents (soundproofing or property acquisition)

COMMENT: The DEIS states that increased noise levels are unavoidable and will decrease property values. However, compensation to property owners already established in the area is not addressed. (WARREN)

COMMENT: Property devaluation -six months ago we invested our life savings into buying our house. It is devastating to learn how our property value will decline w/ the expansion. (LARAMEE)

COMMENT: Studies cited on page 64 of the EIS show up to 2.6% reduction in property value per decibel as sound levels rise over 55 dB DNL. The EIS also says (p. 83) there are 75 residences in areas where noise will be greater than 75 dB DNL, 1,000 with dB DNL over 70, and 3,125 will receive over 65 dB DNL. Assuming a modest average value of $60,000 per home, the loss in value of all 4,200 homes would be at least $74,490,000. When land is taken by eminent domain the owners are

compensated. Are there plans to compensate the owners of these homes? (VCSE)

Do you consider a $74,000,000 loss an economic boo[n]? (VCSE)

COMMENT: Our properties that we have fought so hard to keep will drop tremendously in value. My house alone will drop 52% because of the noise level, is what I have worked all my life for? (PELLETIERE)

Other comments by: ANDERSON, N. RAUSCH, J & M, WARREN, MSCISZ, McNULTY, NASCIMENTO, VOHL

RESPONSE: See Sect. F.1.7.

F.6 CHANGES IN AIRCRAFT OPERATIONS

F.6.1 General comments

F.6.1.1 Low level flights in areas away from WAFB

COMMENT: I am completely opposed to the use of C-5s at Westover - already planes from Westover disturb us here in Hatfield - Sometimes planes have flown over us at such a low altitude and with such a horrendous noise that I literally thought WW III had begun. (COCKS)

RESPONSE: This comment (and several others) appears to relate to low-level operations conducted by C-130 aircraft on low-level training routes outside the Westover Air Traffic Control area. The C-5A does not currently have a low level mission requirement, and the use of low-level routes by aircraft assigned to Westover AFB would be discontinued.

F.6.1.2 Requirements for additional runways

COMMENT: Would there be additional runways required to handle the increased activity? (ALLEN)

RESPONSE: No additional runways will be required.

F.6.2 Changes in military aircraft operations

F.6.2.1 Will the Air Force guarantee that the number or duration of sorties will not be increased

COMMENT: Will the Air Force guarantee that once the $46 million is spent upgrading the base it will not in peacetime increase the number or duration of sorties? (VCSE)

RESPONSE: The Air Force cannot guarantee that increases in the number or duration of sorties will not be required at some time in the future. The projected local training operations are based on the number of operations required for maintenance of flight crew qualifications, with the assumption that only the minimum number of operations are accomplished during off-station mission sorties. If the total flying hour program is further reduced

or if Congress increases the requirement for qualified flight crews, some increase in local training operations would be required.

F.6.2.2 Will C-5A aircraft operate at night if the tower is open 24 hr/day?

COMMENT: Why has the Air Force linked the opening of the control tower to the acceptance of the C-5 proposal when the C-5s won't fly at night in either case? (VCSE)

RESPONSE: As stated at the scoping meeting and public hearing, 24-hr tower operations are not required for the proposed mission change. If the hours of airfield operation are extended, it is possible that some off-station sorties may depart or return between 11 p.m. and 7 a.m.; however, this would result in only a single operation (takeoff or landing) in the local area. No local training activity would be scheduled during this period, and military aircraft departing or arriving during this time would not conduct extra approaches or touch-and-go landings.

F.6.2.3 Aircraft altitudes over Chicopee

COMMENT: Are C-5As on take off to be at a low altitude when going over the Chicopee area, and what runway is going to be used for this take off. (HABER)

RESPONSE: As noted in a previous response, approximately 80% of the C-5A operations would be on runway 23 with approaches over Granby and departures over Chicopee. For the majority of departures over Chicopee, the aircraft would be at an altitude of approximately 800 ft above ground level (AGL) at the southwest end of the runway and would reach an altitude of 3,000 ft AGL at a point approximately 28,000 ft from the southwest end of the runway. The aircraft would remain at this altitude until intersecting the glide slope for the landing approach at a point approximately 60,000 ft from the northeast end of the runway. When flying VFR closed patterns (approximately 8 per sortie) the aircraft would reach an altitude of 1,500 ft AGL at a point approximately 8,000 ft from the southwest end of the runway and would remain at this altitude until descending for the landing approach.

F.6.2.4 Number of operations on same flight track

COMMENT: How many flyovers in the same track by the C-5 in training during summer and winter and tracks on leaving airfield flight pattern? Time period, length of flight. (SIZER)

RESPONSE: A more detailed description of a typical C-5A training sortie has been included in Sect. 4.1.2.1.

F.6.2.5 Changes in flight pattern to avoid state park

COMMENT: If Air Force intends to change flight pattern to avoid the populated part of State Park, describe the changed flight pattern. (VALEGO)

RESPONSE: Currently, aircraft do not routinely overfly the heavily used areas of the state park (the bathing beach and associated picnic areas); thus, no "changes" in flight patterns are anticipated. In developing flight patterns for the C-5A, procedures would be incorporated to assure that pilots do not initiate left turns on departures on runway 23 until beyond the park area, thus avoiding overflight of the beach and picnic areas. In addition, use of runway 05, which involves approaches over the park, would be minimized to the extent feasible during periods of highest park use and pilots would be instructed to remain as far to the west of the runway centerline as possible when making approaches to runway 05 when its use is necessary during such times.

F.6.2.6 Will C-5As be involved in cargo drops locally

COMMENT: Will the C-5As be involved in any air cargo drops locally? (KUSIAK)

RESPONSE: The C-5A does not now have a cargo drop mission; thus, no cargo drops are planned.

F.6.2.7 Additional military traffic required to support strategic mission

COMMENT: What new military traffic is anticipated due to support activities for training and strategic mission for the C-5A? Will civilian air cargo carriers be used for this new strategic purpose? (SIZER)

RESPONSE: Military aircraft operations for support of training and Military Airlift Command operations are summarized in Sect. 4.1.2.1 (Table 4.1) and are discussed in the responses to previous comments. No additional military traffic, either air or ground, is anticipated in connection with the proposed mission change. In the event of mobilization, civilian aircraft could be used to supplement military airlift assets; however, this is not related to the proposed extension of airfield operating hours requested by WMDC.

F.6.2.8 Loading of aircraft arriving and departing from WAFB

COMMENT: What is the percent of C-5A and C-5B aircraft arriving and leaving the base with various types of loading and their corresponding arrival and departure slopes and tracks (flight patterns)? (SIZER)

RESPONSE: Operations in support of the Military Airlift Command mission are projected to average one arrival and one departure per day if the proposed mission change is implemented. (Individual aircraft would normally remain away from the base for several days). In most instances, an aircraft would depart from Westover, fly to the point of origin of the cargo to be transported, deliver it to a destination overseas, pick up additional cargo in that area, deliver it to a destination in the continental United States, and return to Westover. Thus, aircraft would normally depart from Westover with only enough fuel to reach the initial destination (plus reserve) and would return with the minimum quantity of fuel to provide an adequate reserve for diversion to another location or delay in the local area. In these cases, loading would be limited to fuel, and quantities would be

approximately the same as for a local training sortie (approximately 100,000 to 120,000 lb.); thus, flight characteristics would also be the same.

In cases where mission duration would create difficulty in scheduling of reserve flight crews as a result of conflicts with civilian occupations, aircraft may pick up cargo and return to Westover to change crews for the overseas mission. In such cases, aircraft would arrive with cargo and depart with cargo plus required fuel; however, it is unlikely that the aircraft would approach the maximum takeoff weight under such conditions. Arrival and departure flight tracks would be the same as described for local training sorties; however, loaded aircraft would not perform training in the local area. Power settings would be higher than these for aircraft flying local training sorties, but noise levels at locations outside the base would not be significantly different from those resulting from local training operations.

C-5B aircraft would not be based at Westover; however, aircraft from the active force may occasionally fly training sorties in the Westover area. Because of the availability of maintenance for the C-5 aircraft at Westover if the proposed or alternate mission change is implemented, there may be more operations by transient C-5 aircraft than at present; however, any increase in transient activity would be insignificant in relation to the operations of aircraft assigned to Westover.

F.6.3 Changes in civil aviation operations

F.6.3.1 Airspace will be saturated by commercial aviation operations

COMMENT: Airspace will be saturated by commercial aircraft operations. (KARETKA)

RESPONSE: If the proposed or alternate military action is implemented in conjunction with the development of civil aviation operations, military flying activity will decrease by approximately 75% and the total number of operations per day will be only slightly higher than the current level. Because many of the civil aviation operations would take place during periods when military aircraft are not operating, the number of aircraft in the traffic patterns around Westover at any given time would normally be lower than the current level.

Even if the increased civil aviation operations were added to the current level of military activity, Westover has adequate capacity to handle the combined traffic volume without difficulty. The FAA has reviewed the DEIS and has indicated no concern related to changes in air traffic or airspace management. A more detailed discussion of air traffic volumes has been included in Sect. 4.1.

F.7 SAFETY

F.7.1 Airspace management and air traffic safety

F.7.1.1 Area is already in flight patterns for Bradley International Airport

COMMENT: Another point I would like to make is that we in this entire area are already in the flight patterns of the planes from Bradley International Airport. WE DO NOT NEED MORE PLANES HERE. (ANDERSON, E.)

COMMENT: At present we are subject to Bradley Airport traffic noise and pollution and I do not believe that our area needs to be subjected to more of the same--50 times per day more!! (FULLER)

RESPONSE: The FAA has reviewed the DEIS and has indicated that it has identified no potential conflicts between the operations proposed at Westover and operations at Bradley International Airport with respect to airspace management or air traffic safety.

F.7.1.2 Hazards associated with general aviation activity

COMMENT: I believe general aviation will create a greater hazard than anticipated. The most recent air disasters involved general aviation (small, light planes) colliding with commercial planes. (GDULA)

RESPONSE: The traffic demand analysis prepared for the WMDC Master Plan recognized the limited compatibility between general aviation and cargo aircraft and recommended only limited development of general aviation operations at Westover.

F.7.1.3 Increased activity will saturate airspace

COMMENT: Airspace will be saturated by commercial aircraft operations. (KARETKA)

RESPONSE: The FAA has reviewed the DEIS and has indicated that it has identified no potential conflicts between the operations proposed at Westover and operations at Bradley International Airport with respect to airspace management or air traffic safety.

F.7.1.4 Increasing control of airspace by military

COMMENT: I am also concerned at the constantly increasing control of airspace by the military, which already controls an area almost sixty times the size of Massachusetts! (MATTHEWS)

RESPONSE: Airspace in the vicinity of Westover AFB (outside the airport traffic area) is controlled by the FAA. Implementation of either the proposed or alternate mission change would not require any additional military control of airspace. Use of low-level training routes by military aircraft assigned to Westover would be eliminated.

F.7.2 Safety of military aircraft operations

F.7.2.1 Previous accidents relating to use of WAFB

COMMENT: Please show all aircraft accidents relating to the use of Westover since 1941 with dates and type of aircraft on a map. It should indicate day or night and climatic conditions and reason for accident. (SIZER)

RESPONSE: Only four accidents involving military aircraft have occurred in the vicinity of Westover AFB. Of these, only one involved an aircraft operating from or en route to Westover. This was a KC-135 tanker which crashed on departure approximately 2 miles south of the base after departing on runway 23.

F.7.2.2 Poor safety record of C-5A aircraft

COMMENT: With regard to the inception of the C5As to Westover, I feel that they are a threat to our safety, health and general well being. They have a very poor safety record, are noisy and the emission into the atmosphere is much greater than that from the C130 that is now based here.

Other comments by: WARREN, SHARP, KEITH, McNULTY, CHAMPAGNE, S., HUGHES

RESPONSE: The Air Force believes that the C-5A has an excellent safety record. As noted in Sect. 4.3.1.1, in the 10-year period between 1975 and 1984 there was only one mishap involving the C-5A aircraft which resulted in a fatality or destruction of the aircraft. Based on an average of approximately 55,000 flying hours/year, this is equivalent to a rate of less than 0.2 incidents/100,000 flying hours.

F.7.2.3 Dropped objects

How many parts have dropped from C-5As in the last ten years and what were they. (VCSE)

RESPONSE: Table F.1 is a summary of the dropped parts from C-5A aircraft between January 1 and September 30, 1986.

F.7.2.4 On-board fires

COMMENT: [In the last five years] how many [C-5s] have had on-board fires? (VCSE)

RESPONSE: In the period 1981 through 1986, a total of 17 fires occurred. These were as follows:

Table F.1. Summary of dropped parts from C-5A aircraft between Jan. 1 and Sept. 30, 1986

Date	Item	Cause of loss
Jan. 6, 1986	RT Hydraulic Servicing Access Panel	Material failure - worn hinge caused sufficient play to allow airstream to tear panel.
Jan. 29, 1986	Sheet Metal Repair on #2 Pylon Inboard Side	Material failure - bond between pylon and repair failed to hold.
Jan. 1, 1986	Dust Cover, Starting Unit Adaptor Port	Personnel error - cover not properly installed.
Jan. 10, 1986	6-in. Piece of Skin, Inboard #2 Engine Pylon	Material failure - skin delaminated, causing corner of panel to enter the airstream.
Jan. 12, 1986	#2 Engine Inner Cowl Panel Access Cover	Personnel error - panel improperly installed.
Jan. 13, 1986	Cover Assy, Bopie Center Beam (LT FWD MLG)	Material failure - bracket assy failed.
Jan. 15, 1986	Single Point Refueling System Cap	Personnel error - cap improperly installed after refueling.
Jan. 29, 1986	Fixed Leading Edge Slat Aerodynamic Seal Assy	Material failure - hinge failure.
Jan. 30, 1986	Single Point Refueling System Cap	Personnel error - cap improperly secured.
Feb. 1, 1986	RH APU Air Inlet Door Assy	Personnel error - actuator rod end was not in position when the bolt was installed.
Feb. 6, 1986	RH Wing Fixed Leading Edge Aerodynamic Seal	Material failure - suspect sealant failed.
Feb. 8, 1986	#2 Pylon Leading Edge Moving Island Assy	Material failure - attaching bolt (missing from connecting rod) was improperly installed.
Feb. 11, 1986	Nitrogen Vent Cap (LN2 Cap)	Personnel error - improperly installed after servicing.
Feb. 18, 1986	#2 Engine Cowl Pressure Relief Door Assy	Material failure - suspect that the door failed since latch was found serviceable.
Feb. 19, 1986	#3 Engine Cowl Pressure Relief Door Assy	Personnel error - temporary door was not strong enough to withstand the pressure load.
Feb. 12, 1986	Waste (Crew Latrine) Outlet Door Assy	Material failure - suspect that the door assy latches failed.
Feb. 13, 1986	#3 Engine Oil Fill Access Door Assy	Personnel error - access door improperly installed.
Feb. 12, 1986	Fixed RH Leading Edge Aerodynamic Seal	Material failure - failure occurred at splice point, as there were rivets pulled through.
Mar. 19, 1986	LH Navigation Light Lense	Material failure - crack developed in the lense, allowing airstream to separate the assy.
Mar. 7, 1986	Right Wing Navigation Lense Assy	Material failure - crack developed in lense, allowing airstream to separate the lense.
Mar. 9, 1986	Left APU Air Inlet Door Assy	Material failure - mechanical failure of actuator allowed door to enter the airstream.
Mar. 9, 1986	Skin Aft of Aft Center Cargo Door	Material failure - center door seal was deteriorated and allowed the airstream to get under the skin, resulting in the skin tearing away.
Mar. 20, 1986	Nitrogen Vent Cap	Personnel error - cap improperly secured after servicing.
Mar. 20, 1986	Right Forward MLG SPR Drain Access Door	Personnel error - access door was improperly secured.
Mar. 22, 1986	LOX Servicing Panel Door	Personnel error - improperly installed.
Mar. 23, 1986	Rudder to Afterbody Fairing Side Panel Assy	Personnel error - TCTO 1C-5A-1993 had not been complied with, resulting in failure.

Table F.1. (Continued)

Date	Item	Cause of loss
Mar. 25, 1986	#3 Engine Pylon Repair Patch	Personnel error - repair patch improperly installed.
Mar. 26, 1986	Nitrogen Vent Cap	Material failure - suspect that the locking mechanism was worn/failed, allowing separation.
Mar. 27, 1986	Right Wing Tip Navigation Light Fairing	Material failure - fairing ripped off by airstream due to delamination.
Mar. 18, 1986	RT Nav Light Lens Assy	Personnel error - improperly secured.
Mar. 18, 1986	Aft Lower Fuselage Body Skin Section	Material failure - panel skin cracked allowing airstream to tear part of the panel.
Mar. 20, 1986	Left Inboard Elevator Actuator Excess Panel	Personnel error - improperly installed.
May 7, 1986	Fairing Aft Ramp Door Assy	Personnel error - suspect that the door was improperly installed after aircraft wash prior to isochronal input.
May 20, 1986	Overwing Panel	Material failure - suspect that the sealant failed, allowing panel to depart aircraft.
May 25, 1986	Rt Inboard Slat Seal	Material failure - seal deteriorated, allowing the seal to be caught as the slats were raised.
May 27, 1986	Overwing Panel	Material failure - sealant failed, allowing panel to depart aircraft.
May 16, 1986	Keel Beam Chine Drain System Assy	Material failure - an inspection of randomly selected aircraft revealed cracks developing in the left side at the mounting base.
May 2, 1986	#4 Oil Service Door	(Undetermined)
May 7, 1986	Lower Left Wing Tip Skin Aft of Landing Light	Material failure - suspect that stress cracking in metal allowed airflow to get under it and tear 5 X 12 in. section of skin.
May 15, 1986	FWD Inspection Plug #2 MLG Kneel Drive Chain	Material failure - clips on inside of plug became weak, allowing airflow to get under plug and blow plug out.
May 20, 1986	Rt Wing Navigation Light Fairing Assy	Material failure - probable cause was rivet failure on the fairing assy.
May 9, 1986	Rt Troop Door Aft Trip Support Cover	Material failure - investigation revealed that the sealant had deteriorated and that the additional airstream created when the troop door was opened sucked the cover out.
July 7, 1986	Navigation Light Fairing Assy	Material failure - suspect sealant failure
July 9, 1986	4-ft Portion of Right Wing #2 Inboard Spoiler	Material failure - suspect that material failed as the flap was lowered. Note that wing mod was completed in 18 June 86.
July 13, 1986	Aerodynamic Seal	Material failure - suspect that the seal was deteriorated and was snagged by the slat upper trailing edge during operation.
July 14, 1986	#4 Engine Inner Cowl Panel	Personnel error - fastener studs may have been installed without the inner snap ring, allowing them to vibrate loose, thus revealing the panel edge to the airstream.
July 20, 1986	Nitrogen Vent Cap	Material failure - suspect that the locking mechanism failed, allowing the cap to depart the aircraft. SA-ALC is procuring new caps with new locking features.
July 28, 1986	Lt Wing Leading Edge #4 Slat Aerodynamic Seal	Material failure - suspect leading edge slat snagged the aerodynamic seal, tearing it. The seal entered the airstream and departed the aircraft.
July 4, 1986	Door Assy	Personnel error - panel was not locked after servicing.
July 22, 1986	Single-Point Refueling System Cap	Personnel error - cap was improperly installed.

System	Number of occurrences
Engine	10
Electrical	2
Window heater	2
Hydraulic	2
Cargo	1

F.7.2.5 Qualifications of aircrews - level of training and experience

COMMENT: What is the degree of training and experience for the pilots who will fly the C-5A, age, and rank? Will the pilots have various degrees of experience with the C-5 before these aircraft are delivered to Westover? (SIZER)

RESPONSE: For acceptance into the C-5 flying program, a pilot must have 1,300 hr of experience in multi-engine jet or turboprop aircraft. On an average, AFRES C-5 pilots will have 2,000 hr or more of total flying experience, have 8-9 years in the Air Force, be 30 years of age, and have an average rank of captain. Only fully qualified and currently certified aircrew members are authorized to participate in any Air Force flying mission.

F.7.2.6 Control of drug use among reservists

COMMENT: How does the Air Force control drug use among reservists? Are they tested before every flight? (SCHOFIELD)

RESPONSE: Illegal drug use by reservists is subject to the same criminal prohibitions as for active duty military members. Reservists are subject to random urinalysis and blood testing inspections for drug or alcohol abuse as well as commander-directed testing or search in situations indicating probable cause to suspect such use. In addition, reservists are required to submit to complete periodic physical examinations, with aircrews receiving these on a more frequent basis. These examinations include blood and urine testing which would detect recent drug use.

F.7.2.7 Shipment of military equipment

COMMENT: I am concerned about increased Air Force Base space at Westover and shipping of large pieces of military equipment. The large cargo planes which are (perhaps) going to be used are unreliable as to structure. (SHARP)

RESPONSE: As noted in the response to a previous comment, cargo would not routinely be shipped from or through Westover.

F.7.2.8 Shipment of missiles or explosives

COMMENT: Westover participates in war games and is touted as a staging area for European and Middle-Eastern operations. Will you guarantee

C-5s will never fly over this area with explosive or hazardous cargos such as missiles? (VCSE)

RESPONSE: The Air Force cannot guarantee that C-5 aircraft, or any other type of military aircraft, will never fly over any specific area while carrying explosive or other "hazardous" cargo. As noted in the response to a previous comment, cargo of any type would not routinely be shipped to or from Westover. Should aircraft assigned to Westover be tasked by the Military Airlift Command to transport munitions or other explosive cargo, it is unlikely that it would be transshipped through Westover. The aircraft would normally fly to the originating location, pick up the cargo, and deliver it without returning to Westover.

F.7.2.9 Describe emergency procedures

COMMENT: Explain your plans for emergency situations (crashes, explosions, hazardous spills, etc.). (ADAMS)

Other comments by: VCSE

RESPONSE: The base maintains a Disaster Response Plan, which establishes procedures for responding to a variety of emergency situations, including aircraft crashes as well as natural disasters, fires, and other emergencies. This plan includes mutual support agreements with local fire departments and procedures for coordination with police and medical personnel in the event of an emergency. Under the mutual support agreement, the base provides assistance to civilian authorities in responding to emergencies that do not involve Air Force operations. If either military action is implemented, this plan will be revised to address accidents involving C-5A aircraft.

In accordance with EPA and Air Force regulations, the base also maintains a Spill Prevention Control and Countermeasures (SPCC) Plan intended to prevent the accidental release of fuel or hazardous materials into the environment. There is also a Spill Contingency Plan, which establishes procedures for containment and cleanup of an accidental release (spill) of fuel or other materials should one occur. If either military action is implemented, these plans will be updated to reflect the changes in storage and handling of fuel and other materials associated with the mission change.

F.7.2.10 Consideration of hospitals in emergency planning

COMMENT: Sound exposure levels for five area hospitals show that they are under the flight path. Do the emergency plans consider these hospitals as potential crash sites? (VCSE)

RESPONSE: As noted in Sect. 3.3.3.3, the risk of aircraft accidents outside the accident potential zones I and II is not considered significant enough to warrant special attention, and the Disaster Response Plan does not address specific locations as potential accident sites.

F.7.2.11 Consequences of an aircraft accident

F.7.2.11.1 Comparison of C-5A with Aero-Mexico DC-9 that crashed in southern California

COMMENT: What is the size and fuel capacity of the C-5 compared to the Aero-Mexico jet that disintegrated in a neighborhood in Southern California? Does this not relate to the definition of "Increased (sic) in potential consequences of an aircraft accident?" (VCSE)

RESPONSE: As noted in Sect. 4.3.1.1, the greater size, weight, speed, and fuel capacity of the C-5A would increase the potential consequences of an accident involving a C-5A aircraft as compared to an accident involving a C-130 aircraft. The C-5 has a maximum gross weight of 769,000 pounds, a fuel capacity of approximately 51,150 gal and has a wingspan of 223 ft. The Aero-Mexico jet which crashed in southern California following a mid-air collision with a small aircraft was a DC-9. The DC-9 has a maximum gross weight on takeoff of 121,800 pounds, a fuel capacity of approximately 3,682 gal and a wingspan of 93 ft.

F.7.2.11.2 Consequences of a crash in areas near Westover AFB

COMMENT: Using the worst case possibility, what would be the expected loss of civilian life if a C5A had a crash type of accident within 2 to 5 miles of runway #23 or #5? (Main North - South runway)

a) with maximum fuel
b) with minimum fuel (SZCZEBAK)

RESPONSE: Regulations for the preparation of environmental impact statements no longer require the identification or evaluation of "worst case" accidents. The Air Force accident survey discussed in Sect. 3.3.3.1 indicated that the average impact area for accidents involving heavy aircraft (tankers, transports, and bombers) was 8.73 acres. Based on the larger size and weight of the C-5A, the impact area for an accident involving a C-5A aircraft would likely be larger than this value. Assuming an impact area of 20 acres and a population density of 10 persons/acre (6,400/sq. mi.) as representative of the area to the south of the base, about 130 persons could be affected by an accident in a residential area of small residential units (one- or two-family dwellings). Should the accident involve a facility such as a multi-story apartment building, school, or office building, several hundred injuries or deaths could result.

F.7.2.11.3 Consequences of an accident with respect to a power plant and an explosives company located near the base

COMMENT: I question the severity of a possible accident with regard to the power plant, explosives company and the many gulls that fly near the runway. (GAGNON, M.)

RESPONSE: Both the power plant and the explosives company are located outside of the clear zones and accident potential zones designated for Westover AFB. As noted in Sect. 3.3.3.3, the risk of aircraft accidents

outside the accident potential zones I and II is not considered significant enough to warrant special attention. Although an accident involving a crash at either of these sites would be more serious than a crash in an unpopulated area, the Air Force does not consider the presence of these facilities in the vicinity of the base to constitute an unacceptable hazard to public safety.

F.7.2.12 Air Force liability for damages resulting from aircraft accident

COMMENT: Regardless of whether or not cargo is explosive, the planes carry up to 318,000 pounds of fuel. What cash amount is the Air Force prepared to be liable for should one crash in one of the densely populated areas the EIS shows it will most commonly fly over up to twenty times each sortie? (VCSE)

Other comments by: CHAMPAGNE, S.

RESPONSE: With respect to liability for Air Force aircraft mishaps, dropped objects, fuel dumping, etc., damages for injuries or damage to property are fully payable when shown to be the result of Air Force operations. There is no limitation on Air Force monetary liability for damages resulting from its operations. If a claim for damages is filed as a result of operations at Westover and discovered not to be the result of Air Force activities, the claim would be forwarded to the appropriate authority.

F.7.3 Safety - AICUZ

F.7.3.1 Compatibility of proposed aircraft operations in a densely populated area

COMMENT: Our feelings are that a plane as huge as the C-5A should not be stationed in a heavily populated area. In the same take off pattern that we live in are (2) large hospitals, schools, nursing homes and a shopping plaza. (HABINOWSKI)

Other comments by: GRINUK, KOKOSZKA, McNULTY, MARTIN, D., MATTHEWS, NASCIMENTO

RESPONSE: The Air Force Reserve mission is to recruit, organize, and train reservists. To accomplish that mission, the Air Force Reserve must have realistic missions in locations where there are sufficient numbers of people to recruit and train. It is not cost effective to recruit people and transport them to remote areas to provide training. The Air Force Reserve has flying missions in many of the most populated cities and even at some of the busiest airports in the country. At O'Hare Airport in Chicago, the Air Force Reserve has a Tactical Airlift Group that flies C-130s. The Air National Guard has a unit that flies KC-135s. At the Minneapolis-St. Paul Airport, both the Air Force Reserve and the Air National Guard have units that fly C-130s. At the Milwaukee Airport, both the Air Force Reserve and Air National Guard have flying missions. At Kelly AFB in San Antonio, Texas, the Air Force Reserve flies C-5As and the Air National Guard flies F-15s. In addition to the civilian airport at San Antonio and Kelly AFB, there is a large flying mission at Randolph AFB nearby.

At many active Air Force bases, the Air Force Reserve has a flying mission; in some cases, it has associate units. These are flying units that do not own their own aircraft. They get their training by being integrated into an active duty crew. The Air Force Reserve has associate units that fly C-5As, C-5Bs, C-141s, and KC-10s. Because of management and recruiting problems for both active and reserve units, few locations have reserve missions on the same base where one reserve unit owns its aircraft and another unit is an associate unit.

F.7.3.2 Accident hazard zones for all commercial aircraft

COMMENT: With general aviation prospects there will tend to be more accidents (especially at night and/or with bad weather). Where are the accident zones for this condition and for the WMDC cargo aircraft? For all civilian aircraft? (SIZER)

RESPONSE: The FAA guidance for land-use planning in the vicinity of commercial airports recommends accident hazard zones that are smaller than those recommended by the Air Force for its installations. Thus, the accident hazard zones for Westover are controlled by Air Force policies.

F.7.3.3 Accident hazard zones for the C-5As

COMMENT: What are the potential aircraft accident zones for the C-5A? (SIZER)

RESPONSE: As noted in Sect. 4.3.3, implementation of either military action would require expansion of the clear zone to 3,000 x 3,000 ft. There would be no change in the dimensions of accident potential zones I and II. The proposed displacement of the landing threshold for runway 05 would result in a similar displacement in the clear zone and accident potential zones for this runway. The location of the accident potential zones for the other runways would be unchanged.

F.7.3.4 Incompatible development in accident hazard zones

COMMENT: How many houses were built in the past 40 years in and near the flight patterns of Westover? In potential accident zones? At times of actual flight operations? (SIZER)

RESPONSE: Data are not available to provide a response to this comment. Because Westover has been in existence for more than 40 years and has had an active flying mission for all of this time, it is reasonable to assume that many of the residences and other structures located in the accident potential zones and in the current and projected flight paths were built after the initiation of flight operations. As noted in the response to a previous comment, the Air Force initiated a land-use-compatibility planning program in 1972; therefore, it is probable that the majority of homes in the accident potential zones were constructed before the initiation of this program.

F.7.3.5 Proposed change in clear zone should be shown clearly on plan with state park delineated.

COMMENT: The proposed change in clear zone should be shown clearly on a plan with the state park delineated. All proposed land takings should be clearly delineated and described. (MEOEA)

RESPONSE: At this time, no "taking" of land within the park is anticipated.

F.7.3.6 Status of all clear zones and "takings" of land within clear zones.

COMMENT: What is the status of "taking" of land within the State Park and municipal golf course. What restrictions, if any, will be imposed on future use.

COMMENT: Does the Air Force intend to make a taking of any portion of Chicopee Memorial State Park or restrict the use of the state park? If so, describe the taking or restricted use. (VALEGO)

RESPONSE: Comments submitted by the Massachusetts Department of Environmental Management indicate that displacement of the landing threshold for runway 05 to remove the day use area of the state park from the clear zone "will mean that the park and proposed military and commercial aircraft operations will be able to live in relative harmony and safety." As noted in Sect. 3.3.3.2, it is the policy of the Air Force to acquire real property interest in land within the clear zones to ensure that incompatible development does not take place. The current activities in areas of the park included within the proposed clear zone for runway 05 (hiking and bicycle trails) and the existing clear zone for runway 33 (undeveloped land and golf course) are "low intensity recreational uses" and are considered to be compatible with the recommendations of the Air Installation Compatible Use Zone program.

Although the Air Force normally acquires real property interest in land within clear zones through purchase, the terms under which the property was conveyed to the State require that the area be maintained for recreational use. Thus, an easement or other agreement between the Air Force and the Department of Environmental Management under which the state agrees to limit uses within the clear zone areas to low-intensity recreation would be acceptable to the Air Force and no land acquisition, either through negotiated purchase or condemnation, would be anticipated. A similar agreement is being sought with the City of Chicopee to ensure that uses of those portions of the golf course within the clear zone remain compatible with the AICUZ program.

F.7.3.7 Accident potential zones in Ludlow

COMMENT: Another or our immediate concerns is aircraft mishaps. In Ludlow there exists two accident potential zones. One lies in the northwest corner of the town, the second one lies in the heavily populated southwest section of Ludlow. An aircraft crash in this zone would result in mass casualties and deaths. (PROKOP)

RESPONSE: As noted in Sect. 4.3.3.1, implementation of either of the proposed actions, either alone or in combination, would not result in a change in the dimensions of the accident potential zones or in their locations with respect to runways 15, 23, or 33. Because runway 15/33 would not be routinely used for local training sorties by the C-5A, the probability of an accident in the populated areas of Ludlow or South Hadley would be reduced.

F.7.3 8 Discussions should indicate how each community is implementing the various zone recommendations.

COMMENT: Plans of each safety zone should indicate current uses which are not in conformance and the discussion should indicate how each community is implementing the various zone recommendations. (MEOEA)

RESPONSE: Because of the relatively low level of impact associated with current flight activity, surrounding communities have not been active in implementing the recommendations of the AICUZ program. Current conflicting land uses are discussed in Sect. 3.3.3.4. As noted in the response to a previous comment, displacement of the landing threshold would result in displacement of the accident potential zones for runway 05 by 1200 ft and would reduce the number of buildings included within these zones. Increases in noise levels resulting from either of the proposed actions would result in an increase in the conflict between existing residential land uses and the recommendations of the AICUZ program. These conflicts will be addressed in the revised AICUZ study that will be issued if either action is implemented.

F.7.3.9 Requirements of Chapter 93A for disclosure to prospective buyers

COMMENT: I am also a real estate broker with a prominent Chicopee firm and I know for a fact that our property values will plummet! After all-- who would buy a home that lies in an accident potential zone for an airport. According to chapter 93A these facts would have to be revealed to potential buyers by law. (BARRY)

RESPONSE: Chapter 93 requires real estate brokers to disclose to prospective purchasers any information which they feel may be detrimental to the property. This requirement is consistent with the objectives of the Air Force's AICUZ program. Experience at other Air Force installations does not support the opinion expressed in the comment.

F.7.3.10 Status of Chicopee Memorial State Park

F.7.3.10.1 Why is the park located at the end of runway 23?

COMMENT: Why is the Chicopee Memorial State Park at the end of runway 23? Include excerpts from the "Air Installation Compatible Use Zone" program with drawings showing what can and cannot be done and indicating existing and proposed clear zone. Why was the Park permitted at the side of runway 23? (SIZER)

RESPONSE: Chicopee State Park, formerly the Cooley Brook Reservoir and Watershed, was donated to the Department of Environmental Management by the

City of Chicopee in 1960 and has been developed by the State as a high-use, active recreation area to help meet the recreation demand in the Ludlow-Chicopee-Springfield area. The park was developed in this area because of the availability of land and the presence of the Chicopee Reservoir and the Morton Brook Reservoir, which provide opportunities for water-related recreation which are otherwise limited in the area.

The transfer of the area to the Department of Environmental Management occurred before the initiation of a land-use-compatibility planning program, known as the Greenbelt program, by the Air Force in 1971. In 1972, the AICUZ program was established as a further development of the Greenbelt program. Thus, the recreational use of the park area was established before the initiation of a formal land-use planning process by the Air Force. Since the transfer of the base to the Reserves, conflicts between the recreational activities in the park and Air Force flight operations have been minimal.

The area at the side of runway 23 was part of the Cooley Brook Watershed and was conveyed to the Department of Environmental Management at the same time as the reservoir area. The limited activities in this area are compatible with the recommendations of the AICUZ program, and no conflict would be created by the proposed or alternate military actions or by an increase in civil aviation activity.

F.7.3.10.2 Restrictions on land use within the park

COMMENT: How will the proposed changes (military + WMDC) affect use of Chicopee State Park property (not only beach property) and Golf Course property by the public? (BUDZ)

COMMENT: What will happen to State Park property not "taken" for airport use. (BUDZ)

RESPONSE: With the proposed displacement of the landing threshold for runway 05 to remove the high-intensity-use areas of the park from the clear zone, no restriction on current recreational uses of the park would be anticipated. As noted in a previous response, the Air Force would seek an easement or other agreement with the Department of Environmental Management under which future development within both the clear zone and the accident potential zone would be limited to those activities that are not people intensive.

A similar agreement with respect to the municipal golf course would also be sought by the Air Force under which the City would agree not to develop high intensity uses within the clear zone or APZ. Current use as a public golf course is not considered as a high-intensity use, and this activity could continue without restriction. Activities that would be restricted by the agreement include the development of clubhouse facilities or other new uses, such as swimming pools, which would encourage high concentrations of people in these areas.

F.7.3.10.3 What is real impact of the change in clear zone

COMMENT: What is the real impact of the change in the clear zone over Chicopee State Park (i.e., is the change only on paper in regards to actual potential risk or is there a physical change)? (ADAMS)

RESPONSE: The principal impact of the change in the clear zone is the elimination of a conflict with Air Force policies regarding clear zones which would require the elimination of the current recreational use of the beach and picnic areas. Displacement of the landing threshold would result in a small reduction in the probability of an accident occurring in the beach or picnic areas.

F.7.3.11 Transfer of impact areas to private use

COMMENT: With all former impact areas transferred to private use, is it unsafe to operate runways with less than the original design impact areas? (LaPLANTE)

RESPONSE: None of the areas determined to be excess to Air Force requirements and transferred to nonmilitary use are included within the clear zones recommended for the proposed military operations. Portions of the wildlife management area in the approach to runway 23 are included within the accident potential zones; however, the land use in this area is compatible with the recommendations of the AICUZ program.

F.7.4 Bird Aircraft Strike Hazard

F.7.4.1 How many C-5s have nearly crashed because of bird strikes?

COMMENT: [In the past five years] how many [C-5s] have nearly crashed because of striking birds? (VCSE)

RESPONSE: In the period from 1981 through 1986, C-5A aircraft were involved in 26 damaging bird strikes. This resulted in 3 Class B Mishaps (damages between $100,000 and $500,000) and 23 Class C Mishaps (damages between $1,000 and $100,000). Two of the Class B mishaps involved damage to all four engines, and the other involved damage to two engines. Only the mishap involving damage to all four engines created a significant potential for an accident.

F.7.4.2 Presence of two special interest bird species on base

COMMENT: The EIS describes two rare species of birds on the base as well as the threat posed by birds from seven dumps near Westover. How will you deal with this BASH (Bird Aircraft Strike Hazard)? (VCSE)

RESPONSE: The nesting areas for the two bird species of special interest are generally located in the northwest portion of the base and would not be affected by activities intended to discourage congregation of birds in the vicinity of runway 05/23. These species are small birds and do not constitute a serious aircraft hazard.

F.7.4.3 Describe present plans to minimize bird strike hazard

COMMENT: The FEIR/EIS should report on the present plan to minimize the bird strike hazard and should evaluate the July 1986 report recommendations and indicate those being implemented for mitigation or available for mitigation. (MEOEA)

RESPONSE: The primary recommendation of the 1986 BASH study report is the initiation of a program to work with surrounding communities and the Massachusetts Department of Environmental Quality Engineering to assure that sanitary landfills are operated in compliance with regulations requiring daily covering of waste and the initiation of additional measures to minimize the attractiveness of these sites to birds, primarily through minimizing the surface area of the active portion of the landfill. Other techniques, including playing of recorded bird distress and predator calls and firing of blank cartridges, will be used on the base to discourage congregation of birds on the runways. Increased levels of aircraft activity will discourage birds from congregating on the runways.

F.8 NOISE

F.8.1 Analysis Procedures and Methodology

F.8.1.1 How were noise contours developed?

COMMENT: Were noise level tests on C-5As conducted at Westover or are figures in the draft EIS based on computer modelling? (VCSE)

The noise data used in the computer model were obtained by measurements made on aircraft operating under carefully controlled flight conditions. The noise data were then corrected to a set of "standard" operating conditions considered representative of the long-term averages of the levels expected under a wide range of operating conditions. In running the NOISEMAP model, these standard data are corrected to account for the operating conditions expected on the various flight patterns expected to be flown at Westover.

F.8.1.2 Analysis was not based on data specific to Westover AFB

COMMENT: Generally, the EIS does not accurately describe the possible impact on the areas surrounding Westover. In specific, graphics describing noise and other impacts were not done on the basis of New England experience especially Westover and flight patterns outside of "normal" landings and take-offs were not described at all. ... It appears to me after carefully reading the EIS that it should be redone with local impact data, not computer modeling from other areas of the country. Logically, the model does not apply here at Westover and the impact from non-normal flight patterns or lack of information on flight patterns for WMDC render the EIS report useless. (ANOP)

RESPONSE: As noted in the preceding response, the noise level contours presented in the DEIS (as well as in this document) were developed using data for each aircraft which included the number of operations; time of day at which the operations were conducted; and type of operation (takeoff,

instrument landings, visual flight rules closed patterns, touch-and-go landings, etc.), in combination with data on the noise produced by each aircraft in various operating modes (takeoff, cruise, approach, etc.). Data on aircraft flight tracks, altitude profiles, and power settings specific to projected operations at Westover AFB were developed by personnel familiar with traffic patterns at Westover AFB and with aircraft operations.

The model also considers all of the flight patterns (ground tracks) and operations (departures, arrivals, and touch-and-go landings or low approaches expected to be flown at Westover during local training sorties and in support of Military Airlift Command missions. Operations and flight tracks during a typical local training mission are described in Sect. 4.1.1. No additional flight tracks or operations are considered necessary for accomplishment of required training or mission requirements. For purposes of the noise analysis, it was assumed that all aircraft would follow exactly the same flight track each time they perform a given operation (this assumption results in the highest predicted noise levels). In practice, it is unlikely that aircraft would follow exactly the same flight track, and additional dispersion of flight tracks could be introduced deliberately to reduce the number of people repeatedly exposed to the highest noise levels by operations on the same flight track. This would result in an increase in the number of persons exposed to increased noise levels but would reduce the maximum level of impact.

It is probable that aircraft will occasionally follow flight tracks not included in the noisemap input; however, such operations would occur only infrequently and impacts would be of very limited duration. The contours presented in the document are intended to be representative of long-term average values and would not be affected by short-term changes or variations in flight patterns.

F.8.1.3 How were noise data used in the analysis obtained?

> COMMENT: How long were the metered values of noise levels taken at various locations? Please show a map of their locations. Were sound trucks used in neighborhoods in Ludlow and Chicopee an parts of Belchertown? Critical areas of Springfield and Holyoke, Agawam, W. Springfield, Granby and S. Hadley? (SIZER)
>
> COMMENT: What were the climatic conditions at time of noise tests? This would include wind and direction, rain, haze, fog, temperature, time of year, snow, time of day. (SIZER)

RESPONSE: As noted in a preceding response, the data used in the noise analysis were collected for aircraft operating under carefully controlled flight conditions and were corrected to standard meteorological conditions for use in the computer analysis. Based on data specific to each installation, the computer model adjusts these standard data to account for local conditions and aircraft operating parameters. A discussion of the methods by which noise data used in the analysis were obtained has been included in Appendix L.

F.8.1.4 Is there going to be a noise level test?

COMMENT: Why is there not going to be a noise level test? (BLOCK)

Other comments by: HAMILTON, KING

RESPONSE: As noted in the response to the preceding comment, one cannot go out on any specific day and measure either flyover or ground runup noise and expect to get the same levels presented in the data volumes. Variability of such individual samples about the expected average values in the data volumes will be high, with typical standard deviations of 6 to 12 dB or more. However, the average of repetitive measurements of like samples (i.e., same source, same type operating condition, same measurement location) over weeks or months should tend to approximate these expected average values when corrected for nonstandard meteorological and operational conditions.

Because of the variability in the measurement of noise events at any given time, calculated noise values are generally preferable to measured values for assessing the long-term noise environment. The noise assessment guidelines issued by HUD (1981) recommend the use of calculated as opposed to measured noise values. This document contains the following comments with respect to the use of noise measurements.

Noise Calculations are Best for HUD Use

There are two ways to determine noise levels for a site under review: by calculating or by measuring. While one's first reaction might suggest that it would be better to go out and actually measure the noise levels at the site, calculated noise levels are really much better for implementing HUD's noise policy.

Calculated noise levels are developed using mathematical models that contain a variety of assumptions about the process of noise propagation as well as data on sound levels generated by typical sources (i.e., aircraft engines, automobile tires, etc.). The model can be a complex computer model or it can be a simple desktop model such as the procedures in the Noise Assessment Guidelines. The models can also employ a variety of noise descriptors.

Whether produced by a sophisticated computer model or by the desktop Noise Assessment Guidelines, calculated noise levels are more useful for HUD needs than measured levels for two significant reasons. The first is that, with noise measurements, there is no good way to account for future changes in the noise environment. The houses built today are going to be here for a long time, and it is very important to determine, to the extent possible, the noise environment that will exist throughout the life of the buildings. It is very easy to make these projections by using the Noise Assessment Guidelines or a computer model to determine noise levels.

The second reason why calculated noise levels are preferable is that, through the calculation process, monthly or yearly data can

be used to determine traffic levels. Thus, a more typical picture of conditions may be obtained. With noise measurements, it is always possible that the day or days chosen for measurements will not be typical and that the measurements may overstate or understate the problem. While a conscientious measurer will try to account for any unusual condition, it is not always possible. As long as cost considerations limit the number of days that measurements can be taken, there will always be the problem of unrepresentative data. With calculations, this problem does not exist. The computer model that generates contours for airports uses, for example, an entire year's data to develop the average day. Certainly, the results are more likely to be representative than those that would be derived from just a few days' measurements.

Because of the difficulty in obtaining accurate noise measurements over a large area, the Air Force has elected to use the results of the computer model NOISEMAP.

F.8.1.5 Requests for test flights

COMMENT: I have contacted the public affairs office at Westover to request that a shortened sortie be flown at a realistic altitude so that I may observe the noise impact. I have not received a response. If noise levels will not be adverse then the Air Force should demonstrate this by announcing testing for area residents. It is my understanding that C5As have been brought in and out of Westover recently. This serves no purpose unless residents are notified so they can be home. I do not think any sorties have been flown. (COSTA)

COMMENT: Without any actual experience with the C-5As landing and taking off on their planned schedule, I find it impossible to decide what impact they would have regarding noise. With the resources of the Air Force what they are, I can't see why not a well-publicized trial period using the planes over their scheduled flights cannot be arranged. (HAMILTON)

COMMENT: I would like actual test flights of C5As and night flying prior to implementation. (KING)

RESPONSE: A variety of military aircraft, including C-5A aircraft, have conducted training operations at Westover in the past and will continue to do so in the future. The Air Force does not feel that the conduct of "test flights" of the C-5A would contribute to improved community understanding of the potential impacts of the proposed operations.

F.8.1.6 Analysis should give greater emphasis to single-event noise impacts

COMMENT: We also believe that the project proponents would do well to place greater emphasis on the impacts of single-event noise in the FEIR. While addressed briefly in the DEIR's appendix, single-event noise clearly does not receive the attention it deserves. If possible,

contour modeling of this parameter should be included in the FEIS. (PVPC)

COMMENT: Discussion of the impacts on sleep, speech and health should consider the greater short term duration impacts as well as the 24 hr. average as in the DEIS/EIR. (MEOEA)

RESPONSE: The analysis of impacts on sleep and speech interference were based on single-event noise levels. The Air Force does not feel that inclusion of single-event noise contours would contribute to the understanding of the impacts.

F.8.1.7 Use of SEL, Leq, and DNL rather than PNL, EPNL, CNR, or NEF

COMMENT: All decibel (SELdB) contours on your maps stop at 65 dB. According to "Noise Assessment Guidelines" by the U.S. Department of Housing and Urban Development, it requires that NEF (Noise Exposure Forecast) or CNR (Composite Noise Rating) contours of NEF-30 (CNR-100) and NEF-40 (CNR-115) contours are to be shown on airport maps for the purpose of determining the acceptability category for providing decent housing and a suitable living environment. These ratings apply to existing houses and locations for proposed houses. Also, please show the actual present tracks and the new tracks on a map indicating altitudes and other criteria indicated in the Guideline. A desirable limit for noise in wholly residential areas is 40 dBA in daytime hours and below 30 dBA during nighttime hours. This is one reason to show the 40 db and 30 db contours on your map. 30 NEF (db) is considered a noisy area for soundproofing property in existing residences, hospitals, and schools. (SIZER)

RESPONSE: As noted in Appendix A, the DNL has been accepted as the standard metric for description of the noise environment by federal agencies, including the EPA, DOD, HUD, and DOT.

The Noise Assessment Guidelines referenced in the comment appears to be a document issued by the Department of Housing and Urban Development in 1971 which provided for description of the noise environment in terms of the Noise Exposure Forecast (NEF). These guidelines were replaced by revised guidelines issued by HUD in 1979 and by Guidelines for Considering Noise in Land Use Planning and Control issued by DOT in 1980. Noise zone classifications and land use planning guidelines extracted from this document are included in Appendix C. The NEF in decibels is approximately equal to the DNL minus 35 dB; therefore, the 65-dB DNL contours presented in the EIS are equivalent to 30-dB NEF contours, and the 75-dB DNL contours are equivalent to 40-dB NEF contours.

It should be noted that no sound equivalent level (SEL) contours are depicted in the DEIS. All of the contours included in Sect. 4 depict DNL levels; Appendix D includes figures indicating equivalent noise level (Leq) contours for various periods less than 24 hr as noted in the figure captions and accompanying text.

F.8.1.8 No information is presented regarding frequency characteristics of aircraft noise

COMMENT: For many aircraft the PNdB is approximately 13 dB greater than the A-weighted sound level, expressed in dBA. Has this condition been noted and properly identified in your explanations and figures for aircraft that will and can conceivably use Westover? For present and proposed use? (SIZER)

COMMENT: [material apparently omitted]... of equal sound energies of audible noise, the noise with higher pitch--frequency-- is considered more annoying. Why are no frequency comparisons presented in the EIS? (VCSE)

RESPONSE: As noted in the comment by the Valley Citizens for a Safe Environment, for noise sources of equal sound energies, the noise with higher pitch (frequency) is generally considered more annoying. As noted in Appendix A, the SEL values measured at a distance of 1,000 ft from aircraft operating at takeoff power are approximately 21.5 dB higher for the C-5A than for the C-130. Thus, the noise levels at equivalent distances from the flight tracks are not of equal sound energy, and comparisons of frequency are not meaningful.

Several noise metrics have been developed in an attempt to account for the effect of frequency in the subjective response to noise. (A discussion of these metrics has been added to Appendix A.) The most commonly used is the Effective Perceived Noise Level. The effective perceived noise level (EPNL) is a single number measure of the noisiness of complex aircraft flyover noise which approximates human annoyance response. The EPNL includes corrections terms for the duration of an aircraft flyover and the presence of discrete frequencies (such as the whine of a jet aircraft) in the noise signal.

The EPNL may be used in a manner similar to the sound exposure level to calculate the NEF, which, like the DNL, describes the cumulative noise environment. The NEF incorporates a weighing factor which effectively imposes a 12.2-dB penalty on sound occurring between 10 p.m. and 7 a.m. NEF correlates extremely well with DNL, and the equivalency DNL = NEF + 35 is often used.

F.8.1.9 Definitions of terms used in the analysis

COMMENT: Please define the terms "levels," "exposure" and "dose" and relate them to the terms you use in the study. (SIZER)

RESPONSE: The term "level" refers to the value or range of values of the particular noise metric under consideration. The term "exposure" refers to the area included within various noise contours or to the number of persons within such an interval and implies a time duration over which persons may be subjected to the indicated level. The term "dose" refers to the amount of noise energy accumulated by a receptor over a given period of time.

F.8.1.10 Basis for estimation of annoyance

COMMENT: More scientifically, your figures for the likely number of people to be highly annoyed by noise over 65 dB DNL varies from about 19 to 23%. This would seem to be derived from Schultz or Kryter's interpretations of various studies including EPA surveys. More recent studies (see Fidell et al., J. Acoust. Soc. Am., March 1985) indicate that the number of people highly annoyed from aircraft noise near relatively small airports like Westover is likely to be 50%--more than twice as many as predicted in the EIS. Once again, how many is too many? (VCSE)

RESPONSE: As indicated in Appendix A, the annoyance response is dependent on a variety of variables and varies widely among individuals. The estimates of annoyance used in this analysis are based on an evaluation of a number of studies and represent a consensus of scientific opinion. The study referenced in the comment was based on studies conducted near airports with a larger number of operations than would occur at Westover and is not considered to provide an improved basis for estimation of noise impacts.

F.8.1.11 Requirement to examine all housing locations within 15 miles of base

COMMENT: Normally all sites (houses) within 15 miles of airports must be examined by noise assessment guidelines. Was this done?

RESPONSE: The guidelines published by HUD for are intended for assessment of noise at specific sites and state that "To evaluate a site's exposure to aircraft noise, you will need to consider all airports (civil and military) within 15 miles of the site." The procedures described in the guidelines " have been developed so that people without technical training will be able to assess the exposure of a housing site to present and future noise." The 15-mile criterion is apparently intended to assist such persons in identifying facilities for which information should be obtained for use in the noise assessment procedures described in the guidelines. The guidelines suggest that current DNL contours should be obtained from the FAA area office or the military agency in charge of the airport for use in the assessment procedure.

F.8.2 Requests for Additional Data on Aircraft Noise Characteristics

F.8.2.1 Relationship between noise metrics

COMMENT: Are the values of sound exposure level (SEL) and equivalent sound level (Leq) related to what degree to the perceived noise level (PNdB)? Please explain. (SIZER)

RESPONSE: The noise metrics referenced in the comment have previously been used for characterization of the noise environment; the DNL is currently the most widely accepted standard and was used in this analysis. A discussion of the relationship between various noise metrics has been included in Appendix A.

F.8.2.2 Frequency spectra for current and proposed aircraft

COMMENT: Please show by a table the SPL in relation to the 8 octave bands of the present and proposed aircraft based on the preceding conditions of flight. The 8 octave bands would cover the range from 20 to 10,000 Hz and segregated according to standard practices. (SIZER)

COMMENT: What are the octave-band (frequency) and the resulting decibel ratings for the present and proposed aircraft and, if applicable, their relationship to [climatic conditions]? Power settings and their contour sets? All would be in SPL in dB re 0.0002 microbar. (SIZER)

RESPONSE: Detailed acoustic data for military aircraft are provided in a seven volume technical report, Community Noise Exposure Resulting from Aircraft Operations, issued by the Aerospace Medical Research Laboratory, Aerospace Medical Division, Air Force Systems Command. Copies of this report are available from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161. Volume 1, Acoustic Data on Military Aircraft, AMRL-TR-73-110, discusses the scope, limitations, and definitions needed to understand and use the subsequent volumes containing the NOISEFILE data for military aircraft. It includes guidance for making airspeed and engine power settings to the flight noise data for other than reference conditions. Data on the C-5 aircraft are included in Volume 2, and data on the C-130 are included in Volume 5.

Frequency spectra for the C-5A and C-130 aircraft in various operating configurations are presented in Appendix L. Data for other military aircraft are included in the referenced AMRL report. Data for civilian aircraft are available from the FAA.

F.8.2.3 Data on perceived noise levels for aircraft

COMMENT: Also, please show the PNdB (or noisiness, loudness, annoyance, or unacceptability of noise) for the various present and proposed aircraft at Westover and their tracks from takeoff and landing at altitudes of 500 ft., 1000 ft., 1,200 ft., 1,500 ft., 1,800 ft., 2,000 ft., and 2,500 ft with various typical power settings, climatic conditions, (wind direction, haze, fog, rain, temp) for day, evening and night. These various figures would be obtained by the 8 octave band ratings of the present and proposed aircraft and the corresponding SPL (sound pressure levels) in dB. (SIZER)

RESPONSE: Tables indicating the A-weighted sound level, SEL, and effective perceived noise level for the C-5A and C-130E aircraft are also included in Appendix L. Data for other military aircraft are included in the previously referenced technical report, Community Noise Exposure Resulting from Aircraft Operations, AMRL-TR-73-110. Data for civilian aircraft are available from the FAA.

F.8.3 Requests for Additional Noise Analyses

F.8.3.1 DNL contours below 65 dB.

COMMENT: Property values are estimated in the Draft Environmental Impact Statement to decrease in surrounding communities one percent for each decibel over 55 DNL. I would like to know which areas will be receiving over 55 DNL from proposed Westover traffic. (HOWARD)

RESPONSE: Current DNL levels in many of the areas in the vicinity of Westover AFB, particularly in the City of Chicopee, would be above 55 dB. As indicated in the response to a previous comment, a level of 65 dB has been accepted by federal agencies as the basis for land-use planning controls. The Air Force does not feel that the inclusion of DNL contours lower than 65 dB would contribute significantly to the usefulness of the analysis and would in fact be misleading because other noise sources may contribute significantly to DNL levels below 65 dB, and contours indicating the only contribution of aircraft noise could be interpreted to indicate that ambient noise levels are lower than they actually are.

F.8.3.2 Contours for winter and summer conditions

COMMENT: Show noise contours during the winter months and the summer months (separately) of all flight paths (tracks) at Westover AFB to the 30 dB limit with mile radii. (SIZER)

RESPONSE: There would be no significant difference in the contours for winter and summer conditions. The analysis of sleep disturbance included different numbers for awakening under winter and summer conditions because of the difference in the average noise attenuation provided by residential structures with windows open (summer) and closed (winter).

F.8.3.3 Analysis of noise at proposed WMDC passenger terminal

COMMENT: The WMDC proposal for passenger service and the accompanying problems of sound at the terminal area in relation to adjacent areas has been analyzed? (SIZER)

RESPONSE: Noise at the passenger terminal is not expected to be a problem with respect to passengers or adjacent areas. Noise levels at the passenger terminal would be similar to those at other airport facilities. Passengers will not be allowed in areas outside the terminal while aircraft are conducting ground operations that result in high noise levels.

F.8.3.4 Indication of locations of population density and sensitive receptors

COMMENT: The SEL analysis of impacts on schools and hospitals is helpful but not to its full potential. Needed is a plan showing population densities and the locations of the sensitive receptors (hospitals and schools) so appropriate decisions on mitigations can be made. (MEOEA)

RESPONSE: No hospitals or schools are included within the 65-dB DNL contours for the proposed actions, either alone or in combination. The locations of sensitive receptors have been considered in the development of the mitigation measures proposed by WMDC.

F.8.4 Noise Impacts on Property Values

F.8.4.1 Reduction in property taxes

COMMENT: Will reduction in property values (of those affected) be coupled with reduced property taxes. (DRENOWSKI)

RESPONSE: Property taxes are based on assessed valuation which is determined on the basis of the selling prices of comparable properties. Thus, over the long term, assessed values should accurately reflect real estate values and any change in value that has occurred. Property assessments are established by local governments, and there are procedures that allow property owners to seek adjustment in the assessment to reflect changes in property values. It is unlikely that assessed valuations will be reduced simply because a property owner believes that the value has been reduced by changes in the environment which do not affect the physical condition of the property. It is also unlikely that assessed valuations will be reduced on the basis of potential changes in the environment which will not occur for several years and may never occur at all.

F.8.4.2 Requests for cost benefit analyses

COMMENT: You need to compare tax dollar gains & income gains to tax dollars lost through abatement (sic), investment losses in property devaluation, productivity losses due to stress and tired workers and general decay in the quality of the community surrounding the base. (GDULA)

RESPONSE: The principal difficulty in preparing a response is the difficulty in quantifying property devaluation. It is likely that the principal impact on property values (over the long term) will be a reduction in the rate of appreciation in values rather than a decrease in market value for the majority of the property exposed to increased noise levels. Initially, property values may be affected more by decisions to sell, or to attempt to sell, on the basis of predicted rather than actual impact. If large numbers of residents attempt to sell based on an Air Force decision to implement either of the proposed actions but in advance of the increases in employment (and the increases in demands for housing expected to result), property values may decline as a result of an increased number of houses on the market. It should be noted that those residences in the area of highest impact are already exposed to aircraft noise and hazards and that these factors should be reflected in the current market values. Increases in DNL levels in these areas would be expected to be on the order of 10-12 dB. Because the area of highest DNL levels is affected primarily by approaches to runway 23 (and by departures of cargo aircraft if the WMDC mitigation proposal for preferential use of runway 05 for nighttime departures is accepted), DNL gradients in this area are steep (there is a rapid dropoff in DNL with increasing distance from the runway centerline), and the effect on

property values per dB DNL would likely be somewhat higher in this area than for the other areas affected by increases in aircraft noise.

F.8.5 Sleep Disturbance

F.8.5.1 Concern regarding sleep disturbance

COMMENT: The EIS states on page ix that up to "24,000 persons could be awakened by one or more aircraft operations during the period between 10 p.m. and 7 a.m." by operations on the runway which the EIS predicts will be used "80% of the time." As if taxes aren't bad enough, now area citizens are being asked to pay with their sleep--not for national defense, but for military protection of Emery Air Freight ("And theft of costly air freight, according to Blair, is a 'daily occurrence' in large urban airports."--Valley Advocate, 1/5/87). By exactly what scientific standards is awakening 24,000 people several times a night deemed acceptable for such a dubious return? (VCSE)

COMMENT: Counting interrupted sleep and general tranquility being disrupted as biological impacts, the C-5s will "count" markedly. (SZATKOWSKI)

COMMENT: We are concerned about the levels of noise that area hospitals and schools, as well as residences, will be exposed to. The DEIS states that the FAA recommended interior noise levels are between 34-37 dB for hospitals & 55 dB for other sleeping environments. We are concerned about the <u>thousands</u> of people to be exposed to levels of noise 65 dB and up. Hearing loss begins to occur at 75 dB. What about the people exposed to these levels of noise? The number of people disturbed by noise is disproportionate to the number benefited by aircraft activity civilian or military. (WARREN)

RESPONSE: The mitigation measures proposed by WMDC will substantially reduce the number of persons who experience sleep disturbance and the frequency with which sleep disturbance occurs for the majority of those potentially affected. It must be noted that the preferential runway utilization proposed as a mitigation measure will increase the frequency of overflights in the area to the northeast of the base (Granby and Belchertown) and thus the frequency of sleep disturbance in these areas.

F.8.5.2 Significance of sleep disturbance

COMMENT: Again from the EIS (p. B-4): "Psychological annoyance from the effects of sleep interference from aircraft noise is probably more significant than the direct physiological consequences." Psychological annoyance is every bit as real as physiological consequences. (MINEAR)

COMMENT: The USAF concludes in the EIS that the impacts from the civilian and military operations will result in "annoyance to some residents to whom aircraft noise is unpleasant and intrusive" and that "with the exception of annoyance, no significant adverse impacts ... would be expected to result" (p.62). We do not agree. In our opinion, such a conclusion substantially understates the severity of the impacts

and is misleading to the general public who will be affected. We conclude that the unmitigated impacts of 24 hour a day civil aviation operations would be unacceptable from the standpoint of public health, welfare, and environmental quality. The military operations will cause significant, but in our opinion not unacceptable, noise impacts provided the USAF commits to mitigation measures and limits the frequency of the sorties to 2-4 a week.

The DEIS cites studies that support the conclusion that predicted noise impacts will not result in any non-auditory health effects (DEIS, pp. 62-63), and conveys the impression that annoyance effects, including sleep disturbance, are largely effects on welfare, unrelated to human health. While there is general agreement that research is not conclusive regarding non-auditory health effects of noise, there is a large body of research data that clearly indicates the likelihood of such effects. Based on data collected by EPA, there is little doubt that non-auditory health effects are indeed caused by noise exposure, and that noise has been implicated as producing stress-related health effects such as heart disease, high blood pressure, strokes, ulcers and other digestive disorders. (EPA)

RESPONSE: See Sect. F.1.1

F.8.5.3 Proposed actions will increase noise levels at area hospitals to unacceptable levels

COMMENT: Additionally the planes will increase noise levels unacceptably high at three large area hospitals in the flight path, and will also thereby reduce property value by millions of dollars. (HUGHES)

RESPONSE: Discussions of sleep disturbance at area hospitals have been included in Sects. 4.2.2.3.3 and 4.2.3.3.3. Based on the mitigation plan proposed by WMDC, sleep disturbance at area hospitals would be expected to occur only about once every two weeks.

F.8.6 Impacts on Educational Facilities

F.8.6.1 Concern regarding impact of noise on educational facilities

COMMENT: The impact of the proposed changes goes far beyond the immediate Westover area. Amherst is a community with education as a major industry; the proposed changes can only hurt the conditions which make Amherst attractive to education. (MINEAR)

COMMENT: Also there are many schools in the community and that type of noise makes it hard to concentrate and to try to learn. Children and teachers of today have enough problems without the C-5s adding to that. (CHAMPAGNE, S.)

COMMENT: We are concerned about the levels of noise that area hospitals and schools, as well as residences, will be exposed to. (WARREN)

RESPONSE: A discussion of impacts on educational facilities is included in Sect. 4.2.2.3.2 for military operations and in Sect. 4.2.3.3.2 for civil aviation operations. Based on the mitigation plan proposed by WMDC and the limited military flying activity during school hours, no significant impacts to educational facilities are expected.

F.8.7 Impact of Noise on Quality of Life

F.8.7.1 Impacts on property values do not reflect losses in quality of life

COMMENT: It should be remembered that this loss in dollar value only reflects the loss in quality of life--the desirability of living in these homes. No matter what the actual value of the home, the quality of life diminishes just as much for all economic levels. Is this quality of life value insignificant just because it is not numerical? (VCSE)

RESPONSE: Noise intrusions are acknowledged as important factors in determining quality of life, and the importance of noise is recognized in the guidelines for land-use planning which are included in Appendix C. The effect of noise on "quality of life" is also reflected in the estimates of the number of persons expected to be highly annoyed by increases in noise levels (see other comments relating to the estimates of the number of persons highly annoyed).

F.8.7.2 Effects of increased noise on "quality of life" in rural areas

COMMENT: When WAFB was deactivated in 1974 the people in the communities that surround the base grew accustomed to the decreased air traffic. We recently learned, as stated in the Environmental Impact Statement, the projected average number of military and civilian operations will be 80 arrivals and 80 departures in a 24 hour time period. The increase of the number of flights and noise levels will be an intrusion into our rural lifestyle. (PROKOP)

COMMENT: I have been a resident of Belchertown since 1971. My home lies under the flight path of one of the Westover runways. Between 1971-73 the B52 flights over my house made life a nightmare. Since the reassignment of the base to the Hercules 130s, it is possible to make peace with the Air Force maneuvers. The C130s are noisy but at least I know that their operations will cease by 10:30 p.m. In the last twelve years housing development in Belchertown has boomed. More than 3500 people have moved to the town attracted in part by the quiet woodland settings. They have purchased expensive and beautiful homes blissfully unaware of what a fully operating Westover will mean to their daily tranquility.

COMMENT: I am extremely worried about noise levels and how they will affect the quality of my life, and my property value. (VOHL)

RESPONSE: Noise intrusions are acknowledged as important factors in determining quality of life, and the importance of noise is recognized in the guidelines for land-use planning which are included in Appendix C. It is

also recognized that noise intrusions are more likely to be significant in areas of low population density, such as parts of Granby and Belchertown, than in areas with high population densities and therefore higher noise levels.

F.8.8 Annoyance

F.8.8.1 Actual levels of annoyance may be higher than those indicated in the DEIS

COMMENT: More scientifically, your figures for the likely number of people to be highly annoyed by noise over 65 dB DNL varies from about 19 to 23%. This would seem to be derived from Schultz or Kryter's interpretations of various studies including EPA surveys. More recent studies (see Fidell et al., J. Acoust. Soc. Am., March 1985) indicate that the number of people highly annoyed from aircraft noise near relatively small airports like Westover is likely to be 50%--more than twice as many as predicted in the EIS. Once again, how many is too many? (VCSE)

Other comments by: VCSE, SIZER, MINEAR

RESPONSE: See Sect. F.1.3.

F.8.8.2 Annoyance resulting from vibration should be addressed separately

COMMENT: The annoyance factor should be mentioned separate from the audible noise as it relates to house vibrations whether it takes place in summer and winter months, especially since most of the aircraft are cargo type (passenger in future) and the C-5s have such a large configuration and other aerodynamic characteristics. The SIZE factor is important. (SIZER)

RESPONSE: The FAA review, Aviation Noise Effects (Newman and Beattie 1985), considered the effects of vibration resulting from aircraft overflights and concluded that:

> The effects of low frequency energy and its impacts on buildings and people was explored in detail in regard to the Concorde SST operations in the U.S. Impacts were found to be negligible. Consequently low frequency effects from civil commercial aircraft remain a minor issue in most environmental impact assessments.

The review considered both annoyance and physiological effects associated with low frequency vibrations:

> It has also been theorized that the vibrations induced in buildings and windows by low frequency sound might increase the annoyance of the occupants to a greater degree than the effects of the vibrations on the human body. This annoyance is due to human perception of the vibration of a wall or window and rattle created by household objects when the structure vibrates. Infrasound characterized by long wavelengths is not

attenuated by walls, partitions, acoustic absorbers, or the atmosphere to the same degree as audible sound.

U.S. Army researchers conducted a study to measure the role of vibration and rattle in human response to helicopter noise. Helicopter noise annoyance was judged against annoyance from a control noise by subjects in the living-dining area of a frame farmhouse, in a mobile home and outdoors. . . . The researchers concluded that vibration and rattle can significantly increase the annoyance associated with a particular sound level.

Reiher and Meister conducted an investigation of subjective human response to different levels of structural vibration . . . Their study revealed that . . . wall vibration caused by takeoff and approach of the Concorde are imperceptible or barely perceptible, causing no adverse effects on human beings.

F.8.9 Speech Interference

F.8.9.1 Speech interference should be considered as a safety hazard.

COMMENT: Noise levels that interfere with spoken communications for up to 25 seconds and possibly as often as every 6 or 7 minutes for five hour periods are more than just annoying. Aside from studies showing increased stress related health effects, slower language development in infants, and poorer classroom performance in noisy environments, this much speech interference is hazardous simply because sometimes we need to hear what is said. Some of the highest noise levels are at area hospitals. Was speech interference considered as an annoyance or as the safety and health hazard that it is? (VCSE)

RESPONSE: Although there are conceivable circumstances under which speech interference resulting from aircraft noise could interfere with communications in critical situations, this is not considered to be a significant impact of either action. Speech interference is not considered to be a problem at hospitals or medical facilities because hospitals typically have higher attenuation levels (approximately 25 to 30 dB) than residences, and areas such as operating rooms and emergency treatment facilities are generally located in the interior of the structure where attenuation levels are higher than for patient rooms. Noise levels at hospitals would not be expected to cause more than slight difficulty in verbal communication at the short distances normal in such facilities.

F.8.9.2 Single event noise impacts should be considered in evaluating speech interference impacts

COMMENT: We also believe that the proponents would do well to place greater emphasis on the impacts of single-event noise in the FEIR . . . (PVPC)

RESPONSE: See Sect. F.8.1.6.

F.8.10 Nonauditory Health Effects of Noise

F.8.10.1 Studies on nonauditory health impacts should be summarized in the EIS

COMMENT: Your study should include the possible harmful effects of noise on humans by various doctors and other experts such as Karl D. Kryter, Dr. John Anthony Parr and others. These should be in relative detail a good scientific description. (SIZER)

RESPONSE: Extensive literature on the effects of noise on humans, including works by the authors cited in the comment, has been reviewed by both the Air Force, the FAA, and the ORNL staff. The volume of this literature and the contradictory conclusion of individual researchers make inclusion of detailed summaries impracticable. The Air Force concurs with the conclusion reached by the FAA review (Newman and Beattie 1985), which states:

> While some studies show a significant correlation, other studies show none. Although research continues, there does not exist a succession of studies which corroborate the "cause and effect" theory. While the reader should be aware of research in this area, the topics [nonauditory effects] reviewed in this section [of the report] are considered to be beyond the realm of normally accepted and recognized aircraft noise effects.

Also, see Sect. F.1.1.

F.8.10.2 Predicted noise levels will result in significant nonauditory health effects

See Sect. F.1.1.

F.8.11 Hearing Loss

F.8.11.1 Relationship between short- and long-term exposures and hearing loss

COMMENT: We are very aware of 82 decibels being the limit of not damaging the human ear. We understand the C5A's are in the 85 decibel plus range. (GRIMARD)

COMMENT: And how much noise would both combined C-5A and air cargo day and night on a person hearing. Like a baby growing up outside playing would it hamper his or her hearing from growing right? (DEVINE)

COMMENT: We are concerned about the levels of noise that area hospitals and schools, as well as residences, will be exposed to. The DEIS states that the FAA recommended interior noise levels are between 34-37 dB for hospitals & 55 dB for other sleeping environments. We are concerned about the <u>thousands</u> of people to be exposed to levels of noise 65 dB and up. Hearing loss begins to occur at 75 dB. What about the people exposed to these levels of noise? The number of people disturbed by

noise is disproportionate to the number benefited by aircraft activity civilian or military. (WARREN)

RESPONSE: The EPA has recommended an average equivalent noise level (Leq) of 70 A-weighted dB for continuous 24-hr exposure as the maximum exposure level required to protect hearing with an adequate margin of safety. The EPA criterion is based on the probability of negligible hearing loss (less than 5 dB in 100% of the exposed population) at the ear's most damage-sensitive frequency (4,000 Hz) after a 40-yr exposure and is, thus, extremely conservative. It should be noted that the EPA criterion is based on the Leq rather than the DNL, which includes a 10-dB penalty for nighttime noise events (to account for annoyance). Projected DNL levels for military operations are equivalent to Leq-24 values because no military operations are projected to occur at night. Although projected levels would exceed 70-dB Leq-24 in some areas outside the base, it is unlikely that anyone would spend more than a few hours per day outside in areas exposed to levels >70 dB. Even with windows open, houses typically provide attenuation of about 17 dB; therefore, no significant hearing loss is expected to result from the proposed operations even in areas with DNL levels >75 dB (the maximum projected level is approximately 77 dB). DNL levels for projected WMDC operations and for combined military and civil operations include the 10-dB penalty for nighttime operations and do not exceed approximately 77 dB; thus, no significant hearing loss would be expected to result from cumulative noise levels.

F.8.11.2 Need for hearing protection devices

COMMENT: ... Unfortunately, when so few noise events are averaged over a twenty four hour day, the noise impacts of individual events are lost. Even so, it appears that a potential of over 900 individuals reside in areas where hearing protection devices are recommended to avoid loss of hearing. (MEOEA)

RESPONSE: As indicated in the preceding response, no significant hearing loss would be expected in the areas with the highest projected noise levels. Thus, hearing protective devices are not required or recommended.

F.8.12 Impacts of Noise on Wildlife

COMMENT: Wildlife protection - Animals are even more sensitive to noise than humans. We feel the wildlife in Granby (deer, wild turkeys, coy-dogs . . .) will be driven away - very unfortunate for those of us who care! (LARAMEE)

COMMENT: What are the long term impact of noise on birds? On animals? (SIZER)

RESPONSE: As noted in Appendix B, possible adverse effects of noise on wildlife will generally be greater if the noise events are unexpected, occur suddenly, and are high-level, and if the animals are inexperienced with noise. Because the wildlife in the area has had an opportunity to experience aircraft noise over an extended period of time, it is likely that any sensitive species have already been affected and have left the areas subject

to aircraft noise. Because increases in aircraft activity and associated noise levels will occur over a period of a year or more, wildlife and domestic animals will have an opportunity to become accustomed to the increased noise levels and no significant impacts are considered likely.

F.8.13 Noise study did not take into account wind direction

COMMENT: Noise study releases were not thorough enough to take into account wind direction and to inform the public about the decibel level in contour mapping. (SYLVANDER, P.)

RESPONSE: Wind conditions would not significantly affect the noise levels at specific locations on the ground with respect to individual aircraft operations. The principal effect of wind direction in determining the noise levels expected to result from projected aircraft operations is the determination of runway utilization. As noted in Sect. 4.1.2.1, wind conditions normally favor operations on runway 23. Operations on runway 23 permit use of higher altitudes over the densely populated areas of Chicopee and Springfield to the southwest of the base and minimize population exposure to noise. Although an analysis of wind conditions indicates that runway 23 could be used about 95% of the time, the noise analysis was based on the assumption that runway 23 would be used for only 80% of military operations. This provides for flexibility in conducting required training operations and results in conservative (higher) estimates of the noise levels in the more densely populated areas to the southwest of the base.

As noted in Sect. 4.1.2.2, the mitigation plan submitted by WMDC is based on preferential utilization of runway 05 for takeoffs and runway 23 for landings. Although the wind conditions would permit the use of the preferred runways more than 95% of the time, the noise analysis was based on the assumption that 90% of the nighttime and 80% of the daytime civil aviation operations would use the preferred runways. These assumptions also result in conservative (higher) estimates of the noise levels in the more densely populated areas to the southwest of the base.

F.9 AIR QUALITY

F.9.1 Analysis Methodology

F.9.1.1 Identification of region considered in air quality analysis

COMMENT: What is the "region" represented in the total regional emissions pie chart? (ADAMS)

RESPONSE: As noted in Sect. 3.4, the regional emission estimates are for the Pioneer Valley Air Pollution Control District, which includes Hampden and Hampshire Counties.

F.9.1.2 Were modeling studies performed?

COMMENT: This area is already out of compliance for ozone reduction. The EIS shows emissions of NOX which contributes to ozone will increase. Were air quality modeling studies performed? (VCSE)

RESPONSE: As indicated in Sect. 3.4, the entire state of Massachusetts is classified as attainment for nitrogen oxides. Because aircraft emissions would occur over a large area and increases in emissions are small relative to regional emissions, air quality modeling studies were not conducted.

F.9.1.3 Were emissions from fire training considered in the air quality analysis?

COMMENT: Describe fire-fighter training. Were waste flammables considered in air quality?

RESPONSE: Firefighter training is normally conducted on one training assembly weekend each month, with one session each day (24/yr). Training is conducted at a specially constructed facility that includes a water spray system for smoke suppression. A maximum of 200 gal of clean jet fuel (JP-4) is used in each training session. All training sessions are coordinated with the regional office of the Department of Environmental Quality Engineering. Emissions from fire training activities are not included in the emissions estimates presented in Table 3.5. Emissions from fire-training activities are estimated to be approximately 1 ton/yr. Neither mission change would affect fire-training activities.

F.9.2 Air Quality Impacts of Fuel Dumping

COMMENT: Exactly how often in the last five years have C-5As dumped fuel? (VCSE)

COMMENT: Environmental hazards from possible fuel dumping in an area with already high unexplained cancer rates. (SUSSMAN)

COMMENT: It has been reported, however, that fuel is routinely discharged from the planes before landing. Is this true? (WADSWORTH)

RESPONSE: In the case of the C-5As as well as most of the current inventory of Air Force aircraft, fuel jettisoning is not a problem. Fuel costs too much to dump. C-5As taking off from Westover will almost never be fully loaded. In case of long distance trips with a full load of cargo, aircraft can take off with a higher gross weight than they can land with. If a fully loaded aircraft has a problem on takeoff and must return to the same runway from which it took off, weight must be reduced by dumping cargo, burning off fuel, or dumping fuel. Normally, if fuel must be dumped to save an aircraft, it is done at high altitudes and the fuel vaporizes before it hits the ground. In the past, the Air Force required pilots to report fuel jettisoning but found that in almost all cases it vaporized before hitting the ground.

Fuel loads for training sorties at Westover would normally be about one-third of the maximum capacity, and even if the aircraft lost two engines on takeoff, it could still return to base and land without having to dump fuel. The only emergency of such magnitude to justify dumping of fuel around Westover would be one where the aircraft was in such grave danger of crashing that the consequences of a crash would be greater than the consequences of fuel jettisoning.

Volatilized or aerosolized aviation fuel would be measured as hydrocarbons. Hydrocarbons are no longer considered as "criteria" air pollutants. The ambient air quality standard for hydrocarbons was rescinded in January 1983. Because hydrocarbons contribute to the formation of ozone, emissions of hydrocarbons are of concern and emission standards for both mobile (e.g., automobiles, trucks, and airplanes) and stationary (e.g., refineries, fuel storage and transfer facilities, etc.) sources include limitations on hydrocarbon emissions where applicable.

Research sponsored by the Air Force indicates that for air temperatures above 68°F at ground level and release heights of 1500 m (about 5000 ft), less than 0.2% (about 0.15%) of jettisoned JP-4 fuel would be expected to reach the surface of the ground. For temperatures below 68°F or release heights below 1500 m, the percentage of fuel reaching the ground would be higher. Percentages of fuel reaching the ground from a release height of 1500 m are indicated below for temperatures below 68°F.

Air Temperature		Percent of Fuel
°C	°F	Reaching Ground
20	68	0.15
10	50	0.6
0	32	1.8
-10	14	4
-20	-4	10
-30	-22	20
-40	-40	35

Air Force command directives specify that, when circumstances permit, fuel jettisoning should be carried out over unpopulated areas and more than 1500 m (5000 ft) above the ground. Jettisoning above 1500 m is preferred to allow sufficient time for the fuel to evaporate as much as possible. For larger fuel dumps performed by tanker and bomber aircraft, release altitudes above 6,000 m (20,000 ft) are specified. While increasing the altitude from 1500 to 6,000 m does not significantly decrease the fraction of fuel reaching the ground, it does allow considerably more time for atmospheric processes to disperse the fuel.

The FAA guidelines for jettisoning fuel by commercial aircraft suggest only a 600-m (2,000-ft) minimum altitude.

The maximum rate at which the C-5 can jettison fuel is 9,000 lb/min. Assuming that the aircraft is traveling at a speed of 200 knots and that the fuel is distributed over an area under the flight track only 500 ft wide (approximately twice the wingspan of the aircraft), the 9,000 lb of fuel

dumped each minute would be distributed over an area of more than 10 million square feet (sq ft). If all of the fuel reached the ground, this would be equivalent to about 0.5 milliliters/sq ft (about 1/8 teaspoon, or 10 drops from an eyedropper). As indicated above, less than 10% of this amount would be expected to reach the ground for air temperatures above 4°F. It should also be noted that fuel jettisoned at an altitude of 1,500 m would be dispersed over an area much greater than 500 ft wide.

Fuel would be dumped only under emergency conditions and, whenever possible, at altitudes in excess of 1,500 m. Under these conditions, the fuel would be dispersed over a wide area and concentrations would be low. Even if the entire fuel capacity of a C-5 (approximately 160 tons) were jettisoned in a single incident, the total regional emissions would only increase by approximately 0.6%.

F.9.3 Pollutant Emission Rates

F.9.3.1 Comparison of emission rates for C-5A and C-130.

COMMENT: What are the emission rates per gallon of fuel for the C-5A and the C-130? (KEITH)

RESPONSE: Fuel consumption and emission rates per unit of fuel consumed for various engine operating modes are indicated in Table F.2. Combined emission rates for a complete landing/takeoff cycle and for touch-and-go landings are indicated in Sect. 4.4.1.1 (Table 4.1).

F.9.3.2 Increases in emissions from C-5A aircraft

COMMENT: With regard to the inception of the C5As to Westover, I feel that they are a threat to our safety, health and general well being. They have a very poor safety record, are noisy and the emission into the atmosphere is much greater than that from the C130 that is now based here. (MCNULTY)

RESPONSE: Emission rates for the C-5A and C-130 aircraft for the landing/takeoff cycle and for touch-and-go landings are presented in Sect. 4.4.1.1 (Table 4.1). As indicated in Sect. 4.4.1.1 (Table 4.6), although emissions per operation are higher for the C-5A than for the C-130, the reduced number of operations associated with the proposed mission change would result in a reduction in the emissions of all pollutants except oxides of nitrogen, which would increase by about 39 tons/yr (from 35 to 73 tons/yr). Total emissions would be reduced by approximately 58% (from about 209 tons/yr to about 104 tons/yr).

F.9.4 Air quality impacts resulting from increases in emissions

F.9.4.1 Increases in emissions should be evaluated in relation to State Implementation Plan

COMMENT: The DEIR/EIS indicates approximately a 2 fold increase in NOX due to military operations and increases for the civilian program of approximately 5x for CO, 3x for HC, 20x for NOx, 23 for PM and 14 for

Table F.2. Comparison of pollutant emission rates for the C-130 and C-5A for several operating modes

Operating mode	Fuel Flow		Pollutant emission rate[a]			
	kg/sec	1000 lb/hr	CO	HC	NOX	Particulates
C-130 (Allison TF 56-7 Engines)						
Idle	0.09	0.72	32.0	21.0	3.9	0.83
Approach	0.10	0.83	22.2	12.4	4.4	0.97
Intermed	0.23	1.85	2.4	0.5	9.2	0.51
Military	0.25	1.96	2.1	0.4	9.3	0.50
C-5A (General Electric TF 39-1 Engines)						
Idle	0.14	1.13	67.0	23.0	3.0	0.015
Approach	0.19	1.50	39.2	13.2	3.9	0.016
Intermed	1.52	12.02	0.7	0.2	28.0	0.030
Military	1.60	12.69	0.7	0.2	28.0	0.025

[a]Grams/kilogram or pounds/1000 pounds of fuel burned.

Source: U.S. Air Force Engineering and Services Center. November 1985. Aircraft Engine Emissions Estimator, ESL-TR-85-14, Tyndall Air Force Base, Fla.

SOx. These levels should be evaluated under the State Implementation Plan (SIP) and any available mitigation evaluated for feasibility and effectiveness. (MEOEA)

RESPONSE: The projected changes in air pollutant emissions were reviewed by the Western Regional Office of the Massachusetts Department of Environmental Quality Engineering (DEQE). That review concluded that changes were estimated on an appropriate basis and did not indicate any concern with respect to the State Implementation Plan.

F.9.4.2 Effects of increases in NOx emissions on ozone non-attainment status

COMMENT: This area is already out of compliance for ozone reduction. The EIS shows emissions of NOX which contributes to ozone will increase. Were air quality modeling studies performed? (VCSE)

COMMENT: Also bringing the C-5s in is going to change the level of pollutants and have an effect on the ozone layer. (CHAMPAGNE, S.)

COMMENT: The increased levels of hazardous wastes (Westover is currently out of compliance with hazardous waste regs, and has been cited twice in 2 years by the E.P.A.) and of ozone production. Westover is also currently out of compliance with ozone reduction regs, and the C5s will increase NOx production leading to more ozone. (HUGHES)

RESPONSE: As indicated in response to the preceding comment, review by the Western Regional Office of the DEQE did not indicate any concern with respect to increases in emissions of oxides of nitrogen.

F.9.4.3 Air quality problems in the area are already serious and any increase will have a significant impact.

COMMENT: The residents of Granby voted against a proposed trash incinerator on the grounds that it would make existing unacceptable pollution levels worse. We feel that <u>any</u> increase in air activity (& thus the exhaust emissions) civilian or military is also unacceptable. (WARREN)

COMMENT: DEQE denied a permit for a garbage incinerator in this area because pollution and lung problems are already significant. This EIS turns that argument on its head by saying that because there is already so much pollution, anything Westover might contribute would be an insignificant percentage of the total. By this reasoning, the worse the air, the more you can pollute. How many contributors to Valley pollution could claim they only add "insignificant" amounts. (VCSE)

COMMENT: Additional pollutants into the air. With the absolutely abhorrent pollution of the air by vehicles - especially trucks - as it is now, the C-5 aircraft will only add to an already disgusting situation. (SZATKOWSKI)

RESPONSE: The siting of the proposed incinerator was denied by the DEQE acting on behalf of the Department of Public Health on the basis of site-specific concerns, primarily related to emissions of lead (which is not emitted by jet aircraft engines) which would result in ambient lead levels approaching the ambient air quality standards in an area with a disproportionately high number of sensitive persons (children with elevated lead levels) in the population. As noted in the preceding responses, the DEQE has not expressed any concerns regarding the pollutant emissions resulting from the proposed actions, either alone or in combination.

F.9.5 Health impacts of increases in air pollutant emissions

F.9.5.1 Relationship of air pollutant emissions to cancer rates

COMMENT: A state study of cancer rates is due to be released January 23. I believe it will be totally irresponsible of the Air Force if the review period is not extended to allow time for consideration of this

study as well as several other matters that need further attention. (LAW)

COMMENT: Health hazards naturally follow. Note the abnormally high cancer rate in the area (whose statistics are being well guarded). (SZATKOWSKI)

COMMENT: Is the federal government ready to take all the responsibility for the increased number of cancer and health problems that follow this change? This area is densely populated and too many health problems could occur. (CHAMPAGNE, S.)

COMMENT: Dr. Maraman, this is not a popular plan. Your review period ends on the same day the cancer study for the Westover area is due to be published. Cancer rates around Otis/Camp Edwards AFB are extraordinarily high. By not even extending the review period you jeopardize the lives of those you are sworn to protect. I don't pay money to the government to have my chance of getting cancer increased. (HUGHES)

COMMENT: Cancer is a genuine concern, especially for high risk groups or those who are predisposed to the disease. Waste removal is a major problem of the region now and we face an inadequate supply of water in the near future. (SCHOFIELD)

RESPONSE: Air quality standards are established to protect public health (primary standards) and welfare (secondary standards). Increases in air pollutant emissions resulting from the proposed actions, either alone or in combination, are not expected to result in violation of standards for pollutants for which the area is currently classified as "attainment" (oxides of nitrogen and sulfur dioxide) or to contribute significantly to violations of standards in those portions of the control region which are designated as "nonattainment" for particulates and carbon monoxide.

As noted in Sect. 3.4, the entire state of Massachusetts is designated as "nonattainment" for ozone. To achieve reasonable further progress toward compliance with the standards for ozone, the State Implementation Plan may have to be revised to require reductions in the emissions of hydrocarbons which contribute to ozone formation. It is considered likely that any requirements for reduction in hydrocarbon emissions will be applicable to stationary sources such as fuel storage facilities and other sources of volatile organic compounds rather than to mobile sources such as aircraft. The increases in hydrocarbon emissions resulting from the projected increase in civil aviation activity would not be expected to prevent attainment of the ozone standard or to require substantial reductions in the level of emissions from other sources.

The C-5A (as well as the C-130) is fueled with JP-4, a fuel similar to kerosene, which contains only small amounts of benzene (less than 1%). As a comparison, motor gasoline commonly contains from 1 to 3% benzene. Aircraft would dump fuel only under emergency conditions and, if possible, would jettison fuel at an altitude above 5,000 ft to assure that essentially all of the fuel would vaporize before reaching the ground.

F.9.6 Odor

COMMENT: I live on the Chicopee State Park side of WAFB and we have already, from time to time, smelled fumes from the base. (ANDERSON, E.)

RESPONSE: As noted in Sect. 4.4, Table 4.4, the hydrocarbon emission rate for the C-5A per landing/takeoff cycle and for touch-and-go operations is slightly higher for the C-5A than for the C-130. The emission rate for particulate matter is lower for the C-5A than for the C-130. The reduction in the number of operations for the C-5A as compared with the current C-130 operations would be expected to result in reductions in the emission of both hydrocarbons and particulates on an annual basis and might result in some reduction in the odor resulting from aircraft operations. Development of civil aviation operations would result in increases in the emission of both hydrocarbons and particulates and could result in an increase in odor.

F.9.7 Impacts on plants and wetlands

COMMENT: We have also planted 14,000 X-mas trees and are concerned re the possible impact of burned fuel particulate matter on their growth. (PLACZER)

RESPONSE: Increases in aircraft emission would not be expected to have a significant adverse impact on plants.

F.10 HAZARDOUS MATERIALS, WASTES, AND WASTEWATER

F.10.1 General comments

COMMENT: The history of incidents and compliance orders should be presented as requested by the regional planning agency. Evaluation of potential discharges in light of required standards should be presented. Capacities, present quantities and future treatment quantities should be discussed for the oil and grease separators. Future discharge parameters and volumes should be presented. (MEOEA)

COMMENT: The Draft Environmental Impact Statement (DEIS) is not complete nor clear in its discussion of waste generation and management. The Final Environmental Impact Statement (FEIS) should: (PVPC)

- provide a more complete discussion of Westover's hazardous waste compliance/noncompliance record, past and present, and any changes in applicable regulations that may occur as a result of the implementation of the proposed project. If such changes are expected to occur, the FEIS should detail the proponents plans for compliance.

- elaborate on possible EPA oil and grease pretreatment standard violations (see DEIS p. 47) and plans/schedule for correction of problems. On a related note, the DEIS mentions (p. 47) that the City of Chicopee has its own standards on the introduction of oil

and grease to its sewer system but these standards are not applicable to any activity at Westover. It would be useful to know what these standards are, where the Base stands in relation to them, and why the Base is immune, even with civilian operations on site (WMDC) and a civilian proponent of the original ENT (Mass Aeronautics).

- o Comment on the quantity of fuel being introduced to Cooley Brook as a result of current operations (see DEIS, p. 96), and whether or not this represents an existing violation of environmental standards.

- o discuss, in greater detail, the function of existing oil-water separators on Base (including figures on their capacity, an assessment of their overall effectiveness, and discussion of conditions and/or circumstances that could affect their proper operation.)

RESPONSE: The requested information has been included in Sect. 3.5 of the document.

F.10.2 Fuel Storage and Handling

F.10.2.1 Requirement for additional fuel storage facilities

COMMENT: In changing to the C-5A aircraft, no calculations are made in the amount of fuel used by either aircraft. Will additional storage facilities be needed to store additional or different fuels? Does the C-5A burn fuel more efficiently, thereby creating different air quality characteristics around the air field? Will there be an increase in the number of flights into the air field increasing the storage needs or the amount of fuel consumed? Will there have to be different fuel handling facilities? (DOE)

RESPONSE: Both the C-5A and C-130 aircraft use JP-4 fuel. Fuel consumption rates for the C-5A and C-130 aircraft are discussed in Sect. 4.5.1.1 and additional information is provided in the responses to previous comments. As noted in Sect. 4.5.1.1, implementation of the proposed mission change would be expected to approximately double the quantity of fuel handled at Westover on an annual basis (from about 5 million gal/yr to about 10 million gal/yr). Storage capacity will be increased by 50% through the construction of four new 50,000-gal tanks.

F.10.2.2 Changes in fuel handling procedures.

COMMENT: Double fuel usage, how many gallons? How long would it burn if it were to catch on fire, area of devastation, etc. (DRENOWSKI)

If permitted due to the best interest of national defense, also show fuel storage areas, current and proposed, above and below ground level, in response to question of vulnerability should an explosion occur. (DREWNOWSKI)

RESPONSE: If the proposed mission change is implemented, fuel would continue to be delivered to the base via pipeline. Fuel storage capacity on the base would be increased from 400,000 gal to 600,000 gal by the construction of four new 50,000-gal storage tanks in an area adjacent to the eight existing tanks. These storage tanks do not constitute a hazard to persons outside the base boundary.

F.10.3 Spill Prevention and Response

F.10.3.1 History of previous spills

COMMENT: The Park reservoir, where adults and children swim, has had to be dredged because of oil on the water from the planes. (ANDERSON, E.)

RESPONSE: There is no indication that the reservoir has been dredged as a result of incidents that have occurred since AFRES assumed responsibility for the base.

F.10.3.2 Spill Prevention, Control and Countermeasures (SPCC) Plan

COMMENT: During November 14, 1985 I wrote the Department of Environmental Quality Eng. in regards to fuel spills at Westover and a Stephen F. Joyce explain[ed] that the S.P.C.C. plan. The plan itself is a good one but it seems that with the C-5A action that the plan would not be expanded and reviewed even when the fuel storage capacity is increased and fuel transfer is 10 times as much and the oil-water separators between Westover and Cooley Brook was out-dated when it was installed to confine the B-52 spillage. These oil-water separators are a great idea but need to be up-dated in regard to the C-5A action. (LaPLANTE)

Also Mr. Joyce stated that maintenance of the new aircraft will not be done at Westover but, on page 98 (EIS) they are installing a new maintenance corrosion control facility again without review of SPCC plan. (LaPLANTE)

RESPONSE: As indicated in Sect. 4.5.1, both the Spill Prevention, Control, and Countermeasures (SPCC) Plan and the Spill Contingency Plan will be reviewed and revised to reflect changes in the storage and handling of hazardous materials if either mission change is implemented.

F.10.3.3 Spill Contingency Plan

COMMENT: Explain your plans for emergency situations (crashes, explosions, hazardous spills, etc.) (ADAMS)

RESPONSE: Procedures for prevention and control of fuel spills are described in Sect. 3.5.1. The probability of fuel spills resulting from operations of the C-5A aircraft are addressed in Sect. 4.5.1.

F.10.3.4 Adequacy of existing oil/water separators

COMMENT: During November 14, 1985 I wrote the Department of Environmental Quality Eng. in regards to fuel spills at Westover and a Stephen F. Joyce explain[ed] that the S.P.C.C. plan. The plan itself is a good one but it seems that with the C-5A action that the plan would not be expanded and reviewed even when the fuel storage capacity is increased and fuel transfer is 10 times as much and the oil-water separators between Westover and Cooley Brook was out-dated when it was installed to confine the B-52 spillage. These oil-water separators are a great idea but need to be up-dated in regard to the C-5A action. (LaPLANTE)

COMMENT: The FEIS should ... discuss, in greater detail, the function of existing oil-water separators on Base (including figures on their capacity, an assessment of their overall effectiveness, and discussion of conditions and/or circumstances that could affect their proper operation) and comment on the quantity of fuel being introduced to Cooley Brook as a result of current operations (see DEIS, p. 96), and whether or not this represents an existing violation of environmental standards. (PVPC)

COMMENT: The Manual states that facilities and/or procedures are designed to prevent accidental release of fuel or oil. It has been reported, however, that fuel is routinely discharged from the planes before landing. Is this true? (WADSWORTH)

COMMENT: It has been reported that the oil/water separators are not currently operating, and that untreated hazardous chemicals in the runoff are going into surface waters. Is this true? (WADSWORTH)

COMMENT: Is it not true that in the spring of 1985, after DEQE visited the base, that two of these separators were cleaned, and that the sludge was taken by the truckload and dumped in the woods, east of Hammerhead 33, and that this is in violation of the law? (WADSWORTH)

COMMENT: The manual states that "most of the runway is served by drainage ditches." How much of the runway is not covered by runoff into separators, and where are the areas located? (WADSWORTH)

RESPONSE: The oil/water separators receive drainage from all areas of the base where fueling operations are conducted or aircraft are parked and have adequate capacity. Discharges from the separators are permitted and monitored on a monthly basis, and the results are submitted to the Department of Environmental Quality Engineering quarterly. Monitoring results indicate that the discharges from the separators are in compliance with the permit limitation of 15 mg/L of oil and grease. The presence of trout in Cooley Brook and the reservoir in Chicopee Memorial State Park is indicative of good water quality (See Sect. 3.5.1). Neither proposed action would significantly increase the quantity of fuel reaching Cooley Brook in the event of a spill.

F.10.4 Hazardous waste disposal

F.10.4.1 Impacts of prior waste disposal practices

COMMENT: How many dump sites are there at Westover AFB? Where are they located? Why is there not a map which pinpoints these dump sites, especially in relation to water supplies, aquifers, etc.? Have these dump sites been examined by the Department of Environmental Quality Engineering, and if so, how recently? Are the findings on record? (WADSWORTH)

RESPONSE: In accordance with the Installation Restoration Program (IRP), Westover AFB was surveyed to identify and evaluate formerly used disposal sites to determine the potential for contamination of groundwater. A description of the IRP program, the studies conducted to date and those in progress has been included in Sect. 3.5.2. A map of the identified sites is also included. Although additional investigation of some sites is ongoing, none of the sites identified in the surveys has been determined to present a public health hazard which warrants immediate remedial action.

F.10.4.2 Prior history of non-compliance

COMMENT: The FEIS should ... provide a more complete discussion of Westover's hazardous waste compliance/noncompliance record, past and present, and any changes in applicable regulations that may occur as a result of the implementation of the proposed project. If such changes are expected to occur, the FEIS should detail the proponents plans for compliance. (PVPC)

COMMENT: We are concerned about the unclear status of WAFB concerning hazardous waste. Is Westover a transportation storage and disposal sit or a generator site? It concerns us that Westover has been in recent violation of DEQE regulations concerning hazardous waste & these violations were merely corrected on paper. We need more information. (WARREN)

RESPONSE: Hazardous waste management practices at the base are currently in compliance with applicable standards and regulations. As discussed in Sect. 3.5.3, hazardous wastes generated at Westover are disposed of through the Defense Reutilization and Marketing Office (DRMO) (formerly the Defense Property Disposal Management Office), a Department of Defense organization that operates an Air Force-owned facility located on Westover AFB. This facility was in existence on November 19, 1980 and under the provisions of the Resource Conservation and Recovery Act qualified for "interim status" as a Transportation, Storage, and Disposal Facility. This facility was classified as a TSD facility because it stored hazardous wastes generated at Westover AFB for periods of more than 90 days; no wastes were treated or disposed of on Westover AFB.

On April 23, 1985, the U.S. EPA and the Massachusetts DEQE conducted an interim status compliance inspection of the hazardous waste disposal practices at Westover AFB. In August 1985, EPA notified Westover that, based on the results of that inspection, the installation had been determined to be

in violation of Massachusetts hazardous waste management regulations and issued a Notice of Violation (NOV) citing specific deficiencies in hazardous waste management procedures. The focus of the violation was Westover's failure to develop and implement a comprehensive base plan to ensure that hazardous wastes and other controlled materials are handled and disposed of in compliance with applicable federal, state, and local regulations. Specific deficiencies cited in the NOV included failure to prepare an adequate emergency plan, failure to identify emergency coordinators and to list locations and office and home telephone numbers of emergency coordinators, and failure to prepare an emergency evacuation plan. Also cited were deficiencies in the labeling and segregation of solvents, battery acid, degreasing agents, used oil, and used hydraulic fluids generated in the maintenance of aircraft and motor vehicles. Westover was not cited for improper disposal of any hazardous waste.

Following receipt of the NOV, the base management reviewed the requirements for TSD facilities and determined that the existing facility operated by the DRMO does not meet the requirements for permitting as a TSD facility. Based on this review, the Air Force decided to relinquish the interim status as a TSD facility and to operate it as a generator only. The primary result of this decision is the requirement that hazardous wastes be transported to a permitted TSD facility within 90 days of generation. This function is still accomplished by the DRMO through qualified transporters who convey the waste to the TSD facility.

On September 27, 1985, Westover published its Hazardous Waste Management Plan. This plan was reviewed by both EPA and DEQE personnel who recommended minor changes which were incorporated in the plan. Implementation of the plan was begun immediately. This plan was revised again (January 1986) to incorporate wastes that would be generated as a result of either C-5A proposal. A follow-up inspection conducted by EPA and DEQE on January 22, 1986, confirmed that the deficiencies noted in the previous inspection had been corrected and that the Westover Hazardous Waste Management Program complies with applicable regulations. Waste fuel, oils, hydraulic fluids, solvents, and other chemicals are now being disposed of in accordance with the management plan and in compliance with applicable regulations.

F.10.4.3 Current compliance status

COMMENT: Is Westover a "Transportation, Storage and Disposal" site, a Generator, or both? (VCSE)

Are you or are you not a generator facility, and have you met all requirements relative to this status? Are you still partly a T/S/D facility? (WADSWORTH)

RESPONSE: As noted in the preceding response, Westover is currently operating as a generator of hazardous wastes and is in compliance with applicable requirements.

F.10.4.4 Plans for achieving/maintaining compliance if proposed actions are implemented

COMMENT: The FEIS should ... provide a more complete discussion of Westover's hazardous waste compliance/noncompliance record, past and present, and any changes in applicable regulations that may occur as a result of the implementation of the proposed project. If such changes are expected to occur, the FEIS should detail the proponents plans for compliance. (PVPC)

COMMENT: Westover has been cited twice recently by the EPA for improper handling of 1,500 gallons of hazardous waste per month. Exactly what changes are planned for the proposed handling of an added 4,500 gallons per month? (VCSE)

COMMENT: How do you propose to get in compliance with EPA hazardous waste handling/treatment procedures when you presently are in violation of them and are listed as a generator only. (ADAMS)

RESPONSE: If either proposed military action is implemented, the types of hazardous wastes generated would be similar to those currently generated; however, the quantity would be expected to increase from the current volume of about 1,500 gal per month. Wastes would continue to be transported to permitted offsite disposal facilities operated by private disposal firms. Any new wastes would be identified and required notices would be filed with appropriate regulatory agencies. No other change in procedures would be required. The base could continue to operate as a generator of hazardous wastes and would not require approval as a TSD facility. This would require that wastes be disposed of within 90 days of the date on which accumulation begins.

F.10.4.5 Plans to become a regional TSD facility for defense wastes.

COMMENT: Two newspapers mentioned that Westover would become a "transfer point" for military toxic waste. I would like to know exactly what that means. Will toxic waste be flown in from other locations? Will it then be transported through our city in trucks? Or flown to another area? (KOKOSZKA)

RESPONSE: Although the base could continue to operate as a generator of hazardous wastes, the requirement still exists for DRMO to receive, store, and arrange for ultimate treatment or disposal of hazardous wastes generated by other DOD agencies and activities in the Westover area. This requirement will exist regardless of the decision with respect to the proposed actions considered in the EIS. DRMO has prepared a preliminary design for a new storage facility and has submitted a request for funding through the DOD budget process. This facility will be permitted as a new TSD facility and will be required to meet all standards applicable to new facilities. Before issuance of the permit, there will be an opportunity for a public hearing in the local area to be held by the Massachusetts DEQE.

The new facility will be used for collection and temporary storage of wastes pending shipment to off-site treatment or disposal facilities; no wastes will

be disposed of on the base. It is anticipated that only those wastes generated in the Westover area which are similar to those generated on the installation will be handled at this facility; no storage of acutely toxic wastes is planned. Wastes will likely be delivered to the storage facility by truck; there are no plans to transport wastes by aircraft.

F.10.4.6 Other pollution studies of Westover AFB

COMMENT: Are there any other pollution studies of WAFB which are more complete than the two cited? Any on-going? Why not include maps of all known landfills, open burning sites and incinerators, Industrial Waste Treatment Plan, Building 7052, all former building sites (and year demolished) for the use of adjoining communities who share a concern for long-term effects of poor waste disposal practices. (GRIFFITH)

RESPONSE: As noted in Sect. F.10.4.1, Westover AFB was surveyed to identify and evaluate formerly used waste disposal sites to determine the potential for contamination of groundwater; additional information regarding this effort has been included in Sect. 3.5.2, which also includes a map indicating the locations of all the sites identified in the survey. Copies of the final reports for both studies completed to date were provided to state regulatory agencies, and the results of the additional studies now under way will also be furnished to these agencies when completed. The initial survey identified activities conducted at facilities that have been demolished but did not include identification of all former building sites.

F.10.4.7 Identification of hazardous materials

COMMENT: The report seeks to document hazardous chemical wastes produced by current operations at Westover AFB by reproducing a Table from Hill, 1982. Of 24 waste materials listed, only 3 chemical names are given. It is imperative that identification include proper specific and not generalized information. For example, hydraulic oils are listed. What types? Do any contain terphenyls? What are RTECS numbers for PD 680 type II, engine oil, alkaline cleaning solution, cold tank stripper, polyurethane paint thinner; B&B Chemical 3100; synthetic turbine oil, JP-4, preservative oil; penetrant; emulsifier??? (GRIFFITH)

RESPONSE: As noted in Sect. 4.5.2, if either proposed military action is implemented, the types of waste generated would be similar to those currently generated at the base; however, specific materials have not yet been identified.

F.10.4.8 Monitoring of Westover AFB drainage system

COMMENT: Regarding water pollution, are results available from a testing and monitoring program involving the entire WAFB storm drainage system, including Stony Brook, Cooley Brook, Williamsett (sic) Brook and the Chicopee Reservoir for persistent chemicals like DDT, PCBs, heavy metals or toxic residues od organic solvents? (Note: A recent environmental study at the University of Mass. detected PCBs in the Connecticut River near Chicopee.) (GRIFFITH)

RESPONSE: As noted in Sect. 3.5.2, additional studies in the Stony Brook drainage system are under way. The Phase I IRP survey did not identify any previous activities considered likely to affect the other drainage systems, and no other studies have been conducted or are planned.

F.10.4.9 Epidemiological studies of Westover AFB employees

COMMENT: Civilian workers at WAFB have complained in the past of pollution of drinking water, asbestos in demolished building sites, and lack of concern for their general health and work-related hazards at WAFB. Most importantly, fears of excessive cancer rates have also been expressed.

Question: Did your investigations include any reports of follow-ups regarding such employee concerns? Have any epidemiological studies of mortality experience of WAFB civilian personnel been made? Military personnel?

Recent cancer incidence surveys by the Mass. DPH have pointed to the town of South Hadley and City of Chicopee as appearing to be "hot spots" of certain types of cancer. Since the residents of both towns are presently being asked to consider expansion of polluting activities at WAFB, is it not possible to ally their fears by presenting results of epidemiological studies of WAFB itself? If none are available, would one be recommended as soon as possible? (GRIFFITH)

RESPONSE: No epidemiological studies of Westover AFB employees, either military or civilian, have been conducted, and none are planned. The Air Force has reviewed the report of the study conducted by the Massachusetts Department of Public Health and has determined that it contains no information suggesting that activities at Westover AFB have contributed to the increased cancer incidence and mortality rates in the areas studied.

F.10.5 Wastewater treatment

COMMENT: The FEIS should ... elaborate on possible EPA oil and grease pretreatment standard violations (see DEIS p. 47) and plans/schedule for correction of problems. On a related note, the DEIS mentions (p. 47) that the City of Chicopee has its own standards on the introduction of oil and grease to its sewer system but these standards are not applicable to any activity at Westover. It would be useful to know what these standards are, where the Base stands in relation to them, and why the Base is immune, even with civilian operations on site (WMDC) and a civilian proponent of the original ENT (Massachusetts Aeronautics Commission).

COMMENT: From the Manual. "The base has recently been advised by EPA that it may be in violation of the pretreatment standard for oil and grease." Oak Ridge will assist you in "evaluating alternatives," including reactivation of your own IWTP. (WADSWORTH)

How can you claim compliance with environmental standards when this issue remains unresolved. (WADSWORTH)

Is there, or is there not, at this point in time, dumping of untreated or poorly treated water into the Chicopee system? (WADSWORTH)

(Dependent on your answer to q.2. above) If untreated water is going into the Chicopee system, which is already a troubled system) are you not in violation of the Chicopee ordinance forbidding toxics into its system? (WADSWORTH)

There is legitimate concern as to whether the Chicopee water treatment plan[t], which receives waste water from your Industrial Waste Treatment Plant, can handle the problem of all the hazardous substances in that water. Has anyone examined the possibility that you could be adding immeasurably to the problem of pollution of the Connecticut river, something that we taxpayers are attempting to stop? (WADSWORTH)

RESPONSE: Industrial wastewaters generated by maintenance activities and corrosion control are discharged into the sanitary sewer for treatment in the municipal system. Following the connection to the municipal treatment system, operation of the Industrial Waste Treatment Plant (IWTP) (Building 7052) was discontinued, and the facility was operated as a lift station for pumping industrial wastewater into the municipal system. This facility was constructed in 1952 and has a design capacity of 30,000 gal/day. Only relatively minor maintenance and repair would be required to return it to service. Although Chicopee has not developed pretreatment standards applicable to any specific activity at Westover, it has enacted a sewer ordinance that (1) establishes limits on pH (5.0 to 9.5 pH units) and oil and grease (100 mg/L); and (2) contains a general prohibition of the introduction of phenols, certain aromatic hydrocarbons (such as benzene, xylene, and toluene), and flammable, toxic, and radioactive materials and other substances that would adversely affect the operation of the municipal treatment facility. The base has recently been advised by EPA that it may be in violation of the pretreatment standard for oil and grease. The Oak Ridge National Laboratory is currently assisting the installation in evaluating alternatives, including reactivation of the IWTP, to ensure compliance with applicable pretreatment standards.

Although the requirement for establishment of standards for discharges to publicly owned treatment works has been in effect since 1979, the City of Chicopee did not provide funding for a program to develop standards and permits until July 1986; before that time, industrial discharges to the municipal system were dealt with on an "ad hoc" basis as problems were identified. The Air Force has contacted the City several times regarding requirements for permitting of its discharges to the municipal system but has only recently received a response from the City. On March 4, 1987, the base received a letter from the City of Chicopee indicating that discharges to the municipal system will be permitted on an individual facility (building) basis rather than for the base as a whole, and that specific limitations will be established for each discharge. This letter outlined the information regarding facility and piping layout, industrial activities, materials employed, and waste characteristics required for permit applications for each activity. The base is proceeding with preparation of the required permit applications and supporting information, including baseline monitoring data.

After review of this information, the City will establish discharge limitations and monitoring requirements for each permitted discharge. If it is determined that the discharge limitations cannot be met without additional treatment, the Air Force will initiate projects to provide the required treatment facilities and will negotiate with the City to establish an acceptable schedule for achieving compliance with the discharge limitations.

F.11 WATER QUALITY

See comments above regarding wastewater treatment and effects on water quality.

F.11.1 Impacts on water quality would be irreversible

COMMENT: Pollutants affecting the soil and water will for all intents be virtually unreversible in the near term future. (SZATKOWSKI)

RESPONSE: Neither of the proposed actions would be expected to have any irreversible impacts on either soil or water in the vicinity of Westover AFB. Even in the event of a major fuel spill, the effects would not be irreversible. Hazardous wastes would be disposed of off-site in licensed disposal sites and may contribute to an "irreversible commitment of resources" at that location.

F.11.2 Water quality in the Chicopee State Park Reservoir is marginal

COMMENT: Water quality [in the Chicopee State Park Reservoir] is now marginal, and it is certain that swimming will be banned, depriving area residents from full utility of the park. (SYLVANDER)

RESPOMSE: As noted in Sect. 3.5.5, both Cooley Brook and the reservoir support trout, and the presence of these pollution-sensitive species is indicative of good water quality. As noted in Sect. 4.5.1, neither action would be expected to adversely affect water quality in Cooley Brook or the reservoir, and no restrictions on swimming or other activities would be expected.

F.11.3 Current groundwater conditions in the Cooley Brook watershed area

COMMENT: What are the current ground water conditions of the Cooley Brook watershed area?
a.) Were any hazardous wastes found?
b.) If so, what types?
c.) What studies were done?
d.) By whom were the studies done?
e.) When were the studies done? (SZCZEBAK)

RESPONSE: As noted in Sect. F.10.4.1, Westover AFB was surveyed to identify and evaluate formerly used disposal sites to determine the potential for contamination of groundwater. This survey did not identify any past or current activities that are considered to have the potential to affect groundwater in the Cooley Brook watershed, and no studies were conducted in this area.

F.11.4 Impacts of proposed actions on groundwater in the vicinity of Westover AFB

COMMENT: What are the effects of the proposed uses of Westover on ground water in the areas abutting Westover? (SZCZBAK)

RESPONSE: No wastes generated by the proposed actions would be disposed of on Westover AFB, and neither action is considered likely to affect groundwater quality.

F.12 WILDLIFE

Comments regarding impacts of noise on wildlife are addressed in Sect. F.8.12.

F.12.1 Impacts on bird species of special interest on base

COMMENT: Birds of Special Interest - The Massachusetts National (sic) Heritage Program should be consulted as to location, potential impacts, and desirable mitigation efforts. (MOEOA)

RESPONSE: The Massachusetts Natural Heritage Program was consulted with respect to impacts on the grasshopper sparrow and upland sandpiper. The locations identified as nesting areas for these species will not be affected by construction required for either action, and reductions in the use of runway 15/33 will result in reduced disturbance by aircraft. Thus, no significant impacts are expected.

F.12.2 Impacts to eagles at Quabbin Reservoir

COMMENT: The Massachusetts Natural Heritage Program (MNHP) strongly urges that military aircraft avoid low-level flights over the Quabbin Reservation, to avoid disturbance to the Bald Eagle (Federally- and State-listed as Endangered) and the Common Loon (State Species of Special Concern). Quabbin is the sole site for Bald Eagle restoration in Massachusetts, and a primary overwintering are for this species. In addition, it is the [illegible]remost of the two breeding areas for the Common Loon in the Commonw[illegible]lth. (MNHP)

RESPONSE: There are currently no low-level routes over Quabbin Reservoir. All aircraft fly at altitudes above 3,000 ft in the vicinity of Quabbin. C-5 flights would also be at altitudes above 3,000 ft.

F.12.3 Was a wildlife study done

COMMENT: Was there a wildlife impact study done at Westover and the abutting wildlife areas such as the State Wildlife Management Area, the wetlands and the State Park? (LaPLANTE)

RESPONSE: Potential impacts to wildlife and to the wildlife habitat areas surrounding the base were evaluated by Dr. Roger Kroodsma, a member of the

Oak Ridge National Laboratory's Environmental Sciences Division. Dr. Kroodsma has extensive experience in evaluating wildlife habitat and potential impacts.

F.12.4 Impacts on brook trout in Cooley Brook

> COMMENT: I am a local sportsman and Cooley Brook is the last natural native Brook Trout nursery in Chicopee. All other brooks, streams, etc. that once held native brook trout have been destroyed for the sake of improvement which is similar to the C-5A action. The draft (EIS) does not mention the impact on fish in the area, or the State wildlife management area at the end or start of the run ways and uses a broad stroke to go around executive orders 11988 or 11990 and does not mention any violations of state laws on wildlife protection. (LaPLANTE)

RESPONSE: As noted in the response to the preceding comment, potential impacts to wildlife were evaluated by a member of the ORNL staff. As noted in Sect. 4.6, neither of the proposed actions would result in construction outside the original boundaries of the base and all construction would take place in areas that have been previously developed. Thus, none of the wetlands, swamps, and other relatively good wildlife habitats near the base (including the wildlife management area) would be expected to be adversely impacted.

Executive Orders 11988 and 1990 pertaining to protection of floodplains and wetlands are applicable to all actions of the federal government; however, as noted in the DEIS, no such areas would be affected by the proposed actions and no further determinations are required pursuant to these orders.

No violations of state or federal laws or regulations related to wildlife protection, including those related to endangered, threatened, or special interest species, would be expected to result from either of the proposed actions.

F.12.5 Wildlife population is declining in the area

> COMMENT: Wildlife is already decreasing in this area and the C-5s would have a devastating effect on all animals. (CHAMPAGNE, S.)

RESPONSE: Changes in wildlife abundance in the area of Westover are likely a result of the increasing development of the area and would not be expected to be affected by increases in aircraft operations. With the exception of the comments about the eagles at Quabbin Reservoir and the bird species of special interest on the base itself, no federal or state agency has expressed concern with respect to impacts on wildlife in the area.

F.13 WETLANDS

F.13.1 Were impacts to wetlands considered

> COMMENT: My main concern is that there's no violations of the wetlands act or any of the wildlife management regulations and rules, both of the

state and federal, and that there's no violation of any of the federal environmental act involved in this. (LaPLANTE)

COMMENT: The environment will suffer as will wildlife in the area. There are wetlands involved in this matter. (McNULTY)

RESPONSE: Potential impacts to wetlands, including the areas within Chicopee Memorial State Park and the management area to the northeast of the base, were evaluated. Because the construction required for implementation of either proposed action would be limited to areas that have already been developed and because the potential for fuel spills that could adversely affect wetlands outside the base is small, no impacts are considered likely to occur. Because no wetlands or floodplains will be impacted, no further action is required with respect to Executive Orders 11988 and 11990.

F.14 SOCIOECONOMIC IMPACTS

F.14.1 Employment

F.14.1.1 Would Air Reserve Technician jobs be available to local residents

COMMENT: While concerned about the economic conditions of the nation as well as the state, it is unclear to me if the 680 jobs created by expansion would be for civilians or Air Force related personnel. I also question whether the benefits of increased jobs outweigh the negative impacts of noise and loss of property value for thousands of people. (ZULLO)

COMMENT: This project would not create jobs for our area people, it would create jobs for reservist or military people. (HOYNOSKI)

COMMENT: In addition the jobs which have been touted by all and sundry have no bearing on the general public. These jobs are Reserve. Another fallacy. (McNULTY)

COMMENT: The jobs that you refer to, the thousand jobs, or 600 and so on jobs, will those be filled specifically by Air Force Reserve, active Reserve, people? ... Do you have to be in the Air Force to get these jobs? (SULLIVAN)

RESPONSE: The proposed 16 aircraft military action at Westover would result in the addition of 332 direct, permanent full-time jobs with the Air Force. Thirteen of these positions would be for civil service employees with no required military affiliation. Three hundred nineteen of the positions would be designated as Air Reserve Technicians (ARTs). ART positions are full-time civil service jobs in various technical and management areas related to aircraft operations and airfield support. A condition of their civilian employment, however, is that they be reserve members of the Westover unit. They are not active duty military positions. Because reservists are traditionally drawn from the local population, it is expected that most ART positions would be filled by persons already in the local area, including individuals who may already occupy part-time reserve positions in the unit.

Those persons not in the Air Force Reserve who meet basic eligibility criteria may apply for reserve membership and, if selected, be trained in their specialty on active duty with full pay and allowances. Upon completion of their training, they would be employed full time as civilian ARTs and continue their reserve training with the Westover unit. The 681 non-ART, part-time reserve positions would, likewise, be recruited from the local population.

F.14.1.2 Experience requirements for jobs related to civil aviation activities

COMMENT: These 1100 or so jobs the additional carriers will bring to the area - will it mean minimum wages or experienced personnel. I wonder how many unemployed people in Chicopee have experience in the air flight field. (CROOKS)

RESPONSE: As indicated in Sect. 2.1.2, the majority of the additional jobs created by the development of civil aviation operations would be classified as "semi-skilled" and could be filled by persons in the local labor force.

F.14.1.3 Will construction jobs be filled by local union personnel

COMMENT: ...these construction jobs. Will you be filling them from out, say the local unions in this area, or what will you be doing on it? (SULLIVAN)

RESPONSE: Air Force construction projects are handled by contract with civilian cc tractors. The Air Force has no control over contractor use of union or nonunion labor; however, it is likely that the successful bidder would use local labor for the majority of the construction employment.

F.14.1.4 Small number of jobs created does not justify the adverse impacts

COMMENT: While concerned about the economic conditions of the nation as well as the state, it is unclear to me if the 680 jobs created by expansion would be for civilians or Air Force related personnel. I also question whether the benefits of increased jobs outweigh the negative impacts of noise and loss of property value for thousands of people. (ZULLO)

COMMENT: The plane noise is loud enough now. We don't need to be irritated by additional planes. The few civilian jobs that would be available is not worth the noise, pollution and depreciation of our homes and disruption of our peace and quiet. (GAWLICK)

COMMENT: The issue of these proposals creating 1000 more jobs is minor compared to the some 12,000 people who will be adversely affected. The statement of creating more jobs is just to add some positive to very negative issues. (HOLT)

RESPONSE: Creation of additional employment is not the primary purpose of the proposed military action; however, it constitutes a positive impact that

must be considered in the decision. Stimulation of economic growth, including increased employment, is a primary objective of the WMDC.

F.14.1.5 Additional jobs are not vital to the health of the region

COMMENT: It is stated on page 52 that this area has had a below average unemployment rate since 1974. Growth in employment has been more positive in the region since 1976 than for the U.S. as a whole, and is expected to continue to grow. Therefore, these jobs are not vital to the health of the region. (HOWARD)

RESPONSE: As noted in Sect. 4.7.3.1, the projected increases in employment would represent a small but positive effect on employment in the region.

F.14.1.6 Alternatives are available to create equivalent employment

COMMENT: I feel that there has got to be a better way of creating 1,000 <u>part</u> time jobs and generating construction money. (GAGNON, L.)

RESPONSE: With the exception of the additional positions authorized for non-ART reservists, essentially all of the direct employment resulting from the proposed actions would be full-time. As noted in a previous response, creation of jobs is not a purpose of the military action. Stimulation of economic growth, including increased employment, is a primary objective of the Westover Metropolitan Development Corporation. Development of civil aviation operations would not preclude active pursuit of other activities on the part of WMDC or other agencies to develop other employment opportunities.

F.14.2 Housing

COMMENT: Are there plans to house dependent spouses or children? How many of them? And, if so, what plans, if any, have been made to educate the children? Will there be schools on the base or will the children be educated in local public and private schools. (POIRIER, see p. I-30)

RESPONSE: There are no plans to house military personnel or dependents on the base.

F.14.3 Educational Facilities

COMMENT: ... what plans, if any, have been made to educate the children? Will there be schools on the base or will the children be educated in local public and private schools. (POIRIER, see p. I-30)

RESPONSE: Children of employees at Westover would be educated in local public or private schools.

F.14.4 Availability and Adequacy of Public Services

F.14.4.1 Public water supplies

F.14.4.1.1 Requirement to examine alternate sources of water supply

COMMENT: More E.I.S. study has to be done on water pollution. The E.I.S. neglected the fact that Chapter 37 of the Acts of 1984 calls for the City of Chicopee to seek water alternatives to Quabbin Reservoir before its city water contract expires in 2000. The fact is Environmental Impact Studies done by Metropolitan District Commission of Massachusetts target the CHICOPEE RIVER and the COOLEY BROOK WATERSHED AREA as alternative water supply sites for City of Chicopee water. This material is easily obtainable from the Water Resources Authority in Boston, the Water Study Advisory Committee, and the Massachusetts Executive Office of Environmental Affairs. Definite study must be included in the E.I.S. (C.372 enclosed). The planes fly directly over Cooley Watershed and Chicopee River. (ANOP)

RESPONSE: The proposed actions would not be expected to have an adverse impact on the availability or quality of water in the Chicopee River and would not affect its potential for use as an alternate water supply. Cooley Brook, which discharges into the Chicopee River, currently receives surface drainage from most of the developed area of Westover AFB. Although the proposed actions would not be expected to significantly affect the quantity or quality of water in Cooley Brook, the suitability of this watershed as an alternative supply for the City of Chicopee is considered questionable on the basis of water availability.

The City of Chicopee is required to evaluate alternative sources of water as part of the renegotiation of its contract for water from Quabbin Reservoir. If no feasible alternative is identified, water will continue to be obtained from the Quabbin Reservoir.

F.14.4.1.2 Impacts of an aircraft accident involving nuclear materials

COMMENT: In the past years, as many as three military aircraft have crashed in the Quabbin Reservoir area while taking off or approaching Westover AFB. Using a worst case possibility , what would be the effect of a C-5A on the 2nd largest reservoir in the country if it were to crash into the reservoir while carrying nuclear material? (SZCZEBAK)

a.) What effect would this have on the water supply for the entire eastern part of the state?
b.) Have any provisions been made in case of such an accident?

RESPONSE: Although the Air Force cannot guarantee that the C-5A will not be used to transport nuclear weapons, it is unlikely that they would be transported through Westover AFB. An assessment of the transportation of nuclear weapons by aircraft is beyond the scope of this Environmental Impact Statement.

F.14.4.1.3 Impacts of a C-5A crash in Quabbin Reservoir

COMMENT: What effect would a C-5A which is not carrying nuclear material, but has a full load of fuel have on the Quabbin Reservoir, if an accident were to happen where it crashed in the Reservoir?

a.) What effect would this have on the water supply for the entire eastern part of the state?
b.) Have any provisions been made in case of such an accident? (SZCZEBAK)

RESPONSE: A crash involving a C-5A fully loaded with fuel could result in the release of approximately 51,000 gal of jet fuel into the reservoir. This would be classified as a major oil spill and would result in activation of the National Contingency Plan, which provides for containment and cleanup of oil spills. This plan is administered by the United States Coast Guard and identifies personnel, equipment, and other resources for response to spills of oil and hazardous materials. Initial efforts would be directed toward containment and removal of the bulk of the fuel to prevent or minimize intake into public water supplies. Withdrawal of water from the reservoir would be interrupted until the spill was contained. To minimize disruption of public water supplies, portable carbon absorption equipment could be used to remove residual quantities of fuel.

The probability of a crash involving a public water supply is considered so low that no specific provisions have been made for such an accident.

F.14.4.1.4 Impacts of a crash in the Ludlow Reservoir

COMMENT: Using the same worst case accident scenario . . . what would be the effects of the accident to the Ludlow Reservoir and the communities that it serves? (SZCZEBAK)

RESPONSE: The impacts of a crash in the Ludlow Reservoir would be similar to those resulting from a crash in the Quabbin Reservoir. Because the surface area of the Ludlow Reservoir is much smaller than that of Quabbin Reservoir and because there is a more defined flow regime, containment and cleanup would be less difficult than for an accident in Quabbin Reservoir.

F.14.4.1.5 Impacts of a crash in the Cooley Brook watershed

COMMENT: Using the same worst case accident scenario . . . what would be the effects of the accident to the Cooley Brook Reservoir and the effects to the community? (SZCZEBAK)

RESPONSE: Because the lake in the Chicopee Memorial State Park is not used as a public water supply, a crash in the Cooley Brook watershed upstream of the lake would not be expected to have a significant impact on public water supplies. Because of the small size of the lake and of Cooley Brook, the released fuel would likely result in a significant fish kill in the portions of the brook and reservoir affected. Most of the fuel would probably be contained in the lake, and no significant impacts to the Chicopee River would be likely to result.

F.14.4.2 Waste disposal facilities

COMMENT: Cancer is a genuine concern, especially for high risk groups or those who are predisposed to the disease. Waste removal is a major problem of the region now and we face an inadequate supply of water in the near future. (SCHOFIELD)

RESPONSE: Neither proposed action would be expected to create problems related to the disposal of either hazardous or nonhazardous wastes.

F.15 MILITARIZATION

COMMENT: The upgrading of the 439th TAW to the 439th TOW (sic) will focus student concern on Westover. I remind the Air Force that only 14 years ago there were massive arrests at the gates of Westover (including the arrest of the then-president of Amherst College). (MINEAR)

NO RESPONSE REQUIRED

COMMENT: ... they felt they need assurance from the military that no mid-air launch of minuteman missiles would occur from the C-5s. (SACKREY)

RESPONSE: The launch of a Minuteman missile from a C-5A aircraft was conducted as a demonstration of capability only and is not under active consideration.

COMMENT: Many of us here are extremely critical of what these planes are being used for re U.S. foreign intervention in the 3rd world. (COCKS)

RESPONSE: Justification of missions assigned to Air Force aircraft or units is beyond the scope of this EIS.

F.16 ENERGY UTILIZATION

COMMENT: The DEIS did not include any energy use evaluations either for the current Westover Base operations or for the proposed changes and related alternatives. These evaluations should be discussed as part of chapter 3. (DOE)

COMMENT: Change in number of hours of field operation: Operating this air field over a 24 hour period may require additional energy needs. No review of the electrical needs required to keep the runway lighted or the heating and lighting of the support facilities was included in the DEIS. Will additional electrical lines and equipment be needed? Can the increase in electrical use be readily supplied by the local utility? Will more efficient energy using devices be installed reducing over all energy levels? (DOE)

RESPONSE: Neither proposed action would be expected to significantly increase energy demands in the Westover area. The proposed military actions would require construction of a large hangar which would require heating; however, the base heating plant is adequate to supply the increased demand. Development of civil aviation activities would ultimately result in the construction of several new hangar and cargo handling facilities that would also require lighting and heating. Increased demand would occur over an extended period and can be accommodated by available electrical transmission facilities. Increased lighting of the runway would slightly increase electrical demands; however, the increases would occur during periods when other demands are lowest and no additional electrical lines or equipment would be required.

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APPENDIX G

COMMENTS ON THE DEIS BY ORGANIZATION OR INDIVIDUAL WITH RESPONSES

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APPENDIX G

COMMENTS ON THE DEIS BY ORGANIZATION OR INDIVIDUAL WITH RESPONSES

This Appendix contains extracted text of the written comments on the DEIS. The location in Appendix H of the full text of the written comment is indicated in parentheses after the name of the organization or person who is commenting. If a comment has been answered in the FEIS, reference to a section or an appendix of the document is given in brackets within or immediately following the comment. If not, a written response is provided for comments that were relevant to the proposed actions. For comments that were not relevant, information has been provided only when readily available.

G.1 FEDERAL AGENCIES

G.1.1 Department of Energy (DOE), Chicago Operations Office, Boston Support Office (H-7)

1. The DEIS did not include any energy use evaluations either for the current Westover base operations or for any of the proposed changes and related alternatives. These evaluations should be discussed as part of Sect. 3.

RESPONSE: With the exception of increases in fuel consumption, no significant changes in energy utilization are anticipated; therefore, no evaluation of energy utilization was included in the EIS. As noted in Sect. 4.7.5.1, increases in demand for public services would be expected to be well within the capabilities of existing distribution systems.

2. In changing to the C-5A aircraft, no calculations are made in the amount of fuel used by either aircraft. Will additional storage facilities be needed to store additional or different fuels? Does the C-5A burn fuel more efficiently, therefore creating different air quality characteristics around the air field? Will there be an increase in the number of flights into the air field increasing the storage needs or the amount of fuel consumed? Will there have to be different fuel handling facilities?

RESPONSE: Increases in fuel consumption are addressed in Sect. 4.5.1.; increases in air pollutant emissions are addressed in Sect. 4.4.

3. Change in number of hours of field operation: Operating this air field over a 24 hour period may require additional energy needs. No review of the electrical needs required to keep the runway lighted or the heating and lighting of the support facilities was included in this DEIS. Will additional electrical lines and equipment be needed? Can the increase in electrical use be readily supplied by the local utility? Will more efficient energy using devices be installed reducing over all energy levels?

RESPONSE: No changes to the airfield lighting system will be required. Based on the projected nighttime operation, lighting of the airfield would be required for only about three additional hours per day and this demand would occur during off-peak hours; thus, no increase in electrical generating capacity would probably be required. Only one large new building (a hangar) will be constructed, and heating requirements will be limited to office and enclosed maintenance areas.

G.1.2 Department of the Air Force, Regional Civil Engineer, Eastern Region (H-8)

1. This confirms the 26 January 1987 telephone conversation between our Mr. Glass and your Dr. Maraman. Copies of correspondence received to date on the subject DEIS are provided for your use. Our major concern is the effect of a potential increase in aircraft deicing operations of C-5A aircraft on stormwater discharge (i.e., significant amounts of ethylene glycol) into Cooley Brook. If all 16 C-5As need deicing (i.e. for contingency operations) the base SPCC plan should be amended to show how the maximum amounts of ethylene glycol will be contained, discharged or reused.

RESPONSE: As indicated in Sect. 4.5.1.1, if either military action is implemented, the SPCC plan will be revised to reflect any changes in the type, quantity, or location of hazardous material storage.

G.1.3 Office of the Assistance Secretary of Defense, Office of Economic Adjustment, Eastern Region (H-9)

In response to your letter of November 28, 1986 regarding a proposed mission change at Westover Air Force Base, we have reviewed the DEIS for both the equipage of the 439th Tactical Airlift Wing with C-5As and the proposed increase of airfield operations to 24 hours per day. The projected increase in direct and indirect employment (Page 19, Table 2.8), while important, does not meet the thresholds for growth planning assistance under Section 2391. However, we are pleased to note that the forecast growth in employment will contribute to the economic vitality of the area, as well as enhancing the reuse of this former major DOD installation.

RESPONSE: No response required.

G.1.4 United States Department of the Interior, Office of Environmental Project Review (H-10)

RESPONSE: No response required.

G.1.5 United States Department of Transportation, Federal Aviation Administration (H-10)

RESPONSE: No response required.

G.1.6 United States Environmental Protection Agency (EPA), Region I\ January 23 and February 11, 1987 (H-11 through H-15)

1. The USAF concludes in the EIS that the impacts from the civilian and military operations will result in "annoyance to some residents to whom aircraft noise is unpleasant and intrusive" and that "with the exception of annoyance, no significant adverse impacts ... would be expected to result" (p.62). We do not agree. In our opinion, such a conclusion substantially understates the severity of the impacts and is misleading to the general public who will be affected. We conclude that the unmitigated impacts of 24 hour a day civil aviation operations would be unacceptable from the standpoint of public health, welfare, and environmental quality. The military operations will cause significant, but in our opinion not unacceptable, noise impacts provided the USAF commits to mitigation measures and limits the frequency of the sorties to 2-4 a week.

   The DEIS cites studies that support the conclusion that predicted noise impacts will not result in any non-auditory health effects (DEIS, pp. 62-63), and conveys the impression that annoyance effects, including sleep disturbance, are largely effects on welfare, unrelated to human health. While there is general agreement that research is not conclusive regarding non-auditory health effects of noise, there is a large body of research data that clearly indicates the likelihood of such effects. Based on data collected by EPA, there is little doubt that non-auditory health effects are indeed caused by noise exposure, and that noise has been implicated as producing stress-related health effects such as heart disease, high blood pressure, strokes, ulcers and other digestive disorders. **[See Sect. F.1.1]**

2. Section 5(a)(2) of the Noise Control Act of 1972 (P.L. 92-574), as amended by the Quiet Communities Act of 1978 (P.L. 95-609) required the Administrator of EPA to publish information on the "levels of environmental noise, the attainment and maintenance of which in defined areas under various conditions are requisite to protect the public health and welfare with an adequate margin of safety." This "Levels Document" (EPA/ONAC publication 550/9-74-004, March 1974) established that DNL values that do not exceed 55 dB are sufficient to protect human health and welfare in sensitive areas (residences, schools, and hospitals). HUD, EPA and the Department of Transportation (DOT) recognize DNL not exceeding 55 dB as a goal for outdoors in residential areas. **[See Sect. F.1.1]**

3. Throughout the DEIS the magnitude of the noise impacts is understated. For example, on page 18 of the DEIS are two misleading statements: (1) DNL >65 dB is described as the "maximum level recommended for unrestricted development" when, in fact, it is the maximum acceptable level, not the recommended level; and (2) DNL >75 dB is described as the "maximum level considered discretionarily acceptable for residential use" whereas the Department of Housing and Urban Development (HUD) describes DNL levels between 65-75 dB as "normally unacceptable," and the Federal Aviation Administration (FAA) considers such levels incompatible with residential land use. (For residential land use to be acceptable,

additional noise level reductions (NLR) of 5 to 10 dB beyond normal NLR must be provided in the DNL 65-70 and 70-75 dB areas, respectively). **[See Sect. F.1.1]**

4. In addition to these textual understatements of noise impacts, the DEIS quantitatively underestimates the number of people "highly annoyed" in two ways: 1) by using the term "annoyed" when the appropriate descriptor is "highly annoyed" according to the National Academy of Sciences' Guidelines for Preparing Environmental Impact Statements on Noise" (1977); and 2) by failing to consider those people "highly annoyed" at DNL levels between 55-65 dB. According to the National Academy of Sciences' "Guidelines" referred to above (p. B-6) approximately 12% of the persons exposed to DNL of 60-65 dB and 6.5% of those exposed to DNL of 55-60 dB would be "highly annoyed." Since the 55-65 dB contour lines would encompass a very large geographic area including highly populated Springfield and Chicopee, the number of persons "highly annoyed" will be substantially higher, possibly by orders of magnitude, than is predicted in the EIS. We request that these deficiencies be corrected in the Final EIS in order for decisionmakers and the public to have a realistic view of the impact of these actions. **[See Sect. F.1.1]**

5. Table 4.8, on page 94, presents the changes in emissions resulting from the proposed actions. Both of the military alternatives will result in decreased emissions from most of the pollutants. However, the WMDC operations will increase emissions from all of the pollutants. Of particular concern is the increase of 158 tons per year of hydrocarbons. Massachusetts' State Implementation Plan requires area-wide reductions in hydrocarbons to attain the National Ambient Air Quality Standard of ozone. Therefore, any future consideration of the WMDC operations should include an evaluation of mitigation measures for hydrocarbons and a commitment to implement the measures determined to be feasible. **[See Sect. F.9.4]**

RESPONSE: As discussed in Sect. 4.4.1.2, emissions of hydrocarbons from commercial aircraft operations are expected to be lower than those predicted on the basis of emission factors contained in Compilation of Air Pollutant Emission Factors (AP-42) because of the reduced taxiing time that results from the lack of other traffic at Westover AFB. In addition, the mitigation plan proposed by WMDC, although not specifically designed to reduce hydrocarbon emissions, will further reduce taxiing time (and associated hydrocarbon emissions) because aircraft will normally take off from and complete their landing roll at the end of the runway closest to the WMDC facilities. Other mitigation measures for hydrocarbons will be developed in coordination with the State Department of Environmental Quality Engineering as operations and supporting facilities are developed.

6. Section 4.4.2 Construction, on page 95, states that increased emissions from construction activities, could be minimized by an appropriate fugitive dust control program. The Final EIS should commit to implement a fugitive dust control program for construction activities. **[A commitment to a fugitive dust control program has been included in Sect. 4.2.2.]**

RESPONSE: As indicated in Sect. 4.4.2, both Air Force and WMDC construction activities will include appropriate fugitive dust control programs.

7. Sections 4.5.1.1 through 4.5.1.3 on page 96 discuss fuel usage. The Final EIS should clarify whether emissions from the changes in the volume of fuel used are accounted for in the emissions estimates in Table 4.8. **[See Sect. F.9.3]**

RESPONSE: The emissions estimates presented in Sect. 4.4 are for aircraft engine emissions only and do not include hydrocarbon losses from tankage. Because of the low volatility of jet fuel, tankage losses are small and vapor recover systems are normally not required. For the proposed and alternate military actions, decreases in hydrocarbon emissions associated with aircraft operations would offset any increases resulting from increases in the volume of fuel handled. Volumes of fuel required for support of civil aviation operations have not been estimated. Should the State Implementation Plan require further controls on hydrocarbon emissions, they will be included in new tank construction or retrofitted as required.

8. The DEIS' adequacy rating ("insufficient information") is based on the DEIS' failure to consider alternatives and mitigation for the civil aviation operations as well as the deficiencies in the noise analysis discussed above. Based on the EIS and statements by the USAF officials at the January 21 meeting, it is clear that the USAF believes that its only alternative with regard to the WMDC proposal is to deny WMDC's request for 24 hour a day operations. Further, it is clear that the USAF believes it has no mechanism for enforcing mitigation measures for civilian operations at Westover. Accordingly, EPA suggests that the USAF deny WMDC's request for 24 hour a day operation at this time. Any subsequent consideration of WMDC's proposal should be accompanied by appropriate NEPA documentation including a detailed evaluation of alternatives, mitigation and the mechanisms by which mitigation can be enforced.

   Since it is our understanding that Westover AFB is moving toward increased civil aviation activities, we suggest that WMDC look to the guidance provided by the FAA regarding noise impacts. A process paralleling the process described in 14 CFR Part 150, "Airport Noise Compatibility Planning," could lead to resolution of the unacceptable environmental impacts of the projected civil aviation operations, particularly if the civil aviation operations were developed consistent with the land-use compatibility standards presented in Part 150. EPA is willing to assist the USAF and WMDC in following through on our recommendations for resolving the noise impacts we deem environmentally unacceptable. **[See Sects. F.1.4 and F.1.5]**

9. The USAF proposes specific measures to mitigate the impacts of the operational reorganization (DEIS, pp. 108-109), and suggests that other mitigations, such as timing of sorties, may be adopted for whatever military option is chosen. EPA encourages the USAF to adopt all the mitigation discussed in the DEIS. EPA has rated the proposed reorganization (16 C-5As) as "EO-2" ("environmental objections, insufficient information") and the alterative action (8 C-5As) as "EC-2"

("environmental concerns'). Most of EPA's concerns with these options would be resolved by adoption of the mitigation measures discussed in the DEIS. EPA also strongly recommends that the USAF consider other mitigation measures, including soundproofing of highly noise-impacted buildings, to further minimize the impacts of these operational changes.

RESPONSE: **[See Sect. F.1.6]**

G.2 STATE AGENCIES

G.2.1 Commonwealth of Massachusetts, Aeronautics Commission (H-19)

The Massachusetts Aeronautics Commission welcomes the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the proposal by the Air Force to deploy C-5 aircraft and the Westover Metropolitan Development Corporation (WMDC) proposal to extend the hours of operation of the control tower. We are particularly pleased that WMDC's proposal has been included in the DEIS, because it is both appropriate and timely to describe the cumulative impacts of both actions in one document. Although the quality of the DEIS needs improvement, as discussed below, we believe the report adequately identifies the relevant environmental issues.

The focus of our general comments is in three (3) main areas: 1) description of aircraft operations and their impacts, 2) methodologies for predicting noise impacts on people and property and 3) discussion and analysis of mitigation measures.

A clearer description is needed of the types of proposed military and civil aircraft operations. This information should be presented in a single table and included in the Summary. It should provide: 1) type of aircraft, 2) number of daily and annual departures and total operations, 3) time of day operations are likely to occur between 7 am - 10 pm and 10 pm - 7 am. All military flying should be expressed in terms of daily operations.

RESPONSE: Tables in Sect. 3.1 and Sect. 4.1 have been revised to include the requested information. Table 4.2 provides an estimate of civil aviation operations by time of day. Operations by both base assigned and transient military aircraft would not be scheduled on a regular basis; the time of day would vary as a function of training requirements and crew and aircraft availability. Essentially all military flying activity is assumed to occur between the hours of 7 a.m. and 10 p.m.

The report should state that civil operations are based on market projections and the source of these projections should be documented. The DEIS uses the "medium case" forecasts presented in the WMDC Master Plan and this should be made clear at the beginning of the report. The fact that Sound Exposure Level (SEL) data is based on noise levels of a B-747 should also be made clear.

RESPONSE: These assumptions are clearly stated in the document. SEL data for the DC-10-40 aircraft have been included in Appendix K based on the mitigation plan submitted by WMDC.

All of the inputs for the NOISEMAP computer model should be listed together with the sources of this information. A brief but clear description of how the model computes noise contours should also be included. The public should know the types of data that go into the model, how the model counts the data and the relative importance of the data in determining the shape and size of the contours.

RESPONSE: The NOISEMAP program is briefly described in Sect. 3.2. As indicated in Sect. 4.2 and in Appendices D and K, the inputs to the NOISEMAP program are based on the data in Tables 4.1 through 4.4 plus descriptions of flight tracks, altitude profiles, and power settings for each aircraft. A detailed listing of the NOISEMAP input is beyond the scope of this analysis. Copies of the inputs to the NOISEMAP can be made available to the Commission for review upon request.

Populations should be described numerically by runway end, and the source of the census information should be given. Schools, hospitals, nursing homes and other sensitive noise receptors should all be clearly identifiable on the noise contour maps. The scale of the maps should be changed; we would recommend a scale of 1 in. equals 1 mile. Given its proximity to the approach end of runway 5, the Chicopee State Park should also be depicted.

The methodologies used in predicting noise impact on property values and on "sleep disturbance" should be described more fully. The DEIS cites EPA research in the area of sleep disturbance, but in at least one other study ["Community Reaction to Aircraft Noise Around Smaller Airports," W. K. Conner and H. P. Patterson, NASA, CR-2104, August 1972] respondents living around different U.S. airports ranked sleep disturbance very low compared to other interferences caused by aircraft noise. The EIS should note that scientific evidence in this area is inconclusive.

RESPONSE: The methodology used in the prediction of sleep disturbance is described in Sect. 4.2.3.3.3 and was based on the number of persons exposed to exterior SEL values >80 dB. No quantitative estimate of property value impacts was made.

As pointed out in the DEIS, the Noise Exposure Forecast (NEF) methodology is applicable <u>primarily</u> for use in local land use planning around airports and is <u>not</u> designed for use in predicting aircraft noise that would be heard by people living near an airport.

RESPONSE: No response is required.

Besides the predicted noise exposure on populations, the DEIS repeatedly makes the assertion that aircraft noise may also have an adverse impact on property values, though no distinction is made between residential and non-residential real estate. To support the assertion, the DEIS cites one FAA research report on the subject. In the section entitled, "Effect of Aircraft Noise on Real Estate", the report states:

> Studies have shown that aircraft noise does decrease the value of residential property located around airports ... all research conducted

in this area found negative effects from aviation noise, with effects ranging from 0.6 to 2.3 percent decrease in property value per decibel increase of cumulative noise exposure.

The report cites two other studies to substantiate it claim that "all research ... found negative (noise) effects" on property values. The study Newman most relies upon is based on surveys conducted at nine urban airports in the U.S. between 1960 and 1970. While one might recognize intuitively that aircraft noise may result in a diminution in enjoyment and use of property, that may not be the same as a diminution in the market value of the property. Even if the research cited in the DEIS made a compelling case on which to quantify a property reduction factor, any successful claim may have to pass legal scrutiny.

RESPONSE: No response is required.

Regulations implementing the National Environmental Protection [sic] Act (NEPA) (40 CFR 1500) require that a federal EIS "include appropriate mitigation measures not already included in the proposed action or alternatives." (Sec. 15002.14 (f)) Further, an EIS "shall include discussion of ... means to mitigate adverse environmental impacts" (Sec. 1502.16 (h)) In implementing the decision, "mitigation and other conditions established in the EIS or during its review, and committed as part of the decision shall be implemented by the lead agency or other appropriate consenting agency." (Sec. 1505.3) Finally, the federal regulations require an EIS to be consistent with State environmental requirements which are not in conflict with those in NEPA and that federal agencies cooperate in fulfilling these requirements, "so that one document will comply with all applicable laws." (Sec. 1506.2 (c)) The word mitigation is defined in NEPA and includes "avoiding impact altogether by not taking a certain action ... or minimizing impacts by limiting the degree or magnitude of the action and its implementation." (Sec. 1508.20 (a) (b))

The regulations implementing the Massachusetts Environmental Protection [sic] Act (MEPA) also require that all feasible mitigating measures be identified in an EIS. In 1980, the MAC was the proponent under MEPA regulations for the proposed joint-use agreement between the Air Force and the WMDC. The Secretary of Environmental Affairs issued a scope and alternatives for an Environmental Impact Report (EIR) in which the MAC and WMDC agreed that once civil activity at Westover was projected to exceed 20,000 annual operations, an assessment of aircraft noise impacts and planning for mitigating measures should be taken. MEPA decided against requiring an EIR, however, based on a relatively low number of civil operations projected.

Under MEPA regulations, MAC is required to determine the impact on the environment of such projects, make a finding describing such impact, if any, and "make a finding that all feasible measures have been taken to avoid or minimize the impact." (310 CMR 11.10 (3))

The lack of information in the DEIS on population densities by census track (sic), however, makes it difficult to evaluate measures which might be proposed to mitigate impacts of civil operations, much less, describe and analyze their likely effect. Such discussion an analysis is possible only if

the relative noise contribution of the military and civil operations is known. Mitigation measures will probably differ, depending on the noise impacts of different types of aircraft, their respective operating characteristics, frequency and time of day they will operate.

Having already been presented with aircraft noise impacts in the DEIS, people living around the airport should also be informed of the proven ways to minimize the noise exposure. Measures such as the use of a preferred runway for takeoffs and/or landings, particularly during the night-time hours, and optimizing VFR and IFR arrival and departure routes must be discussed in the EIS. We believe that WMDC is willing and able to present mitigation measures. In order to quantify the relative effectiveness of each proposed measure, however, additional noise contours need to be developed in the EIS.

Using available information on prospective aircraft types, frequency and time of operation should provide enough information to develop performance standards or thresholds on which mitigation can be measured. A certain population exposure level may require one or more mitigating measures, while another level or threshold may require a different set of regulatory actions.

The DEIS stats on Page 109 that, "Because there is no specific proposal for air cargo operations, the analysis of noise impacts is based on operations considered representative of general air cargo operations and (therefore) no specific mitigation measures have been incorporated." We strongly believe that sufficient data exists on which to base feasible mitigation measures for the projected cargo operations, and that such discussion is required in the EIS.

RESPONSE: Subsequent to the issuance of the DEIS, WMDC submitted a proposed mitigation plan that addresses the measures suggested in the comments and provides the basis for the analyses presented in the FEIS. Analysis of the impacts of operation with and without mitigation indicates that the proposed plan effectively reduces both the area and number of persons impacted by projected civil aviation operations.

Page iv: Use of terms such as "annual flying hour program" and "hours to be flown" should be eliminated. Flight activity should be expressed in terms of operations (daily or annual) which can be applied more directly to noise and other impacts.

RESPONSE: Information on the number of daily and annual operations has been included in the FEIS (Sect. 3.1 and Sect. 4.1).

Page vi: It is our understanding that most of the current cargo operations occur six (6) days a week between the hours of 7 am and 12 noon. The FEIS should clearly describe this current level of operation. WMDC's Master Plan predicts that 25 percent -- or 12 -- of the 46 proposed cargo operations in 1995 will be conducted in DC-8 and/or B-707 aircraft. Currently, however, however, 24 operations a week are being conducted (by DC-8-73 aircraft which have been certificated by the FAA to meet the strictest noise standard for four engine turbojets). Clarification is needed between current and forecasted cargo operations.

RESPONSE: The information included in the DEIS was provided by WMDC and its consultants. The data for current operation indicate a total of four DC-8-70 operations per day for current cargo activity and ten/day for projected operations.

Page v, vi: Adding 23 cargo flights (46 operations) and 24 passenger flights (48 operations) together means that 94 total operations a week are being proposed in 1995. Again, use operations not flights.

RESPONSE: Operations data are provided in Sect. 4.1.

Page vii, Second Para.: The report should clearly indicate by day of week and time of day when military operations are going to occur. If most of these proposed operations will occur on weekends or after 5 pm on weekdays the report should so state in the summary.

RESPONSE: The report indicates that most military operations will take place on weekends or after about 4:30 p.m. on weekdays. There is no specific schedule for military training operations; the schedule would be determined by training requirements, weather, and the availability of aircrews and aircraft.

Page viii, Fourth Para.: The issue of displacing the landing threshold to runway 05 requires more elaboration. How many feet will it be displaced and what, if any, effect will displacement have on aircraft altitudes over populations?

RESPONSE: As stated in Sect. 3.3.3.2, the landing threshold will be displaced 1200 ft. The purpose of the displacement is to remove the bathing beach and picnic areas of the state park from the clear zone which extends 3,000 ft from the threshold and 1,500 ft on either side of the extended runway centerline. Displacement of the threshold would increase the altitude at a point on the glide slope by approximately 75 ft.

Page ix: What is the basis for the assumption that 80 percent of the cargo operations would occur between 10 pm and 7 am with most landings between 10 pm and midnight and most takeoffs between 5 am and 7 am? There is some discussion about the time of day cargo normally moves by air, but more clarity is needed.

RESPONSE: As stated, this was an assumption based on the judgment of WMDC and its consultants and was felt to provide a reasonable basis for estimation of the impacts of potential nighttime operations.

Page xii, Fourth Para.: What is the basis for the statement "increases in demand for housing and public services would be essentially the same"? Local unemployment and housing vacancy rates should be presented.

RESPONSE: Information on local housing availability is presented in Sect. 3.7.4, and the potential impacts on housing supply are presented in Sect. 4.7.4. As stated in the cited text, because most of the additional jobs created by development of civil aviation operations would be filled by persons living in the local area, few persons would be expected to move into

the area and the cumulative housing demand would be essentially the same as that resulting from the military action alone.

Page 30: Which of the military support units will conduct flight operations and will the level of operations listed on P. 32 increase if the full compliment of C-5s are deployed?

RESPONSE: Flight operations are conducted by the Tactical Airlift Squadron. Data on current operations are presented in Table 3.2.

Page 31, 3.1.4.1: Who flies, how much -- operations on weekdays and weekends?

RESPONSE: Daily and annual operations data have been included in Table 3.2 and in Tables 4.1-4.4 for projected operations.

Page 33, Fig 3.3: This table should be labeled better to clarify which is the takeoff and landing runways.

RESPONSE: There are not "takeoff" or "landing" runways; both takeoffs and landings are currently conducted on all runways. Runway 05/23 and runway 15/33 are the same physical entity; the designation of the runway is determined by the heading (to the nearest 10 degrees, with the final zero truncated) of the aircraft while using the runway. Thus an aircraft operating on runway 23 would be heading in a direction of approximately 230 deg from north, or in a south-southeasterly direction, while an aircraft operating on runway 05 would have a heading of 50 deg or northeasterly.

Page 34: The report should describe all noisemap inputs and distinguish between military and civil aircraft characteristics. The report should also identify which version of NOISEMAP is being used. (It is worth noting that in the summer of 1986 the Department of the Air Force installed and tested NOISEMAP, Version 5.0, which the FAA has found to be fully equivalent to the more commonly used Integrated Noise Model (INM) in calculating civil aircraft noise exposure, when used with a special modification for civil aircraft types.)

RESPONSE: See previous response.

Page 35: As indicated in our general comments, all Ldn contours would be more meaningful, particularly in assessing different mitigation measures, if they were shown on a smaller scale map.

RESPONSE: See previous response.

Page 52, 4.1.1 and 4.1.2: Most of this narrative is redundant and does not add to the quality of the report.

RESPONSE: This section contains the answers to many of the previous comments and is considered necessary.

Page 59, 4.1.2.2: The WMDC Master Plan should be identified as the source document of forecasted activity.

RESPONSE: The text identifies the traffic demand analysis prepared for the WMDC Master Plan as the source of the information.

Page 60, Table 4.2: The source should be given and it should be made clear that this table represents the operations data base used in the computer model.

RESPONSE: The table is indicated in the text as based on data provided by WMDC and its consultants, and Appendix D indicates that the analysis is based on the data in the referenced tables.

Page 67, Figs. 4.1 - 4.5: Again, a smaller scale map is needed.

RESPONSE: See previous response.

Page 75, Fourth Para.: It should be made clear that B-747 noise levels represent a worse case prediction.

RESPONSE: As indicated in Appendix D, the B-747 does not represent a worst-case analysis; it was considered representative of the noise level that would be exceeded approximately 10% of the time. Based on the mitigation plan submitted by WMDC, the DC-10-40 has been used for the analysis of sleep disturbance because the B-747 will not be permitted to operate at night on a scheduled basis.

Page 109: Mitigation measures for Civil Operations -- see general comment.

Page 110, First Para.: A wind rose analysis should be presented to support any preferential runway use system. More information and justification is required to support the assumption that Runway 5 will be used only 20 percent of the time. What is meant by "daytime conditions"?

RESPONSE: The mitigation plan proposed by WMDC is based on an analysis of wind data which indicates that the active runway would be determined by wind conditions less than 5% of the time. Daytime conditions imply the period between 7 a.m. and 10 p.m., defined as daytime for purposes of noise analysis.

Appendix D: The tables presented should indicate takeoffs and/or landings by respective runway. Headings such as "Runway 5 Takeoffs" or "Runway 23 Landings" would help clarify the information.

RESPONSE: The table headings indicate both runway and operations.

G.2.2 Commonwealth of Massachusetts, State Representative Stan Rosenberg, House of Representatives (H-23)

1. The number of people exposed to high noise levels would increase from 100 to 3,550 with the military proposal and from 100 to 6,500 with the civilian proposal. The civilian proposal would also create a degree of annoyance level at which sleep disturbance would be a "significant factor." These disturbing predictions merit further discussion, as well

as a flight demonstration that would provide a more practical indication of the anticipated noise levels.

RESPONSE: See Sects. F.1.1, F.8.1.5, F.8.5

2. The two proposals raise serious environmental concerns. Westover AFB was previously determined to be in violation of state hazardous waste management regulations; the violations were later corrected. But does the base now have the facilities to deal with the proposed increases in the generation of hazardous chemical wastes, solid wastes, and industrial and sanitary wastes, no matter how small? Moreover, expanded civil aircraft operation alone would increase the emission of pollutants by 745 tons per year. The EIS states that this increase will have no significant impact on the region, but does not provide further information or studies to support the statement.

RESPONSE: See Sects. F.10, 3.5, and 4.5, as well as F.9, and 4.4.

3. There is currently no evidence that many of the communities adversely affected by the proposals would also enjoy some of the rewards. The EIS highlights the positive economic impact the two proposals would bring in the form of more than 1,000 new full-time jobs. But is there a plan to make sure all communities in the region surrounding Westover AFB will benefit from the new employment?

RESPONSE: There is no plan to assure that any communities benefit from increases in employment. This would be largely determined by the decisions of persons moving into the area as to which community they prefer to reside in and is not within the control of the Air Force or WMDC.

4. Further, should income from a commercial flight fee, based on the number of daily flights and size of aircraft, be distributed to area communities which are adversely affected by the flights, thereby providing some degree of compensation to the communities?

RESPONSE: See Sects. F.1.7 and F.5.2.2.

G.2.3 Commonwealth of Massachusetts, Executive Office of Environmental Affairs, Secretary (MEOEA) (H-24)

1. Noise - The DEIS/DEIR contains several analyses which taken together give a good pictures of the potential impacts of the two proposed actions. Unfortunately, when so few noise events are averaged over a twenty four hour day, the noise impact of individual events are lost. Even so, it appears that a potential of over 900 individuals reside in areas where hearing protection devices are recommended to avoid loss of hearing. The SEL analysis of impacts on schools and hospitals is helpful but not to its full potential. Needed is a plan showing population densities and the locations of the sensitive receptors (hospitals and schools) so appropriate decision on mitigation can be made. Discussion of the impacts on sleep, speech and health should consider the greater short duration impacts as well as the 24 average as in the DEIS/EIR.

RESPONSE: No hearing loss is considered likely to occur, and there would be no requirement for hearing protection [F.8.11]. Sensitive receptors were considered in the development of flight tracks and the mitigation plan proposed by WMDC. No sensitive receptors are included within the 65-dB DNL contours. The impacts on sleep and speech interference were based on single-event noise levels, not on average levels. No significant adverse health impacts are expected to result from either single-event or long-term average noise levels.

The DEIR/EIS states that mitigation of the noise impact (especially on the civilian side) is available. The FEIR/EIS should identify the noise mitigation and evaluate their feasibility and effectiveness. It appears that implementation of mitigation will be necessary. Mitigation evaluated must include acoustical improvements, building purchase, time of operation, changing take off starting positions, angle of climb, direction of climb, plane type and status under FAR Part 36 noise regulations i.e., State I, II, III air craft. Include a discussion of all approvals needed for expansions of service, including MEPA. Section 4.1 of the DEIR/EIS identifies a number of mitigation techniques under the unavoidable impacts section. The FEIR should identify fewer unavoidable impacts and provide for more mitigation.

RESPONSE: Subsequent to the issuance of the DEIS, WMDC developed and submitted a mitigation plan that has been used as the basis for the analyses presented in the FEIS. The results of this analysis indicate that the proposed mitigation plan effectively reduces the magnitude of the unavoidable adverse impacts.

2. Air Quality - The DEIR/EIS indicates approximately a 2 fold increase in NO_x due to military operations, and increases for the civilian program of approximately 5x for CO, 3x for HC, 20x for NO_x, 23 for PML, and 14 x for SO_x. These levels should be evaluated under the State Implementation Plan (SIP) and any available mitigation evaluated for feasibility and effectiveness. **[F.9.4; SECT. 4.4.1]**

3. Safety Zones - The proposed change in clear zone should be shown clearly on a plan with the state park delineated. All proposed land takings should be clearly delineated and described. **[F.7.3.5; F.7.3.6; F.7.3.10]**

   Plans of each safety zones should indicate current uses which are not in comformance and the discussion should indicate how each community is implementing the various zone recommendations.

4. BASH Plan - The FEIR/EILS should report on the present plan to minimize the bird strike hazard and should evaluate the July, 1986 report recommendations and indicate those being implemented for mitigation or available for mitigation. **[F.7.4.1; SECT. 3.3.4; SECT. 4.3.4]**

5. Birds of Special Interest - The Massachusetts National Heritage Program should be consulted as to locations, potential impacts and desirable mitigation efforts. **[SECT. 3.6; SECT. 4.6]**

6. Hazardous Waste - The history of incidents and compliance orders should be presented as requested by the regional planning agency. Evaluation of potential discharges in light of required standards should be presented. Capacities, present quantities, and future treatment quantities should be discussed for the oil and grease separators. Future discharge parameters and volumes should be presented. **[F.10; SECT. 3.5; SECT. 4.5]**

G.2.4 Commonwealth of Massachusetts, Executive Office of Environmental Affairs, Department of Environmental Management (H-27)

No response required.

G.2.5 Commonwealth of Massachusetts, Executive Office of Environmental Affairs, Department of Environmental Quality Engineering, Western Region (H-28)

1. That all pertinent environmental permits for new facilities be obtained in accordance with the applicable regulations. **[F.10; SECT. 3.5; SECT. 4.5]**

2. That all reasonably available mitigation strategies be employed to minimize to the extent practicable the impacts of noise and air pollution. **[F.9.4; SECT. 4.4]**

3. That efforts continue in a timely fashion towards securing all hazardous waste operations and sites. **[F.10; SECT. 3.5; SECT. 4.5]**

G.2.6 Commonwealth of Massachusetts, Metropolitan District Commission, Water Division, Quabbin Section (H-29)

1. Although the Metropolitan District Commission strictly limits vehicles and even pedestrian access to the reservation, we have little control over the use of the air space above the reservation. This is particularly concerning to us since Quabbin's rare wildlife are particularly sensitive to the noise and visual impacts associated with low-altitude flights. Biologists and other personnel have documented a number of instances of disturbance to wildlife caused by both military and private aircraft. The peacefulness and semi-wilderness character of Quabbin are also adversely impacted by such flights.

   Your draft EIS makes reference to eagles at Quabbin in several places (Sections 3.6 and 4.6), but makes no attempt to address potential impacts or possible mitigation measures. In light of the already documented disturbance that military flights over Quabbin have produced, we feel this is a serious oversight. Wildlife can be affected by noise levels and frequencies that may not bother humans, as well as by the visual impact of large, low-flying aircraft. This impact can be especially severe during already stressful times such as winter and nesting seasons.

   For several years now, we have corresponded with military and other officials regarding low-altitude flights over Quabbin. Still, we see such flights almost daily. These involve C-130s mainly, but combat jets and a large 4-jet engine camouflaged aircraft are also observed

regularly. These aircraft generally approach Quabbin from the southwest, circle over Quabbin, and return towards the southwest. Since no flight paths were included in the EIS, we are unsure whether this is a normal route for these flights. However, we'd very much appreciate your consideration of a revised flight path which avoids Quabbin, especially if the C-5s will be using these routes.

RESPONSE: See Sect. F.12.2.

G.2.7 Massachusetts Natural Heritage Program (MNHP) (H-30)

1. The MNHP strongly urges that military aircraft avoid low-level flights over the Quabbin Reservation, to avoid disturbance to the Bald Eagle (Federally- and State-listed as Endangered) and the Common Loon (State Species of Special Concern). Quabbin is the sole site for Bald Eagle restoration in Massachusetts, and a primary overwintering area for this species. In addition, it is the foremost of the two breeding areas for the Common Loon in the Commonwealth.

2. Contrary to the information contained on page 49, there are currently two known sites for the Small Whorled Pogonia (Isotria medeoloides) in Massachusetts.

RESPONSE: This information has been noted in Sect. 3.6.

G.2.8 Commonwealth of Massachusetts, Historical Commission (G-20)

RESPONSE: No response required.

G.3 REGIONAL AGENCIES

G.3.1 Pioneer Valley Planning Commission (PVPC), January 14 and February 10, 1987 (H-33)

G.3.1.1 PVPC Technical Comments

G.3.1.1.1 PVPC Comments on DEIS discussion of waste management

The Draft Environmental Impact Statement (DEIS) is not complete nor clear in its discussion of waste generation and management. The Final Environmental Impact Statement (FEIS) should:

- Provide a more detailed discussion of Westover's hazardous waste compliance/non-compliance record, past and present, and any changes in applicable regulations that may occur as a result of the implementation of the proposed project. If such changes are expected to occur, the FEIS should detail the proponent's plan for compliance. **[F.10; SECT. 3.5; SECT. 4.5]**

- Elaborate on possible EPA oil and grease pretreatment standard violations (see DEIS p. 47) and plans/schedule for correction of problems. On a

related note, the DEIS mentions (p. 47) that the City of Chicopee has its own standards on the introduction of oil and grease to its sewer system but these standards are not applicable to any activity at Westover. It would be useful to know what these standards are, where the Base stands in relation to them, and why the Base is immune, even with civilian operations on site (WMDC) and a civilian proponent of the original Environmental Notification Form (ENF) issued by the Massachusetts Aeronautics Commission. **[F.10.5; SECT. 3.5.4; SECT. 4.5.3]**

- Comment on the quantity of fuel being introduced to Cooley Brook as a result of current operations (see DEIS, p. 96), and whether or not this represents an existing violation of environmental standards. **[F.10.3.4; SECT. 3.5.1; SECT. 4.5.1]**

- Discuss, in greater detail, the function of existing oil-water separators on Base (including figures on their capacity, an assessment of their overall effectiveness, and discussion of conditions and/or circumstances that could affect their proper operation.) **[F.10.3.4; SECT. 3.5.1; SECT. 4.5.1]**

G.3.1.1.2 PVPC comments on DEIS noise assessment methodology

As a general comment, the Commission, while realizing the format constraints inherent in the NEPA process, found the sections of the report dealing with noise assessment to be disorganized and confusing. The proponent should consider a redraft of these sections for the purpose of readability and clarity.

We also believe that the proponents would do well to place greater emphasis on the impacts of single-event noise in the FEIR. While addressed briefly in the DEIR's appendix, single-event noise clearly does not receive the attention it deserves. If possible, contour modeling of this parameter should be included in the FEIS. **[F.8.1.6]**

G.3.1.1.3 PVPC comments on DEIS discussion of noise impact mitigation

The DEIR gives inadequate attention to the discussion of alternatives for noise impact mitigation, particularly in regard to the highly obtrusive late-night civilian flights. The Commission strongly urges that WMDC give serious consideration in the FEIS to the inclusion of the following noise mitigation techniques:

- the allowance of Stage III aircraft operations only between the hours of 12 to 6 a.m.;

- the establishment of a landing fee schedule that would penalize flights arriving during critical late-night hours (i.e., 12-6 a.m.); **[F.5.2]**

- the establishment of a policy which would strongly encourage the use of "low impact" runways under favorable flying conditions. **[F.5.2]**

In addition, the Commission recommends consideration be given to a phased expansion of Westover tower operations to a time period of less than 24 hours

(perhaps 18 or 20 hours). These alternatives should all be evaluated in the FEIS.

G.3.1.1.4 PVPC comments on DEIS land-use planning

The FEIS should contain a proposed plan of action for bringing about a cooperative planning program which would enable the proponents and local municipalities to ensure future land uses that are compatible with proposed airport uses. The resurrection and active efforts toward implementation of the Air Force's Air Installation Compatible Use Zone (AICUZ) program would be an important component of this effort.

G.3.1.1.5 PVPC other comments on DEIS

The Commission believes that the inclusion of a cost-benefit analysis section, weighing the potential negative impacts of the proposal (e.g., quantification of noise impacts on residents, reduced property values, etc.) against the potential economic gains (e.g. new jobs), would be a valuable tool for evaluating the merits of the proposal. Such an analysis should be included in the FEIR. **[F.1.11]**

The Commission feels that the Air Force's apparent omission of "compatibility of surrounding environment" as a criterion for preliminary site selection (see DEIS p. 8), represents a significant oversight. An amplification of the Air Force's site selection process and criteria is recommended. **[F.1.10]**

G.3.1.2 PVPC Commission Position Statement

In summary, the Pioneer Valley Planning Commission finds that the two actions proposed by the Air Force and by WMDC are distinct and should be judged on their merits and drawbacks independently. Our conclusions regarding each action are as follows:

G.3.1.2.1 Air Force Proposal

The Pioneer Valley Planning Commission, acknowledging the long-standing existence and military mission of Westover Air Force Base, as well as the limited frequency and duration of C-5 aircraft operations, does not find sufficient justification to oppose the Air Force's plans to station 16 C-5A cargo aircraft at Westover replacing an equal number of older C-130 aircraft. The Planning Commission must underscore for the record, however, that the completion of a cost/benefit analysis of the Air Force's proposal, along with the implementation of an aggressive and comprehensive land use control strategy targeted at noise-impacted communities surrounding Westover, are prerequisites to the Commission being able to support the subject proposal without reservations. **[F.1.11]**

G.3.1.2.2 Civilian proposal

Although Westover Air Force Base and the WMDC-managed Westover Industrial Air Park are undeniably regional economic assets to the Pioneer Valley, the Pioneer Valley Planning Commission is seriously concerned about minimizing the adverse impacts that could result from late night and early morning

civilian cargo aircraft operations utilizing the Westover facility. Of special concern are the significant number of people who would be disturbed by civilian aircraft arriving at Westover late at night (i.e., between 10:00 p.m. and midnight) and departing again in the very early morning (i.e., between 5:00 a.m. and 7:00 a.m.). Given this situation, we strongly recommend the approval of the civilian proposal be made subject to the imposition of a series of strict, mitigation measures to be monitored and enforced by the Massachusetts Aeronautic Commission. At a minimum, the Planning Commission insists that the following mitigation measures be imposed on nighttime civilian cargo aircraft operations using Westover for landing and takeoffs:

1. The allowance of only Stage III aircraft operations between 12 to 6:00 a.m.

2. The development of a program of phased expansion of tower operations (starting perhaps at 18 to 20 hours) whereby public disturbance levels could be monitored and operation hours ultimately set at a point determined to be publicly acceptable.

3. The establishment of a landing fee schedule that would acknowledge public disturbance by penalizing flights arriving during critical late night hours.

4. The establishment of a policy which would strongly encourage the use of "low impact" runways under favorable flying conditions.

RESPONSE: The WMDC has prepared a noise mitigation plan (App. J) that includes some, but not all, of these suggestions. The noise impact analysis using the WMDC plan is provided in App. K and Sects. 4.2.3 and 4.2.4.

G.4 LOCAL AGENCIES

G.4.1 Chicopee, MA, Mayor (H-39)

No response required.

G.4.2 Ludlow, MA, Board of Selectmen (H-50)

We would appreciate assurance that this material, if present, will be disposed of in accordance with State and Federal regulations. Another issue raised is the possible devaluation of some property abutting the Base. It is our understanding that, in the past, adjustments have been made to property owners who incur substantial devaluation of their property. **[F.1.7]**

G.4.3 Belchertown, MA, Board of Selectmen (H-50)

Despite the detail contained in the study, it appears that Belchertown was given little consideration in the study. Should certain flight patterns continue to be used by the C-5As as are currently flown with C-130s, then the area of impact would be far greater than what is assumed in the report.

G.4.4 Grandy, MA, Board of Selectmen, December 11, 1986 and January 13, 1987 (H-52)

With respect to the rather limited information provided on air pollution, it is contended that the continued operations will only add 12% to the "region." Please let us know how large this "region" is in terms of miles from runways 05 and 23. Also, please let us know the areas of greatest density.

G.5 NON-GOVERNMENT ORGANIZATIONS

G.5.1 Chicopee Development Corporation (H-55)

I did not, however, gain the same confidence in regards to the Westover Metropolitan Development Corporations ability and resources to deal with similar negative impacts caused by the WMDC's 24 hour use of the air facility. While the Chicopee Development Corporation is very supportive of the civilian development at Westover and the economic competitiveness that the ability to provide major air freight service will give to Chicopee, I hope that the WMDC's liability and responsiveness to the surrounding communities will be more clearly outlined and defined before clearance for 24 hr use of the air terminal is granted.

G.5.2 Hungry Hill Neighborhood Council (H-56)

No response required.

G.5.3 Massachusetts Audubon Society, Environmental Science Department (H-57)

No response required.

G.5.4 Pioneer Valley Central Labor Council, AFL-CIO (H-57)

While not objecting, I do feel that the concerns of those living nearby with regard to the possible devaluation of their property and the noise should be properly addressed. **[F.1.7; F.8]**

G.5.5 Spalding Sports Worldwide (H-58)

No response required.

G.5.6 Valley Citizens for Safe Environmental; David Keith, Spokesperson, and Cristobal Bonifaz, Attorney (H-60)

G.5.6.1 C-5A questions

1. How many times have C-5s dumped fuel in the last five years and what were the circumstances? **[F.9.2]**

2. Aviation fuel contains benzene, a known carcinogen. What effects could be expected from dumping of fuel from planes using Westover? **[F.9.5]**

3. Is volatized aviation fuel an air pollutant? **[F.9.2]**

4. Would residue of jet fuel reach the ground if dumped from C-5s in flight either during emergencies or in training for emergencies? [F.9.2]

5. What effects on vegetation, wildlife, humans and water supplies could be expected from fuel dumping?

RESPONSE: As noted in responses in Sect. F.9, C-5A aircraft would dump fuel only under emergency conditions and only very small quantities of fuel would be likely to reach the ground. A single event would be expected to have no adverse impacts on humans or wildlife. Although the quantities reaching the ground in cold weather might cause harm to sensitive species of vegetation, deciduous species would not have leaves under these conditions and no effects would be expected. Under the assumptions discussed in the preceding response, the aircraft would travel approximately 3.8 miles/min; it is unlikely that a significant portion of this distance would be over a water body; thus, quantities of fuel entering water bodies used for public water supplies would be small and no significant impact would be expected.

6. Have air quality modeling studies been performed for the effects of aircraft engine emissions in the Westover area?

RESPONSE: No air quality modeling studies were performed. The air pollutant emission rates for the various aircraft shown in Sect 4.4, Tables 4.1 and 4.3, were obtained from Aircraft Engine Emissions Estimator, ESL-TR-85-14, USAF Engineering and Services Center, Tyndall AFB, Florida, for military aircraft, and from Compilation of Air Pollutant Emission Factors, Vol. II: Mobile Sources, AP-42 Fourth Edition, USEPA, Washington, D.C. These emission factors were used in combination with the operations data presented in Sect. 4.1, Tables 4.1 and 4.2, to calculate the estimated annual emissions for each pollutant for current and proposed aircraft operations.

The emission factors (emission per landing/takeoff or per touch-and-go operation) used in these estimates are representative of general aircraft operations and were not adjusted to account for the reduced duration of ground operations (taxiing) expected for operations at Westover. Most of the emissions of carbon monoxide and hydrocarbons occur during ground operations because the engines operate less efficiently than during flight and because the duration of ground operations is much longer than that of takeoff or landing. In preparing the emission factors used in these calculations, the period from engine startup to takeoff was assumed to be approximately 18 min. At Westover, the duration of ground operation is expected to be less than 10 min under almost all circumstances; therefore, the emissions from civilian operations should be substantially lower than the estimates presented in the EIS.

As noted in Sect. 4.4, the emissions from aircraft operations would occur over a large area, more than 20 sq. mi. Because the estimated emissions are small in relation to both total regional emissions and those from other point sources in the area, air quality modeling was not considered necessary. The Massachusetts Department of Environmental Quality Engineering has reviewed the emission estimates, has concluded that they are based on appropriate factors, and has agreed with the conclusion that no significant impacts on regional or local air quality would be expected to result.

7. Have air quality modeling studies been performed for the effects of dumped or spilled aviation fuel that can be expected to result from the proposed uses of Westover? **[F.9.2]**

8. If modeling studies were performed, what were the results?

RESPONSE: No modeling studies were performed.

9. How many maintenance manhours do C-5As receive for each hour of flying time?

RESPONSE: This information is not relevant to the environmental impacts of the proposed military action.

10. How many maintenance manhours do 747s (Boeing) receive for each hour of flying time?

RESPONSE: This information is not relevant to the environmental impacts of the proposed military action.

11. What is the record of operational efficiency of C-5As from 1981-1986? For Boeing 747s?

RESPONSE: This information is not relevant to the environmental impacts of the proposed military action.

12. How many parts have dropped from C-5As in the last ten years and what were they? **[F.7.2.3]**

13. How many landing gear malfunctions have occurred on C-5As in the last five years?

RESPONSE: This information is not relevant to the environmental impacts of the proposed military action.

14. For what missions has the C-5A been used in the last five years?

RESPONSE: In peacetime, the C-5A is used for general cargo missions in support of the mission of the Military Airlift Command. Although the C-5As have been used to transport both general cargo as well as outsized military equipment, the primary purpose of flying during peacetime is to maintain aircrew currency and proficiency in flying worldwide.

15. What percentage of the missions performed by the C-5A could not have been performed by other aircraft (e.g., what percentage of those C-5 missions involved transportation of outsized cargo that could not fit or was too heavy -- and indivisible -- to be transported by C-130s, C-141s or some form of 747)?

RESPONSE: As noted in the previous response, the primary peacetime purpose of C-5 flight operations is training, not cargo movement. For training purposes, it does not matter what type of cargo is transported, and the C-5

is routinely used to transport cargo that could be carried by C-141 or B-747 aircraft. The C-130 is intended primarily for transporting personnel and equipment within a theater of operations and is not suitable for long-range transport.

16. Exactly what functions can a C-5A perform that cannot be performed by other types of aircraft?

RESPONSE: The C-5 is capable of transporting outsized military equipment, such as tanks, and items, such as helicopters, that must be disassembled for transport on smaller aircraft. This capability permits cargo to be rapidly loaded and transported to combat areas in "ready-to-use" condition.

17. What functions can a C-5A perform that cannot be performed more economically by other types of aircraft?

RESPONSE: The primary purpose of the C-5 is the transport of large quantities of material in support of mobilization. Under such conditions, the ability to accomplish the required mission in the minimum time is more important than the cost of transportation.

18. How many C-5s are needed to perform only those tasks to which the C-5 is uniquely suited -- those tasks which cannot be performed by other aircraft?

RESPONSE: As noted in Sect. 1.1, the Air Force determined that the purchase of 50 additional C-5B aircraft was the most effective way to meet the congressionally supported 66 million ton-mile/day strategic airlift capability. The ability to provide this total airlift capacity, rather than the ability of other aircraft to perform specific tasks, was the primary consideration in the decision to procure additional C-5 aircraft.

19. A 1983 Air Force Fact Sheet on the C-5A specifies a "maximum wartime payload weight" after wing modifications of 242,000 pounds. How often have C-5As (after wing modification) actually carried this much weight?

RESPONSE: Cargo weighing in excess of 200,000 lb is rarely transported by C-5 aircraft. Wing life is determined by both operational hours and the weight of cargo; therefore, reduction in cargo weight extends the operational life of the aircraft. As noted previously, the primary purpose of peacetime flying operations is maintenance of aircrew proficiency and qualifications. Required training can be accomplished with loadings substantially below the maximum capacity of the aircraft. Another factor in determining the weight of cargo transported is the density (weight per unit volume) of the materials to be transported. As noted in a previous response, the C-5 is used in support of Massachusetts Aeronautics Commission air transport missions. In peacetime, cargo requiring air transport is generally low density (large in volume, low in weight), and the volume capacity is exceeded before weight limitations are approached.

20. An updated Fact Sheet from October, 1985, no longer specifies the maximum payload, referring instead only to a range of 3,450 miles while carrying

144,000 pounds of payload -- almost 100,000 pounds less than its formerly described maximum. What is the current maximum payload of C-5As?

RESPONSE: The maximum "payload" has not changed. The limiting factor in determining the capacity of the C-5 is the gross takeoff weight, which is the sum of the weights of the aircraft, cargo, and fuel. Cargo capacity can be increased by reducing fuel weight, and range can be extended by reducing cargo weight and increasing fuel. The figures in the revised fact sheet were intended to illustrate the capability of the C-5 for long-range transport without refueling.

21. Have all C-5As had "wing modifications"?

RESPONSE: All operational C-5 aircraft have been modified. A few aircraft are at the Lockheed facility in Marietta, Georgia, awaiting modification. These aircraft will not be returned to the Air Force until modifications have been completed.

22. What is the average payload weight of C-5As?

RESPONSE: As noted in a previous response, volume rather than weight is normally the factor determining the cargo capacity of the C-5 during peacetime. Average cargo weights are approximately 100,000 lb.

23. How often have C-5As been flown with over 200,000 pounds of payload? Over 160,000 pounds payload?

RESPONSE: During peacetime, C-5 aircraft would rarely be flown with cargo in excess of 150,000 lb. Reducing cargo weight extends the operational life of the aircraft, and as noted in the preceding responses, volume, rather than weight, is normally the factor determining C-5 cargo capacity during peacetime. C-5 aircraft have transported heavy cargo for humanitarian purposes. An example is "Operation Snowblow" in which C-5s were used to transport heavy trucks and snowplows to the northeastern United States during the winter of 1978.

24. Why aren't C-5s flown more often with payloads approaching their capacity (242,500 pounds)?

RESPONSE: See preceding response.

25. What is the expected life span (before fatigue makes them unsafe) of the modified C-5A wings?

RESPONSE: As noted in a previous response, the operational life of a C-5 is determined by both operating hours and wing loading. Expected operating life is in the range of 20,000-30,000 flying hours.

26. How often are the wings inspected for fatigue or cracks?

RESPONSE: Wings are inspected at least annually.

27. How often have C-5As developed fuel leaks?

RESPONSE: The requested information is not available.

28. How often have C-5As caught fire? [F.7.2.4]

29. Have C-5s ever been used to transport nuclear weapons?

RESPONSE: All Air Force cargo aircraft have the capability to transport nuclear weapons. The Air Force does not confirm or deny the use of specific aircraft for the transport of nuclear weapons.

30. Will the Air Force or any arm of the military using the planes guarantee that no C-5s using Westover will carry nuclear weapons?

RESPONSE: The Air Force cannot guarantee that C-5 aircraft based at Westover will not be used to transport nuclear weapons, nor can it guarantee that aircraft transporting or armed with nuclear weapons will not land at Westover. As noted previously, cargo will not routinely be transported through Westover, and even if C-5s based at Westover were used for the transport of nuclear weapons, it is unlikely that they would be transported through Westover.

31. The 1983 C-5 fact sheet describes one of the missions of the C-5 as carrying "special loads such as large missiles." Will the Air Force or other military services guarantee that no C-5s using Westover will carry hazardous cargos such as large missiles or chemical weapons?

RESPONSE: See preceding response.

32. If the answer to questions 30 and 31 above are in either case "no," has a worst case analysis been performed considering the low probability but high potential impact of a crash of a C-5 into one of the heavily populated areas over which it will fly when using Westover A.F.B. should it be carrying a nuclear missile or other hazardous cargo?

RESPONSE: No such analysis has been performed.

33. If such a worst case analysis will not be performed, will the potential for such an accident be acknowledged?

RESPONSE: As noted in the previous responses, it is highly unlikely that such materials would be transported through Westover AFB, although the Air Force cannot guarantee that this will never occur, whether or not the proposed action is implemented.

34. If a worst case analysis is not performed, will the final EIS acknowledge that such an analysis was not performed?

RESPONSE: Yes. See response to comment 32 above.

35. How many times have missiles including the Minuteman Intercontinental Ballistic Missile been launched from C-5s? [F.15]

RESPONSE: The launch of the minuteman missile from a C-5A was conducted as a demonstration of capability.

36. If worst case studies requiring some reasonable speculation are not performed, what about predictable effects? For instance, using measured effects of past crashes, what would be the effects of a C-5 crash (e.g., compare the size, weight, velocity and fuel load of the AeroMexico jet that crashed in souther California -- and the damage caused on the ground by that plane -- to a possible C-5 crash). [F.7.2.11]

37. C-5s can carry 318,400 pounds of aviation fuel, a known water pollutant. Will C-5s using Westover ever fly over Quabbin Reservoir?

RESPONSE: Although most training flights will not overfly Quabbin Reservoir, it is on the instrument approach to runway 23 and the straight out departure flight path for runway 05 and would be overflown by both military and civil aircraft at altitudes above 3000 ft.

38. Noise levels cited in the draft EIS indicate not only high noise impacts from C-5 traffic at area schools and hospitals, but also show that these aircraft will be flying close to these facilities. Have emergency plans been developed to handle potential consequences of an aircraft accident in these areas? [F.7.2.9, F.7.2.10, F.7.2.11]

39. If emergency plans do exist, what are they and do they include the possibility of one of these hospitals being the crash site? [F.7.2.10]

40. If emergency plans do not exist, will any such plans be formulated before any of the actions proposed in the draft EIS are taken -- before C-5s are stationed at Westover AFB and before civilian use of the base is increased? Who oversees these plans?

RESPONSE: The Base Disaster Plan will be reviewed and revised as appropriate if either mission change occurs.

41. What is the current status of C-5s' low-level flight radar/navigation system?

RESPONSE: This system has been replaced with a weather-avoidance color-coded radar system.

42. Has the Air Force or Air Force Reserve asked permission from any towns for approval of low altitude flight by C-5s? Will they ask?

RESPONSE: No approval is required; therefore, none will be requested.

43. Please describe C-5 "mishaps" since 1974.

RESPONSE: This information is not relevant to the environmental impacts of the proposed military action.

44. How does the Air Force define "rural area"?

RESPONSE: The Air Force has no unique definition of a rural area.

45. What is the stall speed and glide slope of C-5As?

RESPONSE: The stall speed and glide ratio are dependent on the weight and configuration of the aircraft. Stall speed ranges from 100 to 160 knots at the loadings typically used in local training; stall speed would likely be between 100 and 120 knots. Glide ratio without power would be approximately 12:1 (horizontal:vertical) under traffic pattern conditions.

46. With predicted flight levels of 1,200 to 1,500 AGL (as stated at the Jan. 8 public hearing), how much time would there be between a complete loss of power -- as from hitting a flock of geese -- to ground contact?

RESPONSE: There has never been a complete loss of power on a C-5 aircraft, even following bird strikes in which all engines have been damaged. Should such an event occur, the time to impact would be less than 2 minutes from VFR traffic pattern altitudes.

47. How much money has been spent to date on all phases of the C-5A program (bid, design, production, spare parts and tools, repairs, wing and engine replacement, and maintenance)?

RESPONSE: This question is not relevant to the environmental impacts of the proposed action.

48. What is the annual budget for C-5 maintenance?

RESPONSE: This question is not relevant to the environmental impacts of the proposed action.

49. How were the four C-5s that have so far been destroyed lost? What were the circumstances of their destruction? Cause?

RESPONSE: Only three C-5 aircraft have been destroyed. Of these, one burned on the ramp at the Lockheed facility while under construction; one crashed in Vietnam and was classified as a combat loss; and the third slid off the end of the runway at Altus AFB, Oklahoma, following an emergency landing. All other aircraft mishaps are considered as repairable.

50. What is the cost of the coffeepot and toilet seat on C-5As and C-5Bs?

RESPONSE: This question is not relevant to the environmental impacts of the proposed action.

51. What is the shipping cost per ton/mile of C-5As? For 747s?

RESPONSE: This question is not relevant to the environmental impacts of the proposed action.

52. How many gallons of fuel does a C-5 use for one landing and takeoff cycle? How many does the C-130 use? (Both loaded, both unloaded). **[F.9.3.1]**

53. What are the emissions from C-5s and C-130s per volume of fuel? (Again, both loaded, both unloaded) **[F.9.3.1]**

54. The draft EIS shows that Air Force Reserve expects to double fuel consumption at Westover as a result of the mission change from C-130s to C-5s, yet emissions -- with the exception of NOX -- are expected to decrease. Do C-5 engines produce less than half the emissions per gallon that C-130; produce?

RESPONSE: Emission data for the C-5 and C-130 aircraft are presented in Sect. 4.4 (Table 4.1) and in the response to the preceding comment. As noted in Sect. 4.4, the reduction in emissions results primarily from the reduction in the number of flights. Estimates of fuel consumption include fuel used for flights departing from Westover in addition to that used on local training sorties.

55. The draft EIS shows emissions of NOX will increase by 111% when C-5As replace C-130s. NOX contributes to ozone and Westover is in an area already designated out of compliance for ozone reduction. Will Westover be out of compliance with state law?

RESPONSE: Westover would not be out of compliance with state law. Emissions from mobile sources such as aircraft and automobiles are regulated by emission standards established by the Environmental Protection Agency, and emissions of NOX must be in compliance with those standards. As noted in Sect. 3.4, the entire state of Massachusetts is classified as attainment for NOX and nonattainment for ozone. Both NOX and hydrocarbons contribute to the formation of ozone. To achieve compliance with the ozone standard, Massachusetts, as well as most of the other states, may have to establish stricter standards for emissions of hydrocarbons from both stationary and mobile sources. Because of the high cost of retrofitting aircraft engines, it is unlikely that reduction in emissions from aircraft engines would be required as a measure to reduce hydrocarbon emissions. **[F.9.4.2]**

56. How many times have planes dumped how much fuel in preparation for landings (or at other times during flight in the Westover area) at Westover since and including its designation as a S.A.C. base?

RESPONSE: This information is not available.

57. Was it regular procedure for B-52s to dump fuel prior to landing?

RESPONSE: Both the B-52 and the KC-135 aircraft can take off at gross weights above the maximum landing weight. In the event of an emergency requiring a return to base before enough fuel is burned to reduce the aircraft weight to the maximum landing weight, jettisoning of fuel would have been required. Fuel jettisoning is not a "regular" procedure; however, it probably occurred.

58. How long must runways be for C-5 takeoff and landing? For a 747?

RESPONSE: C-5 aircraft normally require a minimum runway length of 6,000 ft for landing; this requirement can be wavered to 5,000 ft under certain conditions. For touch-and-go operations, the minimum runway length is normally 7,000 ft; this may be wavered to 6,800 ft. Runway requirements for the B-747 aircraft are not relevant to the impacts of the proposed operations.

59. What is the operational efficiency of C-5As, C-130s, C-141s, and 747s?

RESPONSE: This question is not relevant to the environmental impacts of the proposed operations.

60. What is the A-weighted decibel rating of a C-5 at 1,000 feet (behind engines, not SEL)? **[F.8.2, APP. J]**

61. Compare the frequency of C-5 noise and C-130s. **[F.8.2, APP. J]**

62. Describe the purpose of C-5As' "kneeling" landing gear.

RESPONSE: The purpose of the kneeling landing gear is to allow cargo to be easily loaded without special equipment. Wheeled vehicles and other rolling cargo can be driven or towed onboard. The system also permits changing of wheels and maintenance of the landing gear to be performed without jacking the aircraft.

63. Is this "kneeling" function necessary when the plane must land on prepared runways (where, presumably, loading ramps could also be prepared)?

RESPONSE: No, the landing gear is also a high flotation system that permits operations on both prepared and unprepared surfaces; however, this is not related to the "kneeling" function.

64. If the purpose of the "kneeling" system is to rapidly unload and load to avoid possible enemy fire, considering the malfunction rate of the landing gear system, is there not a significant possibility that the plane might cripple itself and spend more time on the runway if the "kneeling" operation fails (as happened at Westover last year)?

RESPONSE: The failure rate on the "kneeling" system is low; the system is used routinely for cargo loading and unloading. The purpose of this system is to expedite normal loading and unloading, not to avoid enemy fire. Lack of reliance on other equipment and increased speed are other benefits of the system.

65. An article in a local paper quotes an airman who works on C-5s at Dover AFB as saying that C-5Bs are just like C-5As except "without some of the options that can just go wrong." To what "options" is he referring, and can their "going wrong" affect the safety of the aircraft?

RESPONSE: The reference to "options that can go wrong" is unclear. As noted in a previous response, the C-5B includes modifications to the wing structure, landing gear, and navigation and control systems. The wing modifications and landing gear improvements are being incorporated into the C-5A.

66. What are the differences between C-5As and C-5Bs and why were these design changes made? **[F.3.1.4]**

67. One of the differences between the C-5A and the C-5B is use of metals designed to resist corrosion. Does corrosion affect the safety of C-5As? The expense?

RESPONSE: The use of materials with improved corrosion resistance reduces the maintenance cost, but has no effect on aircraft safety.

68. Were noise level tests on C-5As conducted at Westover or are figures in the draft EIS based on computer modelling? **[F.8.1]**

69. Whether noise levels were predicted from on site measurements or computer models, were the real or theoretical C-5s loaded or unloaded?

RESPONSE: Engine power settings and aircraft flight profiles were based on projected training operations with minimum cargo loadings and approximately 120,000 lb of fuel required for training operations.

70. If actual sound measurements were taken, did the C-5s fly directly over the noise sensors? At what time of day and what day of the week? **[F.8.1.4]**

71. Do C-5 crews ever ignore or override the on-board malfunction detection system?

RESPONSE: No, all malfunction indications require investigation to determine whether a malfunction actually exists.

72. How many times has this system itself erroneously detected problems?

RESPONSE: The requested information is not available.

73. How many times has this system accurately detected problems?

RESPONSE: The requested information is not available.

74. How many times has it failed to detect real problems?

RESPONSE: The requested information is not available.

75. Have crews of C-5s ever placed their own makeshift sensors on C-5s to supplement or override the C-5s own malfunction detection system?

RESPONSE: No, additional sensors were added to the systems of two aircraft to measure stress during in-flight refueling and turbulence effects.

76. Does this system respond to the bending-- flexing-- of the wings? How often?

RESPONSE: The system continuously monitors wing flexing.

77. Does this system (see above) ever respond to wing bending by indicating non-existent problems?

RESPONSE: The requested information is not available; however, it is probable that the system indicated the possibility of a problem which did not exist.

78. If this computer system indicates non-existent problems, could this not lead crews to ignore indications of real problems?

RESPONSE: As noted in a previous response, all malfunction indications must be investigated for confirmation.

79. Aviation Week and Space Technology magazine of May 28, 1984, quotes Lockheed vice-president H. Bard Allison as saying, "One of the most difficult challenges we had on the C-5A was that we didn't hit the learning curve until ship 9 or 10 because we had such a big change load and each airplane ended up being unique to itself." Of the 81 planes built, with 1 being the first and 81 the last, what production numbers are the planes coming to Westover?

RESPONSE: The requested information is not available.

80. If these planes are unique to themselves, do they come with unique maintenance and use manuals? Will Pilots be trained to fly each plane separately?

RESPONSE: The aircraft are virtually identical and there are no individual manuals.

81. Is the "mishap" rate higher for planes at the low end (the first planes) of the production order?

RESPONSE: No. The causes of mishaps are generally a combination of crew error, maintenance deficiencies or errors, and aircraft system malfunctions. No correlation between mishaps and production numbers has been identified.

82. Lt. Col. Ralph H. Oates earned a Distinguished Flying Cross for successfully landing a C-5 after a collision with a flock of geese caused one engine to explode and another to overheat. How many times have C-5s suffered from bird strikes? **[F.7.4.1]**

83. The draft EIS discusses the Bird-Aircraft Strike Hazard (BASH) indicating that raptors, seagulls, waterfowl and other large birds may damage jet engines. The draft EIS also points out that there are seven dumps in the Westover area that attract seagulls and that these gulls settle on the runway, but are not such a problem for propeller driven aircraft.

Finally, the draft EIS also indicates that Westover is a nesting area for two rare species of birds-- the grasshopper sparrow and the upland sandpiper. How will Westover rid itself of the birds that present a danger to aircraft without also damaging the habitat of the two rare species? **[F.7.4.2; F.7.4.3]**

84. Even if birds are kept off the runways, birds obviously present a risk to airborne planes. C-5 training sorties will be flown at low levels where birds may be present. How will this airborne BASH be dealt with? **[F.7.4.3]**

85. When first delivered, C-5As suffered a major technical breakdown, according to the General Accounting Office, once an hour for each hour of flight. What is their current breakdown rate?

RESPONSE: This is not relevant to the environmental impact analysis.

86. The draft EIS compares the crash rate of C-5s with C-130s. Did the crash rate for C-130s include combat losses?

RESPONSE: There were no combat losses during the period for which accident comparisons were made.

87. Compare the actual missions given the C-130 and the C-5A. Could the difference in these actual uses be reflected in the relatively higher crash rate for C-130s? (In other words, might not the plane that is used more often, for more rugged missions, with less time for maintenance, etc. be expected to have a higher crash rate?) Is this a valid comparison of inherent safety?

RESPONSE: This information is not relevant to the environmental impacts of the proposed military action.

88. How many planes fly in a "sortie." **[F.6.2.4, Sect. 4.1.2.1]**

89. If only one, the 16 C-5As coming to Westover would only fly 5 hours each month on local sorties, yet the EIS predicts transient use of the base will not change. Why are 16 $130 million planes needed as trainers at Westover? Is this the most efficient use of these aircraft? **[F.3.1.6]**

90. If more than one plane may fly in a "sortie" (See EIS page 69, "Depending on . . . the number of aircraft in the pattern. . ."), then aren't the estimates given in the draft EIS vastly underrated?

RESPONSES: DNL contours are based on annual average operations.

91. At the public hearing on the draft EIS on 1/8/87, the Air Force would not guarantee not to fly more than four five-hour sorties per week. The draft EIS indicates that more flights will significantly impact the environment in many ways. If the Air Force does (or Air Force Reserves) increase C-5 flights, will they submit another Environmental Impact Statement?

RESPONSE: Future changes in operations at Westover will be evaluated in accordance with Air Force regulations implementing the requirements of NEPA. If proposed changes are determined to have the potential for significant adverse environmental impacts, appropriate NEPA documentation, including an EIS if required, will be prepared. **[F.6.2.1]**

G.5.6.2 Environment

1. The DEIS mentions important archeological sites on the base. Have proper steps been taken to insure that these sites are protected? The DEIS says, "More detailed investigation has not been conducted to date." Will such investigation be completed before any work begins? (See p. 54, 3.8)

RESPONSE: As indicated in Sect. 4.8, required construction would take place in areas that have already been disturbed by base construction. No construction activity will take place in any of the areas identified as sensitive or in the vicinity of the two identified archaeological sites. Should construction in these areas be required in the future, appropriate investigations will be completed before initiation of construction.

Comments from the State Historical Commission indicate that no further review is required.

2. Karl Kryter's textbook, "The Effects of Noise on Humans" indicates, ". . . EPA Levels Documents significantly underestimate the adverse interference effects of speech. These documents overestimate to some extent the amount of noise present in the general environment and greatly overestimate the impact on people of general ground vehicle noise compared with the impact of aircraft noise on people." Does the draft EIS use these EPA Levels Documents and therefore underestimate "the impact of aircraft noise on people?"

RESPONSE: It was assumed that speech interference would occur for 20-30 sec per overflight.

3. The DEIS shows up to 11,500 people will be exposed to noise levels greater than 65 dB DNL if both the civilian and 16 C-5A proposals are accepted. A table on p. 1240 of the Journal of the Acoustical Society of America, Vol. 72, No. 4, Oct. 1982 shows the U.S. EPA noise limit to be 55 dB DNL for residential areas. Please comment. **[F.1.2]**

4. Why does the DEIS ignore the annoyance of noise between 55 and 65 dB DNL? **[F.1.3.2]**

5. Could a change in assignment for Westover's military side affect the civilian use proposal? Would, for instance, closing of Westover as an AFB also terminate civilian operations?

RESPONSE: If a decision were made to terminate the operation of Westover as an Air Force Base, the facility would likely be transferred to the WMDC for operation as a civil aviation facility.

6. Were fire fighter training exercises considered in the discussion of air pollution from the proposals? **[F.9.1.3]**

7. Please describe how fire-fighter training is currently performed at Westover. Is this practice in compliance with Massachusetts standards? **[F.9.1.3]**

8. What further plans or possibilities exist for this site for military or civilian use?

RESPONSE: There are currently no other plans for expanded military or civilian use of the base. The Westover Metropolitan Development Corporation is continuing to promote development of those portions of the base which have been transferred to it for development of civilian use.

9. What effects will proposed actions have on water recharge at the base?

RESPONSE: Most of the area in which construction will take place is either paved or occupied by buildings. The required construction for the military actions will result in an expansion of the paved area for aprons and taxiways and in the construction of several new buildings, the largest of which is the pull-through hangar (94,000 sq. ft.). The expansion of the aprons and taxiways will result in the paving of approximately 10 acres that are currently unpaved and not occupied by buildings. This area is currently served by a storm drainage system to prevent ponding of water during heavy rainfall, and the rate of groundwater recharge from this area would be low. Increasing the paved area on the base will result in a small increase in stormwater runoff and a small reduction in groundwater recharge but is not expected to significantly affect groundwater in the area.

10. Westover is sited over one of the largest aquifers in the Connecticut River Valley. Will increased use of this base increase potential degradation of this aquifer? Will runways be salted? Will past toxic spills, dumps and leachates be removed-- in short, what is being done to protect this precious aquifer?

RESPONSE: Implementation of either proposed action would not be expected to change the potential for groundwater impacts. Runways are currently plowed and de-iced for current operations, and no change in this activity is expected.

11. Exactly what herbicides and pesticides are used at the base, in what concentrations, and by whom?

RESPONSE: There would be no change in the use of herbicides or pesticides associated with either of the proposed actions; therefore, this question is not related to the potential environmental impacts of the proposed action.

12. What are the hazardous substances handled at the base?

RESPONSE: Table 3.6 indicates the types of hazardous materials currently used at the base and the amounts of waste generated. As noted in Sect. 4.5.2.1, implementation of the proposed military action would be expected to

increase the total quantity generated from about 1,500 gal/month to about 3,000 gal/month; the types of waste generated would be similar to those indicated in Table 3.6. **[Sect. 4.5.2]**

13. Will there be, or will there be the possibility of any disruption of wetlands on or near the base? **[F.13.1]**

14. Will any studies be done to monitor the health effects of increased air traffic and noise? Any other health effects?

RESPONSE: No studies are planned at this time.

15. Will any radioactive materials be stored on the base? If so, what precautions will be taken with handling such materials?

RESPONSE: Radioactive materials would be united to sealed sources used for nondestructive testing. No radioactive waste would be disposed of on site.

16. Will microwaves or microwave radiation be used on the base?

RESPONSE: Yes.

G.5.6.3 Comments submitted by Marion Wadsworth on behalf of the Valley Citizens For Safe Environment

G.5.6.3.1 Letter on H-223

The principal objectives of the National Environmental Policy Act under which this EIS has been prepared are two: to carefully consider environmental aspects, and to make environmental information available to public officials and citizens before decisions are made.

This report does not "carefully consider environmental aspects," and leaves many important questions either unanswered or not clear. The environmental issues (most of them) are dismissed as not being of consequence. "No adverse environmental impact can be expected" is repeated dozens of times, USING THE WORD "SIGNIFICANT" AS A QUALIFIER.

Below are some comments and questions relative to the handling of hazardous chemical wastes. The time constraints which will probably be imposed upon us at this hearing, plus insufficient time to seek out and study other resources, makes any thorough exploration of environmental issues nearly impossible.

It is estimated that currently the air base generates 1,556 gallons of hazardous chemical wastes.

"Flight line spill control facilities and operating procedures are designed to prevent the accidental release of fuel or oil into the environment."

"Runoff from the apron, taxiways, and most of the runway area is directed through one of three oil/water separators before being discharged into surface waters." (p.46)

1. The Manual states that facilities and/or procedures are designed to prevent accidental release of fuel or oil. It has been reported, however, that fuel is routinely discharged from the planes before landing. Is this true? **[F.9.2]**

2. It has been reported that the oil/water separators are not currently operating, and that untreated hazardous chemicals in the runoff are going into surface waters. Is this true? **[F.10.3.4]**

3. Is it not true that in the spring of 1985, after DEQE visited the base, that two of these separators were cleaned, and that the sludge was taken by the truckload and dumped in the woods, east of Hammerhead 33, and that this is in violation of the law?

RESPONSE: Yes. However, sampling indicated the material was not hazardous.

4. The manual states that "most of the runway is served by drainage ditches." How much of the runway is not covered by runoff into separators, and where are the areas located?

Approximately 70% of the runway and all of the areas in which fueling or maintenance areas discharge through separators. The 30% of the runway not discharging through separators is to the north and west of the runway intersection.

In April of 1986, DEQE and the EPA visited the base and issued an eleven page statement of your violations of State Law and Environmental Standards. As a result, a plan of correction, or management plan was prepared by the base, and presumably, by January of 1986, everything was in order. Many of the problems at the base derived from the fact that you were a T.S.D. (hazardous waste treatment/storage/disposal facility) and your were ordered to convert to a generator facility, whereby hazardous wastes would be shipped off base.

Since there were many problems with this conversion, it is my understanding that the status is not clear.

1. Are you or are you not a generator facility, and have you met all requirements relative to this status? Are you still partly a T/S/D facility? **[F.10.4]**

2. (Dependent on answer to question one) If this matter is still unclear, and I was informed that it is, how can you possibly claim compliance, and how can you possibly consider base expansion with all the additional wastes that will be created. This is a major issue. Why aren't issues like this detailed in the E.I.S.? **[F.10.4]**

3. In terms of compliance, (and I do not have the date on this) did you not receive a letter from DEQE stating that you were not in compliance with your plan, in that there were no personnel to handle hazardous wastes, and no training program for same. Has this been corrected?

"The base has recently been advised by EPA that it may be in violation of the pretreatment standard for oil and grease." Oak Ridge will assist you in "evaluating alternatives," including reactivation of your own IWTP (p. 47 from the manual). **[F.10.5]**

1. How can you claim compliance with environmental standards when this issue remains unresolved. **[F.10.5]**

2. Is there, or is there not, at this point in time, dumping of untreated or poorly treated water into the Chicopee system? **[F.10.5]**

3. (Dependent on your answer to q.2. above) If untreated water is going into the Chicopee system, which is already a troubled system) are you not in violation of the Chicopee ordinance forbidding toxics into its system? **[F.10.5]**

4. There is legitimate conncern as to whether the Chicopee water treatment plan[t], which receives waste water from your Industrial Waste Treatment Plant, can handle the problem of all the hazardous substances in that water. Has anyone examined the possibility that you could be adding immeasurably to the problem of pollution of the Connecticut river, something that we taxpayers are attempting to stop? **[F.10.5]**

5. The Weston report of 1984 indicates the possibility of serious contamination of ground waters. Hazardous chemicals and dichloroethylene at unsafe levels have been found in Monitor Well B, and Dichloroethylene in unsafe levels has been found in Stony Brook. Has there been any followup to this study, and what do you plan to do about contamination of this brook which flows into Granby where we have wells for our water supply? **[Sect. 3.5.1]**

   THE CONTAMINATION OF GROUND WATERS, THE INTOLERABLE NOISE LEVELS AFFECTING THOUSANDS OF PEOPLE, THE LOSS OF PROPERTY VALUES, THE UNANSWERED QUESTION OF THE EFFECT OF ADDITIONAL AIR POLLUTION ON OUR HIGH CANCER RATES, THE LOSS OF A WAY OF LIFE AND THE DANGERS WHICH INCREASED MILITARIZATION WILL BRING -- THESE ARE FAR TOO GREAT A PRICE TO PAY FOR A FEW JOBS AND ECONOMIC DEVELOPMENT.

G.5.6.3.2 Letter on H-225

1A. In view of the impending major lawsuit against the Commonwealth of Mass., for failure to reduce ozone, as well as for numerous violations of the federal Clean Air Act, why has there not been any study by the Air Force relative to the impact that additional pollutants added to the air by the expansion will cause? Does the Air Force consider it a scientific approach to the problem that they conclude that the base will add only a small additional amount of air pollution (statistically speaking)? Which components of your air pollution study will contribute to the ozone problem? The cancer problem? Why have these not been spelled out more carefully in the study? **[F.9.4]**

2A. At the public hearing, brief mention as to the procedure available to homeowners who wish to sue the Air Force for loss of property value was

given. However, that procedure is not simple, nor is it easy for the homeowners. Will you kindly detail the procedure, including red tape factors, difficulties which the procedure presents to the homeowners, the kinds of evidence required of them, and how long such a procedure will take? This kind of detailed information should be available to the public. [F.1.7]

3A. At the public hearing, one speaker attempted to point out the problem of damage done to human beings by noise. The response by someone representing the medical profession, whom you brought in for that purpose, was not very reassuring. Has the Air Force given adequate consideration to the damage which very severe noise pollution is going to cause in this area? Instead of merely dismissing the problem, as the EIS did, and your medical spokesman did, have you given any serious study to the research that has been done in this area? If not, why not? Is it the judgment of the Air Force that the studies, such as the one enclosed, are not important enough for you to consider? [F.1.1]

4A. The Air Base at Westover was ordered by the Department of Environmental Quality Engineering, Commonwealth of Mass., to "Cease operating as a hazardous waste treatment/storage/disposal facility and comply with the requirements for generators of hazardous waste as set forth in 310 CMR *30.516 as incorporated by, etc. It is my understanding that you do not yet comply with this requirement. Have you or have you not complied with this requirement? If you have not, what are your plans to comply, and when will the system be in place? Should not the EIS have furnished details of these plans? [F.10.4]

5A. It is my understanding that as of December, 1986, personnel training plans and actual training of staff in the handling of hazardous waste, were not yet in place. Has this requirement been met? If not, why not? If it has, should not the EIS so note? [F.10.4]

G.5.6.3.3 Letter on H-225

1. How was the cost to WMDC for using airport facilities determined, and which agency in the Federal Government approved the contact? Is a copy available, and from whom?

RESPONSE: Civil aviation operations at Westover AFB are permitted by a Joint Use Agreement between the Air Force and the Westover Metropolitan Development Corporation. The Air Force approved the Joint Use Agreement. Costs for airfield operation are distributed on the basis of the percent of total operations represented by civil aviation operations. Costs for airfield operation include pavement repair and maintenance; airfield lighting and maintenance of the lighting system; sweeping of the runways, taxiways, and aprons; mowing of the runway and taxiway areas; snow removal; and operation of the air traffic control tower. Copies of the agreement are available from the base or from the WMDC.

2. Since there is no projected military use for 24 hour service from the tower, why is the Air Force keeping it open for a commercial venture? What will be the costs to the government? To WMDC?

RESPONSE: The action under consideration is a request by WMDC to modify the Joint Use Agreement to permit 24-hr operation of the airfield for development of civil aviation operations. If the request is approved, costs associated with extension of the airfield operations would be borne by the WMDC, with other costs continuing to be distributed on a prorated basis. The primary cost increase associated with 24-hr operation would be the cost of additional air traffic control personnel. WMDC would assume the entire cost for the additional personnel (probably two) required to provide 24-hr tower operation. There would be no increase in cost to the government.

3. How often are emergency landings to be practiced with the C5A's, and how much fuel will be released on to the runways in a period of one month for such practices?

RESPONSE: Emergency procedures may be practiced during local training sorties; however, fuel would not be jettisoned during such practices. Thus, no release of fuel would occur.

4. How many such practice emergency landings have occurred at WAFB in the past ten years, and has a log or record been kept of such landings? If records exist, and they should, what is the estimated amount of fuel which has been spilled on runways in the past ten years?

RESPONSE: Current Air Force procedures do not require reporting of fuel jettisoning; therefore, no records are available. As noted in the preceding response, fuel would not actually be jettisoned during any simulation of emergency conditions.

5. Has spillage onto the runways from practice emergency landings, or other purposes, been estimated and included in the amount of hazardous waste being generated at the base? Is that amount reflected in the table of wastes in the EIS?

RESPONSE: As noted in the preceding responses, no release of fuel would occur during training operations; therefore, no estimates were included in the estimates of waste generation. In the event of an accidental spill, the recovered fuel would be disposed of as a hazardous (flammable) waste.

6. If you maintain that fuel is not discharged onto the runways, will there be written verification of the fact in the next environmental impact statement? How do you account for the fact that inside information confirms the practice?

RESPONSE: This response is confirmation of the Air Force position that fuel will not be intentionally discharged except under emergency conditions. The Air Force is not aware of any information indicating that such discharges have occurred.

7. Since there is no buffer zone at the ends of the runways at WAFB, how can you justify the use of C5As at this base, given their high accident rates? What about schools, Chicopee park, hospitals, over which the C5As will circle? Why should places like this, as well as homes, be exposed

to the danger and nose of C5As when there is no compelling reasons to have the planes here. [F.7.3.1]

8. Is it not true that once the C5As are here, they will be used at any time and as frequently as the Air Force may determine? [F.6.2.1]

9. WAFB acknowledges that tons of sludge were dumped into the woods, illegally, when the separators were found clogged by DEQE. Since this was an illegal act, with possible environmental consequences, what testing of the sludge has been done, and by whom, and when? Why isn't this data in the EIS? Has the sludge been removed, and if not, why not? [F.10.4.1]

10. WAFB is probably acting in violation of pre-treatment standards of wastes going into the Chicopee waste water system. What has been done to bring the base into conformity with such standards? Presently, only alternatives are being studied. Why should a final environmental impact statement be completed, when this very important environmental issue has not been resolved? If the solution to this problem means building new facilities, or updating the present IWTP, is such building included in the amount to be spent by the Air Force? If not, how much additional funding will be required? Do you plan to issue a final EIS if this issue is not resolved by April? If so, why?

RESPONSE: The principal issues in determining what action will be taken with respect to compliance with pretreatment requirements are, first, the establishment of pretreatment standards applicable to Westover AFB discharges by the City of Chicopee and a determination of the point at which these standards are applicable; and, second, the decision by the Air Force with respect to the proposed or alternate military actions. If a decision is made to base C-5A aircraft at Westover, the building in which the existing Industrial Waste Treatment Plant is located will be demolished for construction of another building and a new wastewater pretreatment facility will be constructed to service the C-5A maintenance operations. If the decision to not proceed with the proposed military action or alternative is made, the existing treatment facility would be upgraded to meet standards agreed on by the Air Force and the City of Chicopee. [Also see SECT. F.10.5]

Thus, this issue cannot be resolved before the issuance of the FEIS because the decision with respect to the proposed action will in part determine the action to be taken by the Air Force.

11. Inside sources claim that "raw stuff" (hazardous chemicals) are going right through the oil water separators. Base officials admit that the separators "do not work very well." How long has this practice been going on? For how many months or years were the separators now working? What has been the environmental impact of these chemicals going into the brooks and into Chicopee Reservoir? Specifically, what additional studies are being made of this situation, and who is making the studies? When will the results be made available?

RESPONSE: As noted in Sect. 3.5.3, the operation of the Industrial Waste Treatment Plant (IWTP) (Building 7052) was discontinued following the

transfer of the base to AFRES; this facility, which includes an oil-water separator, is being operated as a lift station for pumping of wastewater produced by aircraft washing and maintenance into the municipal sewer system. The separator in this facility does not function effectively, and oil concentrations in the discharge to the municipal system exceed the limit of 100 mg/L established by the City of Chicopee. Discharges to surface waters consist only of stormwater runoff, and no hazardous wastes are discharged into the stormwater system. The two oil-water separators in the portion of the stormwater system discharging into Cooley Brook, which flows into the former Chicopee Reservoir in the state park, are operating satisfactorily. The discharges from these separators are permitted by the State DEQE pursuant to the requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. The permits for these discharges limit oil and grease concentration to a maximum of 15 mg/L and require monitoring for pH, oil and grease, temperature, and suspended solids on a monthly basis. Monitoring results are reported to DEQE on a quarterly basis. There have been no violations of the limitations for oil and grease. As noted by another comment, Cooley Brook supports a native brook trout fishery, and trout are stocked in the lake in the state park. Trout are among the most pollution-sensitive fish species, and the presence of trout in these receiving waters indicates that the discharge has no adverse impact.

12. What are the standards which oil/water separators are supposed to meet? Please cite the location of such laws in Federal and State sources. Why was there not more complete data on this matter in the EIS?

RESPONSE: As noted in the preceding response, discharges from the oil-water separators in the storm drainage system are permitted by the Massachusetts DEQE. The discharge limitation of 15 mg/L for oil and grease is established by that permit and is representative of discharge limitations normally applied to discharges from such systems that do not receive emulsified oils.

13. With the non-use of the IWTP, how can you possibly be in compliance with the sewer ordinance of Chicopee which (1) establishes limits on pH, oil, grease, phenols, etc., and (2) prohibits the introduction of flammable, toxic, or radioactive materials? If you are not in compliance with this ordinance, how long has non-compliance been going on? Has the city of Chicopee been informed of this non-compliance, and if so, what have the Chicopee officials done about it? Where and how often is testing done on these toxic wastes going from the Air Base into the Municipal system? Who does the testing? **[F.10.5]**

14. There is a law against open burning of hazardous chemicals and other materials in this State. Westover AFB uses the open burning method on occasion, thereby adding toxics to the already polluted atmosphere of the area. Have any steps been taken to correct this practice? Do you intend to continue the practice?

RESPONSE: No open burning of waste materials is conducted at Westover AFB. The only open burning of any material is associated with firefighter training activities. This training is normally conducted on one Unit Training Assembly weekend per month, with one training session each day (24/yr). In each training session, a maximum of 200 gal of clean jet fuel (JP-4) is used.

All of the water used in fire training is collected and discharged into the municipal treatment system through an oil-water separator. Any residual fuel is skimmed off the separator and disposed of as a hazardous (flammable) waste. Each training session is coordinated with the Western Regional Office of the DEQE and is conducted in accordance with applicable regulations.

15. How many dump sites are there at Westover AFB? Where are they located? Why is there not a map which pinpoints these dump sites, especially in relation to water supplies, aquifers, etc.? Have these dumps been examined by the Department of Environmental Quality Engineering, and if so, how recently? Are the findings on record? **[F.10.4.1]**

16. In documenting hazardous chemical waste produced by current operations at Westover AFB, inadequate proper specific identification of the chemicals are not given. These chemicals, their content, specific identification need to be included in order for any proper assessment to be made relative to environmental hazard. Will this information be included in the final EIS? If not, why not?

RESPONSE: The exact types and quantities of chemical wastes produced by maintenance of C-5A aircraft cannot be determined until operations are initiated. The listing in Table 3.6 is indicative of the types and quantities of waste currently being generated and is expected to be representative of the types of materials generated by C-5 maintenance activities.

G.6 COMMENTS SUBMITTED BY INDIVIDUALS

Adams, Linda J. (H-73)

1. What is the "region" represented in the total regional emissions pie chart? **[F.9.1.1]**

2. What is the real impact of the change in the clear zone over Chicopee State Park (i.e., is the change only on paper in regards to actual potential risk or is there a physical change)? **[F.7.3.10.3]**

3. How do you propose to get in compliance with EPA hazardous waste handling/treatment procedures when you presently are in violation of them and are listed as a generator only. **[F.10; SECT. 3.5; SECT. 4.5]**

4. Are there plans to compensate homeowners whose homes lie in areas where noise levels are above 65 decibels. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J]**

5. Explain your plans for emergency situations (crashes, explosions, hazardous spills, etc.) **[F.7.2.9; F.10.3.3; SECT. 3.5]**

Allen, Mrs. Edna (H-73)

If 75 planes, 10 military & 65 civilian planes were to take off daily from Westover, would they all take off in the same direction in one day? Over the same group of houses? **[F.6.1.3]**

Would there be additional runways required to handle the increased activity? **[F.6.1.2]**

Anderson, Elizabeth (H-75)

1. Why are you considering stationing these C-5As in such a heavily populated area around a base as Chicopee is? They should be stationed at a remote base where the planes can train over the ocean or wooded areas. **[F.4.2; F.7.3.1]**

2. With the worst safety record of all planes, why jeopardize our lives, our children's lives, and our homes? **[F.7.2.2]**

3. Why is it that when we call Westover with questions, the people answering the phone say they are not qualified to respond but they will have "someone" in authority or Public Relations return our call. No one ever calls back. We call again and ask why , they tell us someone will call us back. One time I was told a "Mr. Motley" will call me the following day. It has been 3 1/2 weeks. How long do I have to wait.

4. Why test flight one C-5A in the morning when most people were not home to hear just how unbearable the noise was? **[F.8.1.4; F.8.1.5]** And, that was only one plane for about two hours not sixteen for at least five hours each day. **[F.6.2.4]**

5. I would like to see a plan of the runways these planes will use and where exactly, they will be doing most of their training. Since I can't get a reply from Westover, where can I get this information. **[FIG. 3.2; SECT. 4.1.1]**

6. What amounts of fuel and hazardous wastes will be stored at Westover? In case of an explosion or hazardous waste leak, will we be killed or permanently scarred for life? Doesn't anyone care about human lives? **[SECT. 4.5.1; 4.5.2]**

7. If the base operates 24 hours, it has been said that 24,000 people will have sleep disturbances? The people in favor of this plan speak as though this is a very "small" number. I don't consider 24,000 people a small group. Do you? **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

8. If we can't live with the unbearable noise of the C-5As during the day and evening & can't sleep at night because of the planes coming in and out, just what are we supposed to do? Will you give us the full value of our homes so that we can relocate? Certainly, no one will buy our homes. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

9. It should go without saying that the environmental impact will be severe. From time to time we already get strong odors, like oil from the base. **[9.4.3]** The water and air is already terribly polluted from the base, why do we need more pollution? **[F.9; SECT. 3.4; SECT. 4.4]** This area is already listed as a high cancer area. **[F.10; SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]** Give us a break - we don't need any more.

Anderson, Elizabeth A. (H-74)

I am emphatically opposed to the C-5As being stationed at Westover ant the base operating 24-hours a day. The quality of our life in Chicopee would be significantly decreased.

I live on the Chicopee State Park side of WAFB and we have already, from time to time, smelled fumes from the base. **[F.9.6]**

The Park reservoir, where adults and children swim, has had to be dredged because of oil on the water from the planes. **[F.10.3.1]**

The last thing we need are more and louder planes. Our environment is being adversely affected already.

I am not sure if we would even be able to live in our present home if these C-5As were to come and the airport were to be operating 24 hours a day.

This area is heavily inhabited, and my opinion is that these C-5As should be stationed at a remote base or a base where they would be taking off and landing over water--not the homes that we have worked so hard for and would probably have to sell. **[F.7.3.1]**

Who will pay us what our homes were worth before the plans were announced to bring these planes to Westover? **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Another point I would like to make is that we in this entire area are already in the flight patterns of the planes from Bradley International Airport. WE DO NOT NEED MORE PLANES HERE. **[F.7.1.1; F.7.3.1]**

Anderson, Norman F. (H-74)

I am emphatically opposed to the C-5As being stationed at Westover and the base operating 24-hours a day.

I personally experienced the test flight of one of the C-5As on Wednesday, January 14, 1987. I was unaware that it was in Chicopee and being tested that day, but there was no doubt in my mind what it was when it flew over my home. The noise was excessive, and there is no doubt in my mind that we could NOT carry on a normal way of living if these planes were to come to WAFB.

Unfortunately too, this plane was tested during mid to late morning when the majority of adults were at work and the children in school. This was a very

UNFAIR test. In addition, the test took place in the winter time when our triple-track storm windows are shut tight. Our home is heavily insulated, and the noise was still excessive. What will it be like when our windows are open, and what about the fumes from the planes that we will be forced to inhale.

These planes and a 24-hour operating airport will adversely affect our environment and contribute significantly to health hazards.

And, what about the tremendous devaluation of our property? **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

These planes should go to a remote base to operate and train--not to a thickly settled residential area.

WE DO NOT WANT THESE PLANES IN CHICOPEE, MA.

Anderson, Mr. & Mrs. Charles (H-82)

There are several objections I would like to state as to the stationing of C5As at Westover and round the clock use either militarily or by civilian corporations.

1. Additional traffic such as C-5As and commercial flights increase the risk of physical injury via crash, fallen equipment, etc. to residents. **[F.7.2.11] [F.7.2.3]**

2. Increase in air traffic increases the pollutants in the already stench laden air we live in abutting a major landfill. **[F.9.4]**

3. Increase in air traffic, especially C-5As, greatly increases the noise and annoyance with which we are forced to live. The recent overflight as a test for C-5A response shook our home but due to the policy of the City of Chicopee of ignoring citizens complaints (e.g., dump complaints), we felt it was senseless to complain.

4. Increases in air traffic and fueling of aircraft and possible spillage will contaminate the state park and render useless on of the few attributes the Burnett Rd. area has left. All in all, the Burnett Rd. area has been the dumping ground for too much annoyance causing industry. This is a residential area. Enough is enough. **[F.10.3; SECT. 3.5.1; SECT. 4.5.1]**

Anop, Victor M. (H-77)

Generally, the E.I.S. does not accurately describe the possible impact on the areas surrounding Westover. In specific, graphics describing noise and other impacts were not done on the basis of New England experience especially Westover and flight patterns outside of "normal" landings and take-offs were not described at all. There is considerable experience and easily obtainable information on Logan Air Port in Boston and Bradley Field in Connecticut, yet

no such comparison were made or attempted. It appears to me after carefully reading the E.I.S. that it should be redone with local impact data, not computer modeling from other areas of the country. Logically, the model does not apply here at Westover and the impact from non-normal flight patterns or lack of information on flight patterns for WMDC render the E.I.S report useless. **[F.8.1.2]**

There is need for another public hearing. Much time was spent describing the proposal which was dominated by public officials and Air Force personnel. The moderator, while fair and professional, exhausted much of valuable public input time as did local officials. A question period added little light to the proposals as most at the hearing did not read or review the E.I.S. which had been circulated to a few people in the area and was only available at public libraries or at points not easily accessible to the public. **[F.2.8.3]**

I signed up to speak at the hearing but left at 11:30 P.M. after spending 4 1/2 hours waiting for the opportunity. Fundamental fairness calls for the institution of another public hearing which will only solicit comment. By now the public has had a reasonable opportunity to know what the two proposals are. **[F.2.8.4]**

More E.I.S. study has to be done on water pollution. The E.I.S. neglected the fact that Chapter 37 of the Acts of 1984 calls for the City of Chicopee to seek water alternatives to Quabbin Reservoir before its city water contract expires in 2000. The fact is Environmental Impact Studies done by Metropolitan District Commission of Massachusetts target the CHICOPEE RIVER and the COOLEY BROOK WATERSHED AREA as alternative water supply sites for City of Chicopee water. This material is easily obtainable from the Water Resources Authority in Boston, the Water Study Advisory Committee, and the Massachusetts Executive Office of Environmental Affairs. Definite study must be included in the E.I.S. (C.372 enclosed). The planes fly directly over Cooley Watershed and Chicopee River. **[F.1.4.4]**

The C-5A serves a military purpose in the transportation of troops and equipment in the continuing vigilance against terrorism and other adventurism. As described, even view of a poorly done E.I.S. inapplicable to local concern specifically, the C-5As appear to create much economic benefit to the surrounding area in terms of pay roll and construction while minimally impacting residential concerns.

However, the WMDC proposal, in addition to C-5As, creates serious residential concern versus economic benefits. The potential of waking 6,000 to 50,000 people or even 24,000 people as alluded to in E.I.S. between the hours of 5:00 A.M. to 7:00 A.M. is unacceptable to my family and myself.
While in general support of improvement in local economic conditions, flight accessibility, and business activity at Westover, a 24 hour a day commercial air port waking and annoying such a large population is unreasonable.
[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]

The E.I.S. has not carefully studied or described the impact of 81 flights per day plus C-5A flight and flight patterns in view of what noise stress does to people over long periods of time. A mass of medical literature is

generally available on noise creating stress and increases in blood pressure leading to heart problems. [F.1.1; F.8.10.1]

Pollution contributing to carcinogens is also available in studies and was not addressed in the E.I.S. despite a higher than normal cancer rate in Chicopee and possibly higher than normal heart problems. These studies were readily available from the recent controversy in the case of the HERCO in Holyoke seeking permission to burn solid wastes. [F.9.5]

The two proposals require more attention in the E.I.S., especially the issue of 24 hour commercial operation. [F.2.1] The 2 proposals taken together will have a devastating effect on habitation of the City of Chicopee which is the city's main resource-people.

While generally in favor of C-5As, the 2 proposals together have not been properly identified and/or pursued in the E.I.S., and more attention should be given to these problems in final report. [F.2.1] It appears to me the Air Force has made up their mind in advance, but should be sensitive to the fact that refusal to grant another public hearing has led to the opinion by a majority of those attending the January 8, 1987 hearing that either the outcome has been predetermined or the Air Force plans to force both proposals upon the population of the area.

This observation in and of itself, is serious enough to definitely require another public hearing.

Archambault, Maurice and Cecile (H-80)

Objections to C-5s and particularly WMDC proposal.

1. We were lied to at first meeting, WMDC said it would be a 7 a.m. to 11 p.m. operation, now they look for 24 hours. [F.2.2]

2. The noise generated around the clock with full time operation would be unbearable for too many residents in all surrounding communities. [F.1.1]

3. The trade off for the few jobs created against devaluation of homes does not balance out. [F.1.11]

4. The homeowner is again being asked to pick up the tab for big business by way of loss of property value. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

Barry, Beverly (H-80)

I live very close to the end of runway 23, the most frequently used. Neighborhood residents are very concerned on the effect the increase in noise and pollutants will have on them and their families.

I am also a real estate broker with a prominent Chicopee firm and I know for a fact that our property values will plummet! [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3] After all-- who would buy a home that lies in an accident

potential zone for an airport. According to chapter 93A these facts would have to be revealed to potential buyers by law. **[F.7.3.9]**

Baxter, Nancy S. (H-84)

I am writing to voice my opposition to the proposed development of Westover Air Force Base.

Frankly, I am shocked that the value of human life is so readily disregarded. Subjecting us to the loud noises of flights directly over us, causing us to breath in their emissions, to say nothing of the dreadful loss of life that will occur in such a densely populated area if there is an accident, is sorry evidence to me of our great Air Force's indifference, to the very will of the people who are paying you.

Perhaps saddest of all to me is the attitude that eats into the very fabric of our society--an attitude that this kind of invasion engenders--and that is, "They are going to do whatever they want anyway. They don't care about the little people." Arrogant behavior on the part of any area of the federal government causes a weakening of the patriotic fervor. Expanding Westover is evidence of just such behavior because it is life-threatening (as I believe the EPA has indicated) and because it is against the will of majority in the area.

As an afterthought, I ask you if you have considered what would happen to human life if there were ever an accident that caused a plane to land in the middle of Monsanto? All it takes is one flock of gulls (from the dump) taking off at the same time as a plane, clogging up its fans or engines, and the plane just simply stumbles one-quarter of a mile landing in the chemical plant? Possible? **[F.7.2.11; SECT. 3.3; SECT. 4.3]**

Please oppose the building of this airport.

Becker, Lesley (H-85)

The EIS is inadequate in that it does not address potential foreseeable consequences inherent in these proposed actions. NEPA requires full disclosure of information and a full discussion of the possible impacts or consequences related to an action. The Supreme Court has reasoned that if governmental agencies are to take a hard look at the environmental consequences of their action, they must also consider the consequences of proceeding in the face of gaps in their knowledge. Kleepe v. Sierra Club, 427 U.S. 390, 96 S.Ct. 2718 (1976). There are several areas where there are 'gaps' in knowledge of potential consequences which should be addressed by this EIS.

1. The EIS indicates an increase in the probability and consequences of aircraft accidents. Where is an analysis of what the potential consequences of such accidents would be? This need not be mere speculation. Please compare the effect of the AERO-MEXICAN airliner which landed in a densely populated area, comparable to the communities

surrounding Westover, with the probable effects of a similar accident involving a C-5A which has a greater size and fuel capacity. [F.7.2.11; SECT. 3.3; SECT. 4.3] Reasonable forecasting and speculation is thus implicit in NEPA and we must reject any attempt by agencies to shirk their responsibilities under NEPA by labeling any and all discussions of future environmental effects as "crystal ball inquiry." The Supreme Court in Scientists' Institute for Public Information, Inc. v. Atomic Energy Comm'n 481 F. 2d 1079 (1976). What are the possible consequences of dropped parts -a reasonable question as the C-5A airplanes have in the past dropped parts near Dover. [F.7.2.3.7]

2. What are the potential adverse effects of the increase in hazardous chemical waste, if the present procedure for dealing with such waste (not in compliance with EPA standards currently) is dealt with in the present manner employed at Westover.

3. What are the potential adverse effects of school children suffering the increase in dbs on a daily basis for years? How greatly will their learning environment be affected? [F.8.7] What ill health effects might be expected from being awakened night after night by those persons who will be exposed to noise generated by the night flights? [F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3; F.1.1; F.1.2]

Surely these unanswered questions point to the need for a worst case analysis in an EIS.

Bishop, Jeanne (H-81)

... I am a resident of Belchertown, MA and I live under the flight path. I have found current and recent (since summer 1986) air traffic bothersome at times, because of the low altitude at which the planes fly and the resulting noise created. Increasing the frequency and number of flights, spreading flights across a 24 hour period and increasing the decibel levels (C5As) would greatly magnify the disturbance experienced by myself and others. It will interfere with my ability to sleep soundly through the night, interrupt my conversations and lifestyle and increase the level of stress I experience. (I heard the C5A fly overhead on 1/14/87 and found it to be loud, annoying and disruptive).

I am also concerned about the possible flight safety issues (the possibility of crashes [F.7.2.11; SECT. 3.3; SECT. 4.3], dropped objects [F.7.2.3.7], dumped fuel [F.9.2]), as well as the decrease in property values which are anticipated. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

Because of these concerns, I oppose the proposed changes at Westover (both Air Force and civilian proposals). I would like to suggest that none of the proposed changes occur. In fact, I am wondering whether it would be possible to modify current flight so that air traffic flies at higher levels, thus decreasing the current level of disturbance.

Block, Joanna (H-86)

Why is there not going to be a noise level test?

Borgs, Robert and Susan (H-86)

1. Please advise us of the decibel level for the area in which we live--67 Putting Lane, Chicopee, MA 01020 (Off Burnett Rd., off Fairway Drive). **[Air Force responded by letter]**

2. Please advise us of the full procedure to claim against the government for loss of property value due to increased dB levels, etc. **[F.8.4.4]**

3. Please make certain that we are on record as being opposed to the extension of flight time to 24 hours a day. We feel that the quality of our at home lives will deteriorate drastically if this 24 hour service is allowed. Our sleep patterns are affected by noise causing us to experience insomnia when noise awakens us. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

Please make certain that we are on record as opposing the C5 proposal because of the noise levels and the possibility of dropped parts associated with C5s. We have invested our life's savings in our Chicopee home. We cannot financially or mentally cope with a loss of this investment.

Brocklesby, Philip H. (H-88)

I'm writing this letter to state my opposition to the stationing of sixteen C-5As at Westover Air Force Base. I am also opposed to the implementation of 24-hour use of Westover for commercial enterprise.

There are many environmental concerns that haven't been answered completely in the EIS. Some of these concerns are:

1. The increased cancer rates for the area surrounding Westover haven't been discussed in the EIS. Why not? What effect will stationing these planes here have on the current abnormally high cancer rate? The areas surrounding Otis AFB and Westover have the highest cancer rates in Massachusetts. I'm sure this in not mere coincidence and this subject should be addressed. **[SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]**

2. The increase in noise pollution will have an adverse effect on the health of local residents near Westover. This concern was already stated by the EPA as printed in The Holyoke Transcript Telegram on 28 JAN 87. The article quotes Elizabeth Congram, Assistant Director of Environmental Review who stated "We believe these impacts are severe, and we will be objecting to the 24-hr operation as proposed. **[F.1.1; F.1.2; F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

What will be done to compensate homeowners, not just for their property depreciation but the adverse effect on their health? Noise is a proven

contributor to stress and high blood pressure. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J; F.1.1; F.1.2]

3. Air pollution would incase slightly but would add no significant amount to the already stressed air quality in the Pioneer Valley as claimed in the EIS. How many "small contributors" are responsible for the existing air pollution? At what point does the camel's back break? [F.9; SECT. 3.4; SECT. 4.4] DEQE in Massachusetts has already denied a permit to an incineration project on the grounds that it would add to the current air pollution. [F.9.4.3]

4. As noted in the EIS, stationing sixteen C-5As at Westover decreases the likelihood of an accident but increases the catastrophic results if one were to occur. Opening the base for 24-hour WMDC commercial flights will increase the chance of an accident. As any mathematician will tell you, two negatives added together don't equal a positive. If you add the two statements in the EIS together the result is an increase in the chance of a widespread accident. [F.7.2.11; SECT. 3.3; SECT. 4.3]

I urge you to consider your actions carefully and ask yourself if you can honestly believe the EIS.

Please don't station the C-5As here. They are a white elephant in search of a home, and as far as opening Westover for commercial use, where 80% of the flights will occur between the hours 2200-0000 and0500-0700, the bad far outweighs the good.

Brocklesby, Mr. & Mrs. Philip A. (H-87)

I am writing this in regards to the C-5A airplanes that are scheduled for Westover Air Force Base in Chicopee.

I live in Granby and my house is the last one before the main runway. There is nothing at all behind us but the landing strip.

I fear for the lives & welfare of my family as the planes are flying 800 to 1000 feet overhead. The noise is awesome & you can imagine what kind of pollutants are raining down on our home that we built two years ago for $130,000. We moved to the "country" to get some clean air. [F.9; SECT. 3.4; SECT. 4.4]

Can you imagine raising a family under these conditions?

Also, Westover is scheduled to have 24 hour flights for passenger and air cargo and we are told most flights will be between 10-12 PM and again from 5-7 AM.

Between the 16 C-5A planes and all the commercial flights I believe our property value will decrease approximately 50% and knows what kind of health problems will occur between breathing jet exhaust, jet fuel vapor and lack of sleep from the noise. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J; F.10; SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]

My family and I urge you to help us put a stop to the C-5As and the 24 hour flight at Westover.

Budz, John (H-89)

How will the proposed changes (military + WMDC) affect use of Chicopee State Park property (not only beach property) and Golf Course property by the public? **[F.7.3.5; F.7.3.6; F.7.3.10]**

What will happen to State Park property not "taken" for airport use. **[F.7.3.5; F.7.3.6; F.7.3.10]**

Carroll, William A. (H-90)

I have never used any form of public media in which to express my opinions on any matter in the past. In regards to the possible arrival of the C-5A aircraft at Westover AFB, however, I feel I must now make use of the extended public comment period and speak my piece.

I fully support the proposal to base the sixteen C-5 aircraft at Westover AFB in Chicopee. Further, I believe that extended civilian use of the runway, tower and other base functions would bring long term benefits to Western Mass.

At 36 years of age, I am a lifetime resident of Chicopee, having grown up with the B-52's and related tankers. My present location on Frontenac Street is approximately 2.6 miles and virtually on centerline from runway 05. It is no exaggeration to say that the aircraft on final approach fly directly over my house and at times I can count the bare spots on the tires. I would think that because of this proximity to landing aircraft, I am in a better position than most to offer an opinion on matters of noise and air pollution.

During my childhood and adult life in Chicopee, and especially the past 14 years on Frontenac Street, I believe I have seen almost every type of aircraft within the military inventory land or take off from Westover, except perhaps the SR-71. Of all, certainly the loudest was the B-52 and early model KC-135, especially during an alert when several would take off with minimum separation. We all got used to it, even though it was loud and distracting and times. Even the C-123 with its two outboard jet engines was quite loud. In contrast to those and also other types of aircraft, there is no one who will ever convince me that the C-5 is loud or annoying on takeoff or <u>especially</u> while landing. Those that oppose the C-5 and who sometimes state that "normal" conversation is impossible when a C-5 is overhead, <u>have</u> to be standing on the very end of the runway to make that ridiculous statement. Your people would not believe the amount of wrong information floating around Chicopee in regards to the C-5 and most of that information, I'm sure is being passed out by opposing groups.

I wish to comment also about one of the leaders of the group(s) opposing the C-5. A Mr. David Keith of Sunderland, I believe. In addition to living in

Chicopee, I am a state trooper assigned to a barracks in Northampton. The town of Sunderland is part of my patrol area and I know it well. This Mr. Keith made quite a deal of his concern for the noise and air pollution problems which might affect his area, when he made his public comments several weeks ago at Bellamy School in Chicopee. I can honestly state to you that on the quietest morning of the week, a Sunday, and at approximately 6:00 to 6:30 AM, either from the center of Sunderland or any part of the town, there isn't anyone on earth who would be able to hear a C-5 taking off from Westover and further, one would need a good pair of binoculars just to see a plane which, by then, would have to be several thousand feet high.

This Mr. Keith also moans about air pollution. Well, Route 91, the interstate highway from Connecticut, thru Mass. and up to Vermont, passes just a few miles west of Sunderland center. It is my humble, unscientific opinion that due to the generally west to east prevailing winds, Sunderland receives more air pollution from the constant and heavy truck, car and bus traffic on Route 91 in one month than it could possibly receive from aircraft at Westover in a year or more. In addition, there are several truck terminals located in neighboring South Deerfield and a fuel oil company complete with tractor trailer tankers in Sunderland itself. It seems to me that the air pollution from these companies alone would be of much more concern to Mr. Keith and his organization than a Reserve air base many miles away, not to mention, of course, the potential hazards from leaking diesel fuel, motor oil, etc. If your people are looking closely at the questions which Mr. Keith and his group insist on getting answers to, even a normal prudent person could easily see that Mr. Keith is using the noise and air pollution as a smokescreen and that he is quite adamantly anti-military. It would be quite interesting to know his reaction if the powers that be decided not to bring the C-5 to Westover and then turned around several weeks later and announced that, instead, they were going to double the number of C-130s now assigned at Westover. Mr. Keith and his group, I'm sure, would scream bloody murder!

I don't doubt that there are some residents living even closer to the runway than I who might be somewhat annoyed by the sounds of any type of aircraft engines because it probably disturbs their television program or the radio. These people will never change their minds under any circumstances. And I will never believe anyone who states that the sound of a C-5 actually hurts their ears unless they admit they have been standing right next to one for weeks on end with its engines running and not wearing ear protection for themselves.

There is also a local real estate agent who is on the side of Mr. Keith and who is getting quite a bit of local press due to his opposition to bringing in the C-5. His main reason is that local property will be devalued. Well, in early 1973 I bought my house on Frontenac Street for $20,000. It's a small cape. I have since been offered just over $50,000 to sell it to another real estate concern (not the agency opposing the C-5). To me, that doesn't appear to be a devaluation. My wife and I do not intend to move away, but if we did, I am quite certain we could easily sell our house for over $70,000, C-5s or not.

This letter was supposed to be just a comment, either a "yes" or "no" to the proposed changes at Westover. But the tilted coverage from some of the local media has gotten me angry enough to want to make my humble opinion known and to advise you that your side is getting a raw deal from the media, in general. I trust your decisions will be based on the mission of the Air Force, the good of the overall community and, believe me, the overwhelming support of the vast but silent majority and that all 16 of the C-5 aircraft will be based at Westover starting later this year.

Champagne, Arthur (H-91)

Clear zone runway 05 has been addressed. What happens at opposite end of runway 05? **[SECT. 3.3.3.2]**

What is altitude presently used for landing? **[SECT. 4.1.2.1]**

Champagne, Arthur M. and Cecile M. (H-92)

May I call to your attention the following information taken from the draft environmental impact statement.
See Attachments
Page 66
4.2.2.2 Population exposed to aircraft noise. Paragraph 3-
For both military actions, the highest DNL levels ''''''

Appendix C
Page C-1
Paragraph 2
Page C-2, Table C-1
Page C-4, Table C-2

In view of the foregoing information, it appears that the residents of the above areas would be most negatively affected by the proposed use changes at Westover Field.

The resultant change in use will have a negative impact on the quality of health and life **[F.1.1; F.1.2] [F.8.7]**, and also result in loss of values to the properties within the above described boundaries. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

We, therefore, propose that the Air Force seriously consider offering to purchase, at replacement cost, the properties affected by this change in use. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.34]**

Champagne, Sherrie L. (H-95)

I am very disappointed and disturbed that the Military is painting such a good picture of bringing the C-5s into Westover, when it is not letting the public know the whole story. I was very angry that the EIS draft was kept

from the public and that I had to know someone in the local government to even see that draft. [F.2.3]

Wildlife is already decreasing in this area and the C-5s would have a devastating effect on all animals. [F.12.4]

Also bringing the C-5s in is going to change the level of pollutants and have an effect on the ozone layer. [F.9; SECT. 3.4; SECT. 4.4]

Is the federal government ready to take all the responsibility for the increased number of cancer and health problems that follow this change? This area is densely populated and too many health problems could occur. [F.1.1; F.1.2]

Bringing a plane that has been called a "turkey" by military personnel does not say anything reassuring about it. In an area like Westover, the dropping of airplane parts and record of mechanical failure of these planes, is putting everyone in danger of a major crash. Is the government willing to take full responsibility of a crash something of the extent of the August crash of the Air-Mexico flight and the private plane in the Los Angeles area? [F.7.2.11; SECT. 3.3; SECT. 4.3]

On Wednesday, January 14, 1987 Mayor Lak of Chicopee invited a C-5 to fly over the area for two hours. The C-5 flew directly over my house and it felt like an earthquake was occurring. The noise and vibrations rocked some of my valuable figurines and china. If something would have broken it would have been submitted to you for full reimbursement. The noise was totally overwhelming and it frightened my young son.

Also there are many schools in the community and that type of noise makes it hard to concentrate and to try to learn. Children and teachers of today have enough problems without the C-5s adding to that. [F.8.7]

For the record I want it to show that I am totally against bringing the C-5s to Westover and I think they should be placed elsewhere. I am very happy with the community the way it is and also with the C-130s at Westover.

Charron, Francis (H-96)

The Air Force has said they need improvement in their airlift capabilities on the east coast. Now, you have C-5A transports stationed at Dover AFB in Delaware. I've been out of school for a while, but it seems to me Delaware is on the east coast. Let these huge planes remain there where they're better suited and let us try to live our lives with a nice neighborhood, a quiet and non-polluted park, and a peace of mind that these flying giants won't drop a part, dump their fuel, or crash down upon us. [F.7.3.1]

Cocks, Joan (H-97)

I am completely opposed to the use of C-5s at Westover - already planes from Westover disturb us here in Hatfield - Sometimes planes have flown over us at

such a low altitude and with such a horrendous noise that I literally thought WW III had begun.

Many of us here are extremely critical of what these planes are being used for re U.S. foreign intervention in the 3rd world.

Even more immediately angering is the plan to build up a civilian airport at Westover. One of the wonderful things about west Mass. is the fact that there's a shred of rural tranquility left, although the developers are doing their best to destroy it. I grew up around a passenger - cargo airport and it wasn't until I came to Hatfield that I knew what it was like to be able to see the stars, to see a truly blue sky, to not be assaulted by the noise of planes every 15 minutes. Leave our region alone - we happen to like solitude, we're not enamored of over-development - we're trying to save our farmlands and we want to save our air and skies as well.

I'm not at all impressed with Westover's record in dealing with hazardous wastes - nor the record of industry and the U.S. government in general. **[F.10.4; SECT. 3.5; SECT. 4.5]**

Concerned Citizen (H-97)

I am a very concerned citizen, terribly worried about the C-5As coming to Westover Air Base.

I can't believe the mayor of Chicopee would even consider this. Jobs are important but one can find one elsewhere. Our homes cannot be moved elsewhere. We are located near the park and our tax went up seeing we live in a nice section - they forgot about the noisy planes - its too noisy now, never mind more - the helicopters are the worse. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

A young couple was planning to move to this area and now they have second thoughts.

Please consider the people with homes around the air base. I am sure the people who want this do not live close to the base.

Collins Electric

Collins Electric's place of business in Chicopee is located just east of the flight path of planes taking off to and landing from the south.

This close proximity makes us very conscious of the noise of large planes using the airport. We are so close that when the B-52s were here we couldn't converse on the phone when a plane was taking off.

Despite this, we strongly support the addition of the C-5As to Westover as well as the twenty-four hour operation of the airport.

We believe the economic value of the above additions totally outweigh any inconvenience which we are sure we will suffer.

Please let us know if you'd like any further information.

Connors, Jeremiah (H-99)

Why is there [no] provision for probationary implementation? Let us feel out the operation if it goes into effect 6 mo 1 yr. **[F.4.1]**

Costa, Darlene (H-100)

I am opposed to any development of the air services at Westover AFB. I think this area is too populated to use the base as an airport. The chances of an air disaster is increased each time an airplane takes off or lands. I also am concerned because the planes fly over my home. Each time a plane flies over, it causes me to feel such anxiety I could scream. I bought my home in Ludlow because it was a small QUIET town. I want it to stay that way. I'm sure the people of Chicopee would object to these air services (the C-5 and civil) if their homes were in the flight path, this includes Mayor Lak.

Mayor Lak wants to bring revenue to Chicopee and also more jobs. Let him find another way to do this. I don't think Chicopee should prosper at my expense.

Every time an aircraft passes over my home, I pray to God to take them away. I feel that the A.F. has already made a decision and I'm not happy with it. let the AF benefit another area with these planes.

Enclosed please see an article by David Keith. I agree completely with his views.

(Enclosed copy of letter to editor "Safety is main issue for Westover projects)

Costa, Suzanne E. (H-99)

As a resident of Ludlow, MA I am very concerned about possible changes at Westover AFB Chicopee, MA. I live approximately 1.875 miles from the small run way that heads in an east/west direction. I have a copy of the environmental impact study and as far as I can tell will only be marginally affected by takeoffs and landings on runways 5 and 23. I might add that the study is very wordy and difficult to comprehend. Unfortunately, I do not have time to go through it as thoroughly as I would like.

In any case, what will affect me are the 5 hour sorties of the C5As. I am unclear as to just how loud the noise will be. In one part of the study it seems to indicate 65 db, whereas in another it looks more like 100 db. I'm sure you'll agree this is a significant difference. **[SECT. 4.1.1; SECT. 4.2.2; APP D]**

I have contacted the public affairs office at Westover to request that a shortened sortie be flown at a realistic altitude so that I may observe the noise impact. I have not received a response. If noise levels will not be adverse then the Air Force should demonstrate this by announcing testing for area residents. It is my understanding that C5As have been brought in and out of Westover recently. This serves no purpose unless residents are notified so they can be home. I do not think any sorties have been flown. [F.5.1.2] I have noticed that Chicopee is gaining the most (economically) and losing the least (noise wise) in this venture. Chicopee has been pushing to develop Westover yet most planes will take off toward Granby so as not to disturb Chicopee State Park. [F.5.1.2] In addition, why do the sorties loop into Ludlow? Reverse the loop and let them fly over Chicopee. It seems to me that Chicopee wants their cake and to eat it too. [F.5.1.3]

C130s go directly over my house and have since I bought it 7 years ago. They are enjoyable to watch and no bother. I do not think I will be able to say the same thing about the C5As. We purchased this house when Westover was already scaled down and would not have purchased it otherwise. If noise levels are as loud as I suspect, we are faced with moving immediately or losing property value. My children are both nearing college age and moving would be a hardship.

I find all of this, especially the lack of good information, extremely annoying. Surely a little more time to analyze these changes is needed.

Crean, John P. (H-102)

As a resident of 45 Granby Heights, Granby, Mass., please be advised that I not only feel safe but honored that the U.S.A.F. Reserves are flying out of Westover AFB, Chicopee, Mass.

We have been residents of Granby, Mass., for 14 yrs. and, although, we have seen the older aircrafts on their missions, we have not encountered anything that caused loss of sleep, environmental problems or stress on my family or to our neighbors.

Westover AFB would be a strong arm of NATO.

Croken, Robert J. (H-103)

Please register me as being opposed to basing C5A's at Westover.

It is clear to everyone, and I believe even to the Air Force, that the noise level of the C5As is such that they should not be based near populated areas.

It is also obvious that the administrators of schools, hospitals, institutions, and industries in the area of Chicopee, Ludlow, Granby, Springfield, and scores of other communities are not yet fully aware that the quality of their lives -- and their livelihood -- is threatened by the C5As noise annoyance. [F.8.6.7; F.7.2.10; F.8.5.3]

Technology, as represented by the C5As, has necessitated changes, but the Air Force doesn't seem to recognize this. The C5As are not suitable for any conventional airport but are appropriate only to be based at locations where they land and take off over water. [F.7.3.1]

Any plan to have these planes at locations where they use runways which involve flying at low levels over populated areas does not recognize that the technology that has developed the C5As has outstripped the Air Force's simple understanding that these planes should not be located near residential areas. [F.7.3.1]

The proposal to base C5As at Westover is nothing short of an outrage. If technology can develop these planes, and the Air Force can arrange to have them built, it only follows that the Air Force should find isolated locations to base them. [F.7.3.1]

Crooks, Caroline K. (H-102)

I am not strongly against the C-5A, neither am I in strong favor of them. As an American citizen, I am concerned with national security and trust the government to be honest and reveal any hazards connected with the C-5As.

I am against any further commercial flights at the base or cargo carriers.

I realize that the Westover Metropolitan Development Corp., has a huge investment there, but if they try harder I'm sure they could find alternative industry to locate there.

It seems the residents of Atlantic City, N.J. thought gambling was going to re-vitalize their city, and it doesn't seem to have done what politicians said it would either.

These 1100 or so jobs the additional carriers will bring to the area - will it mean minimum wages or experienced personnel. I wonder how many unemployed people in Chicopee have experience in the air flight field. [F.14.1.3]

The C-5As will bring in enough additional noise and pollution without more private aircraft doing the same.

From the answers given by Robert Martin I don't feel the Oak Ridge National Laboratory did enough of a study to reflect what impact these additional flights will have on the area.

Deauseault, Lester A. (H-103)

We live at the end of Britton Street, where we built a new house last year. We live with the inconvenience of hearing the planes warming up, the plows clearing the runways, and the planes flying overhead. Planes fly over the area where my children play every day and I worry about the higher average of the C-5s dropping parts. [F.7.2.3.7]

Hundreds of new homes were built in Chicopee and surrounding towns in the last few years, and has become thickly populated. The W.M.D.C. does not even have a plan to deal with the loss of property value of those properties that surround the base. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Chicopee has massive dumps and Monsanto that stink and pollute. We don't need to add to this pollution from more plane exhaust or more noise pollution. We have more than we can deal with now! The cancer rate is high in Chicopee as it is now! **[F.10; SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]**

W.M.D.C. is supposed to be a non-profit organization, but I'm sure some will make a lot of money, while thousands of hard working people and the elderly will lose money as well as peace and quiet.

Please vote NO for the C-5 to come to Westover.

Please vote NO for Chicopee-based civilian airport.

Devine, Richard (H-104)

I would like to know more about the emissions from the planes C-5A how long does it stay in the air? Does it hang in one spot? Is it more on a hot humid day or night-time ... **[F.9; SECT. 3.4; SECT. 4.4]**

Would there be more pollution in the air where I live? **[F.9; SECT. 3.4; SECT. 4.4]**

Combining the C-5A and air traffic air cargo all night...

And how much noise would both combined C-5A and air cargo day and night on a person hearing. Like a baby growing up outside playing would it hamper his or her hearing from growing right? **[F.8.11]**

Drewniak, Raymond E. (H-106)

I oppose the invasion of my community, because of detrimental conditions that pollutants cause, change in our physical environment, and cause increases in cancer incidence.

Billions of additional particles of hydrocarbons in the air considered as carcinogens which increase the risk of cancer for our children, everybody is at risk in our area. This is a fact, not conjecture, it has been proven in laboratory tests many times (effects of Air Force pollutants). **[SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]**

We don't need this to destroy our Quality of Life here in Chicopee. We don't need your additional jobs. We don't need the detrimental noise levels, which is a primary concern, along with pollution.

We don't need 24 hours of noise. We have a good sound tax base at the present time. We don't need the depreciation of our property. We don't need additional jobs for out of City residents.

Look for some other area to pollute.

I have vented my feeling in vain. I know that no matter what I say will make no difference in your judgement. I know what the political climate is and how they operate.

We the people of the Westover area are of the minority. The politicians will ramrod this project through.

I have no faith in any of you.

P.S. I have just wasted a 20 cent stamp and my precious time in writing to closed minds.

Drewnowski, Gerald (H-104)

1. Will reduction in property values (of those affected) be coupled with reduced property taxes. **[F.8.4.2]**

2. Double fuel usage, how many gallons? How long would it burn if it were to catch on fire, area of devastation, etc. **[F.10.2]**

Drewnowski, Gerald (H-105)

Enclosed is a map per request of Lt. Col. Matt C. Bristol III ...

Please provide to me the following:

A detailed map showing my property and that of the clear zone for runway 05 and that of the state park of chicopee and the property of chicopee municipal golf course **[SECT. 4.2; FIGS. 4.1-4.4]**. Include all proposals showing land taking (if any) decibel levels for the areas and any other changes (i.e., removal of trees) for the forementioned areas **[F.7.3.6; F.7.3.10]**. Kindly show boundaries of the base, runways, state park, golf course, my(our) property.

If permitted due to the best interest of national defense, also show fuel storage areas, current and proposed, above and below ground level, in response to question of vulnerability should an explosion occur.
Your timeliness in providing this information to me would be most appreciated due to the deadline of 1/23/87 imposed by you. **[F.10.2]**

Show DNL contours if possible. [S . **4.2; FIGS. 4.1-4.4]**

Dupont, Rosalie (H-107)

Duseau, Armand J., Jr. (H-107)

At a time when western Mass. faces a deteriorating economic base, the job potential represented by an expanding Westover Air Base is a welcome sigh for our area.

I can see no significant decrease in the quality of the environment.

Duval, Chris (H-186) (Signed letter from Joanne Powers)

DeCarolis, Barbara

I would like to go on record as supporting the efforts of relatives and friends who are opposed to the expansion of Westover Air Force Base, Massachusetts.

I am employed at a business which is on the Westover Flight path and find the current level of noise disruptive. Noise is a very real pollutant. It will definitely have a negative impact on the quality of "country life" in the affected towns. Furthermore, any proposal which would subject 11,500 people, as compared to the 100 currently, to noise levels of over 65 decibels is extremely distressing.

I am confident that you will consider all opposition carefully and agree that 24 hour use of the Air Base by both the Air Force and Westover Metropolitan Development Corporations is unacceptable.

Edgar, Thomas F. (H-108)

This letter is regarding the proposed actions under review for the Westover Air Force Base in Chicopee, Mass.

From my viewpoint, the proposed actions would be extremely disruptive to people living near the base and under the flight path in neighboring towns where decibel levels reach high proportions (Ludlow, Granby, Belchertown and Chicopee).

One of the major problems would be the increased noise levels due to the C-5As and to the civilian expansion. More frequent flights and a schedule change to 24 hours per day of operations would dramatically increase the level of disruption for thousands of people. I strenuously object to this occurring: i.e. to having my sleep disturbed, my conversations interrupted and to having the quiet of living in a small town destroyed.

Other problems to which I object are the accident potential (including dropped objects and fuel), hazardous waste disposal, pollution increase and decreases in local property values.

I oppose the proposed actions and I urge you to help protect the lifestyles of many people by deciding against the proposed actions.

Thank you.

I've just moved to Belchertown because it is a nice quiet town. I feel that the people in this area should have more say in this matter.

Evon, Norman J. (H-109)

Please put myself and my family as being strongly opposed to the new type of aircraft due to be deployed at Westover Field AFB in Chicopee in the near future.

Farber, Irving I. (H-109)

I approve of the plan to base C-5A aircraft at Westover AFB.

I approve of plan of WMDC to extend operations to 24 hr period.

I live close to the base. Noise has never been a problem during the 27 years of my residence.

I urge the approval of the two proposals: i.e., C5A aircraft and 24 hour operation of flying at Westover AFB, MA.

Filipe, Maureen (H-110)

I am writing to express my concerns over the additions of the C-5As and the proposed 24 hour operation at Westover airport. I live within 2 miles of Westover and have been a homeowner for the last 9 years.

The noise factor and environmental factor literally scare me. Are we going to be able to live a normal life or are we going to have to live around the C-5As and possible 24 hour operation? I consider that an invasion of my rights. I sincerely hope my house does not suffer physical or monetary due to the C-5As flying above. Are you ready to guarantee our life, as we know it, will not be altered by any of this?

So far, all we have gotten is the run around when questions concerning flight patterns, altitude, etc. are asked. Before bringing these C-5As in - answer the questions! The test flight which occurred on Wednesday morning between 10:00 am and 12:00 noon showed the mentality we have been dealing with - totally inept. My family was not home during that time nor were any of our neighbors. Try bringing in the 16 C-5As and doing maneuvers for a few days and see what type of feedback you encounter. I have seen and in fact been inside one of this type of aircraft so I know what we are being asked to deal with. **[F.8.1.5]**

In closing, I strongly urge the Air Force to review the facts and questions the communities who are going to be directly affected feel about this. Take time to listen.

Fillion, Mrs. Joseph (H-111)

I am writing this letter to express to you my opposition on the Westover airbase expansion. As a resident of East Street in Granby, one of the communities which will be highly affected by this proposal of expansion, I don't feel my husband and I along with our one month old son should have to cope with the increased noise and pollution this will bring to our community. We have owned our own home for two years and are very happy here. We feel that because we are located so close to the runway that will be used most frequently by the C-5s, it will be virtually impossible to continue living in our home.

I do not want my child to be fearful of playing in his own backyard and when he sees these huge planes come so close to our home as they come in for a landing. I'm sure there must be a more remote area where these planes could be stationed. **[F.7.3.1]**

Both my husband and I realize that during wartime it is necessary for Westover to be used to its fullest potential, but during peacetime we feel it is unnecessary to expect the residents of the area to have to cope with the noise and pollution the proposed expansion will bring.

Fish, Debbie (H-112)

I am writing to oppose the use of Westover Air Force Base for C-5s and all night flights in their expansion due to noise pollution & safety problems.

Fitzgerald, Richard (H-113) (Signed comment sheet with Charles V. Ryan)

See comments of Charles V. Ryan.

Fitzpatrick, John (H-113)

1st: approve C-5 as recommended by Air Force.

2nd: should be operated 24 hr.

Flis, John M., Jr. (H-114)

Did not submit specific comments.

Frykenberg, John (H-114)

Read statement at public hearing. See transcript (I-40).

Fuller, Mrs. Roberta B. (H-115)

Although I am not a resident of Chicopee, I am a resident of a nearby community and am most concerned about the environmental impact of the C-5s that are being assigned to Westover AFB in the near future unless enough opposition to the plan is voiced.

At present we are subject to Bradley Airport traffic noise and pollution and I do not believe that our area needs to be subjected to more of the same--50 times per day more!! **[F.7.1.1]**

I cannot believe that the introduction of this type of aircraft will enhance our lovely, relatively quiet town and it will surely have a noise factor that is almost incomprehensible!

Please reconsider this assignment!!

I AM VERY HAPPY I DO NOT LIVE IN CHICOPEE!!!

Gagnon, Leonard (H-115)

I don't think its fair that 24,000 people will suffer the noise levels or house depreciations that will occur should these request be passed. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3] [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J]**

I feel that there has got to be a better way of creating 1,000 <u>part</u> time jobs and generating construction money.

We who live on the outskirts of the Base are going to be affected more than most of the people in Chicopee and therefor should be granted another hearing **[F.2.9]**. A lot of people were unaware of the meeting until the last minute. I feel it is only fair to give everyone a chance to ask their own questions on these matters. **[F.2.8.2]**

I would like if possible a map depicting the noise decibels in 1 mi. increments from the end of the runways to the outlying communities. This will help me understand the noise levels that I would be encountering. **[SECT. 4.2; FIG. 4.1-4.5]**

Gagnon, Mary (H-116)

I am very concerned about the proposed C-5A aircraft and 24-hr flight operations.

I question the severity of a possible accident with regard to the power plant, explosives company [F.7.2.12] and the many gulls that fly near the runway [F.7.4]. I am also concerned about possible dropped fuel [F.9.2] and airplane parts [F.7.2.3.7] and the added pollution [F.9; SECT. 3.4; SECT. 4.4], especially since we live in a high cancer area. [SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]

Also, I believe the noise levels from both the C-5As & the 24-hr airport will be extremely irritating & will affect a large number of people.

I am also afraid the value of our house will depreciate and our quality of life will be affected. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

Gass, Evelyn L. (H-119)

Please do whatever necessary to keep Westover open and growing. It is important to the areas economy and future development.

Gawlik, Frank S. (H-120)

I harshly object to the use of Westover as a full time operation base, especially night flights. I think this operation will be very disruptive.

Gawlick, Marion (H-120)

I strongly object to the C-5s operating at Westover. I also object to a commercial airport at Westover and 24 hr operations.

The plane noise is loud enough now. We don't need to be irritated by additional planes. The few civilian jobs that would be available is not worth the noise, pollution and depreciation of our homes and disruption of our peace and quiet.

The expansion of Westover is not suitable for the area because of our vast population increase in the last 25 years - safety is a serious factor. [F.7.3.1] And fear of plane crashes & stress and <u>health</u> issues. [F.1.1; F.1.2; F.10; SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4; F.7.2.11]

Gdula, Chester J. (H-121)

I am opposed to the increase in the hours of airfield operations with the resulting WMDC development an request to go to 24 hours/day.

With potential reduction in property values at risk [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3] and the possibility of 24,000 residents being awakened, [F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3] the financial losses created by these two factors must far outweigh the gains in revenues of new jobs and businesses. You need to compare tax dollars and income gains to tax dollars lost due to abatement, investment losses in property devaluation,

productivity losses due to stressed and tired workers and general decay in the quality of the communities surrounding the base. [F.1.12]

I am not opposed to the C-5As.

I believe general aviation will create a greater hazard than anticipated. The most recent air disasters involved general aviation (small, light planes) colliding with commercial planes. [F.7.1.2]

Set your priorities! You call the shots:

1. Military planes, C5A's O.K.
2. Limit commercial operations
3. No general aviation

Gill, Linda M. (H-116)

I have been living outside W.A.F. Base for over 40 of my mature years.

Felt sad when SAC left here in 72.

Happy to hear more use will be made of this important base.

Having gotten accustomed to B52's the noise of C5's is of no concern to me, my family & my neighbors with whom I have discussed this.

As for probable "drops" from the planes, no place on earth offers 100% safety.

Welcome to WMDC increased activity!

Good luck and God bless our Air Force!

P.S. Brought up 3 children during this time - glad to say they are all normal and healthy. B52's did not affect their hearing.

Gillespie, Gregory J. (H-117)

I attended the meeting last week concerning the two Westover proposals. I want to add my voice to those people who are against the proposed expansion of this airfield.

I am opposed to the Air Force bringing C5's to this field because of the environmental impact to the entire area. Although the Air Force currently expects to lower the number of flights each day, they were unwilling to guarantee any limit to the number of flights in the future. The other day I heard an especially loud airplane and discovered that it was a C5. [F.6.2.1; SECT. 4.1.2.1]

I am also greatly opposed to the night-time use of Westover by commercial airplanes. There are many studies indicating that, even if we get used to

the airplane noise at night and are able to sleep through the takeoffs and landings, the physiological effects of the noise will still take their toll on our health. And for many of us, the noise will cause many sleepless nights. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

I hope you will give this matter your careful attention and proceed with caution. This decision will affect the health and well-being of all of us who live in the vicinity of Westover Air Force Base.

Gillian, R. F. (H-121)

As a home owner, with three young children, living in the proposed flight path, I would like to go on record as being opposed to any increase in air traffic at Westover Field. I am concerned about noise, accidents, and property devaluation, which certainly would occur, should either of these proposals be approved.

Gladden, Robert (H-118)

The Ludlow Chamber of Commerce enthusiastically supports the expanded use of the airport facility at Westover and the development of the airpark. The benefits of a fully-functioning airport for the entire region are very exciting.

The Ludlow side of the park is only 5 miles from the terminal, and that is a tremendous advantage in attracting new development. The importance of this transportation facility to businesses relocating or expanding in our area cannot be overstated.

At this point in time, with plant closings and the dislocation of significant numbers of workers threatening the economic vitality of the region, it is especially important that job creation strategies be vigorously pursued. We look forward to supporting development efforts at Westover particularly for that reason, and we thank you for the opportunity to make this statement.

Goldzmane, Michael (H-119)

The mayor of Chicopee has seen fit to destroy the lives of 20,000 people by

1. HERCO development (200,000 people) **[F.9.4.3]**
2. Noise at 12 AM to 5:00 AM depriving people of their sleep. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

At the original "airport" public meeting promise made not to have traffic at night. **[F.2.2]**

What next, nuclear dump or just bombs?

Air Force can't be believed - "Sargent York"!! remember.

Gouzounis, Chris (H-122)

I would like to express my full support of the proposed deployment of 16 C-5A Galaxy aircraft to Westover Air Force Base in Chicopee, Massachusetts. As a business owner/operator in Chicopee and a resident at 61 Somerset St. in Springfield, Mass. I am glad to see the U.S. government making use of a under utilized facility. Westover, once the pride of western Massachusetts, is a fine facility just waiting for additional usage.

In closing, noise levels are of little or no concern to most of us since we are used to current air traffic and it is my understanding that the actual number of sorties will decline.

Griffith, Mrs. Ruth G. (H-123)

I write to submit questions and offer comments regarding the Westover AFB Draft Environmental Impact Statement prepared by the Oak Ridge National Laboratory - Martin Marietta Energy Systems DEV-84-05,AM2. (The proposed Air Force Reserve Mission Change - C-130 to C5A Aircraft and Westover Metropolitan Development Corp. - Expansion of Civil Aviation Operations through 1995. Nov. 1986)

Although the obvious threats of noise pollution are handled with extensive maps and technological data, the life threatening aspects of air, ground and water pollution are not investigated in the depth they deserve. Specifically,-

1) The disruption and even safety of the bathing and picnic areas at Chicopee Memorial State Park by their location in the clear zone is partially dealt with by a proposed relocation of runway 05 by 1988. What of the more serious possibility of water and soil pollutants in this area? For over 40 years, operations at WAFB generated millions of tons of hazardous waste materials, many of which were longlived, like DDT, PCBs, asbestos, dioxins, heavy metals, and radioactive materials. On-base sites were used for 30 of those 40 years, making WAFB potentially one of the biggest waste dumps in Western Mass. (second only to Monsanto-Indian Orchard.) Your draft report mentions only two past studies: CH2M Hill, 1982 and Weston, 1984, neither of which was comprehensive enough to even begin to address these significant pollution threats. (The April 1985 EPA-Mass. DEQE investigation did not concern pat practices, although it did find current handling of hazardous wastes in violation of Mass. law.)

Question: Are there any other pollution studies of the WAFB which are more complete than the two cited? Any on-going? Why not include maps of all known landfills, open burning sites and incinerators, Industrial Waste Treatment Plant, Bldg. 7052, all former building sites (and year demolished) for the use of adjoining communities who share a concern for longterm effects of poor waste disposal practices? **[F.10.4]**

2) Regarding water pollution, are results available from a testing and monitoring program involving the entire WAFB storm drainage system, including

Stony Brook, Cooley Brook, Williamsett (sic) Brook and the Chicopee Reservoir for persistent chemicals like DDT, PCBs, heavy metals or toxic residues of organic solvents? (Note: A recent environmental study at the University of Mass. detected PCBs in the Connecticut River near Chicopee.) [F.10.4.9]

3) The report seeks to document hazardous chemical wastes produced by current operations at Westover AFB by reproducing a Table from Hall, 1982. Of 24 waste materials listed, only 3 chemical names are given. It is imperative that identification include proper specific and not generalized information. For example, hydraulic oils are listed. What types? Do any contain terphenyls? What are RTECS numbers for PD 680 type II, Engine oil, alkaline cleaning solution; cold tank stripper; polyurethane paint thinner; B&B chemical 3100; synthetic turbine oil; JP-4; preservative oil; penetrant; emulsifier??? [F.10.4]

4) Civilian workers at WAFB have complained in the past of pollution of drinking water, asbestos in demolished building sites, and a lack of concern for their general health and work-related hazards at WAFB. Most importantly, fears of excessive rates of cancer have also been expressed. [F.10.4.10]

Question: Did your investigation include any reports of follow-ups regarding such employee concerns? Have any epidemiological studies of mortality experience of WAFB civilian personnel been made? Military personnel?

5) Recent cancer incidence surveys by the Mass. DPH have pointed to the town of South Hadley and city of Chicopee as appearing to be 'hot spots' of certain types of cancer. Since the residents of both towns are presently being asked to expansion of polluting activities at WAFB, is it not possible to ally their fears by presenting results of epidemiological studies of WAFB itself? If none are available, would one be recommended as soon as possible? [F.10.4.11]

In conclusion, may I request a copy of the Draft EIS, the Hill and Weston reports, or your suggestion as to how I could obtain them.

Grimard, Richard A. and Alice L. (H-122)

Our home, which we own, is in the flight path of Westover Field. Many times in the past we were unable to continue conversations on the telephone because of the noisy KC135's and B52's after the planes left the runway and gained altitude. Would it be possible for the C5A's to use the Granby runway to avoid this metropolitan area?

We are also concerned for the status of Chicopee State Park. This is the only safe area for year round recreation including swimming, picnicking and fishing. Many of us walk through this park, twelve months a year, as it is devoid of traffic and fumes from cars and trucks. We enjoy the wildlife including birds, hawks, ducks, geese and animals. [F.7.3.5; F.7.3.6; F.7.3.10]

We are very aware of 82 decibels being the limit of not damaging the human ear. We understand the C5A's are in the 85 decibel plus range. [F.8.11]

We are against the C5A's using Westover Field because of the environmental changes that will occur. Also property values will diminish. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

Grinuk, Joseph A. (H-124)

The C-5A and civilian cargo port plus passenger service on 24 hr. basis this will damage the environmental stability pertaining to noise and air pollution surrounding city and towns next to Westover. [F.9.4; F.9.5; SECT. 3.4; SECT. 4.4]

Also possibility of a disastrous crash off the south runway which heads directly into densely populated Springfield just 3 miles from the end of runway. [F.7.2.11; SECT. 3.3; SECT. 4.3]

Civilian cargo port and passenger service which annoyance from noise and air pollution 24 hr basis will be detrimental to health [F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3] and freedom factor.

Conflict of interest - Mayor Richard Lak also a Air Force Col. Reserves promoting these Westover plans for the base is violating the state law. 14 cities and towns around Westover should have the right to vote on these Westover plans and not Mayor Lak alone. [F.2.10]

Grohs, Kevin L. (H-124)

Comments do not pertain to issues addressed in the EIS.

Haber, V. Fred (H-125)

Are C-5As, on take off to be at a low altitude when going over the Chicopee area, and what runway is going to be used for this take off. [F.6.2.3]

I am against allowing 24 hr operation, not all carriers have 3rd generation jet engines (like current DC8). Carriers using this airport should have jet engines like the Emery Freight airplane currently in operation there. Living here for over 23 years in line with the southwest take off runway, I am aware of the excessive noise pollution when B52 & KC135 tankers were here on duty flying missions on a 24 hrs alert basis. [APP. J]

Property devaluation is sure to be a direct result of 24 hr commercial operation if allowed to run beyond 11 pm. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

Habinowski, Mr. and Mrs. Edward (H-125)

We live in Springfield Mass about 4 air miles south of Westover AFB and in line with one of the takeoff/landing strips. After listening for 20 years to

the B52's and KC-135 tankers take off and land over our home, it was a great relief to us when SAC was moved away in 1974. Not only was the noise annoying, but the fear of an aircraft crashing during take off, especially after a KC-135 crashed in a ball of fire at 12:30 AM in June 1968. It was one of (4) tankers that were leaving for England non-stop and taking off over our home.

Our feelings are that a plane as huge as the C-5A should not be stationed in a heavily populated area. In the same take off pattern that we live in are (2) large hospitals, schools, nursing homes and a shopping plaza. **[F.7.3.1; F.7.2.10; F.8.5.3; F.8.6]**

Hamilton, Walter A. (H-126)

Without any actual experience with the C-5As landing and taking off on their planned schedule, I find it impossible to decide what impact they would have regarding noise.

With the resources of the Air Force what they are, I can't see why not a well-publicized trial period using the planes over their scheduled flights cannot be arranged. **[F.8.1.5]**

Harris, William F. (H-126)

I feel that the existence of C5-A transport planes at Westover A.F.B. will result in a reduction in the quality of life for nearby residents due to noise pollution and other pollution. **[F.8.7]**

Westover A.F.B. is located in a thickly, densely populated area. Have you considered the negative impact C-5A flights will have on school children, hospital patients, and the elderly who are confined in rest homes or nursing homes in this area. **[F.7.3.1; F.7.2.10; F.8.5.3; F.8.6]**

Holt, Janet E. (H-127)

I feel the Air Force and the State are combining these proposals into one to have the public focus on the C5A's and not the 24 hour flight proposal. The 24 hour flight time would be a lot more bothersome than the C5A's for obvious reasons as continuous <u>noise 24 hours a day</u>. **[F.2.1]**

I thought I lived in a democracy. From what I perceive, the public is not informed of these proposals until the last minute (when nothing can be done) **[F.2.8.2]** and when inquired on more hearings or more time to pursue adequate information, they were denied. **[F.2.9]** That to me is dictatorship.

The issue of these proposals creating 1000 more jobs is minor compared to the some 12,000 people who will be adversely affected. The statement of creating more jobs is just to add some positive to very negative issues. **[F.14.1.4]**

Westover Air Force Base may be equipped to handle commercial flights 24 hours a day but the area surrounding the base is too populated and problems will arise continuously from this.

Howard, Janet (H-128)

Property values are estimated in the Draft Environmental Impact Statement to decrease in surrounding communities one percent for each decibel over 55 DNL. I would like to know which areas will be receiving over 55 DNL from proposed Westover traffic. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J] [F.8.3.1]**

According to the EIS, fewer than 100 people are now exposed to over 65 DNL from Westover air traffic. The implementation of the two proposals in the statement will mean that 11,500 people will be exposed to over 65 DNL and that "approximately 2,750 persons would be expected to be highly annoyed by cumulative aircraft noise."

This will create 693 jobs, but reduce the value of properties in the surrounding communities and have a substantial negative impact on the quality of life here. **[F.14.1.4]**

It is stated on page 52 that this area has had a below average unemployment rate since 1974. Growth in employment has been more positive in the region since 1976 than for the U.S. as a whole, and is expected to continue to grow. Therefore, these jobs are not vital to the health of the region. **[F.14.1.5]**

In referring to the need for the WMDC proposal (Section 1.2), it is stated that WMDC needs the tower open 24 hours to increase development of civil aviation. I do not feel the EIS sufficiently addresses whether there is a need in the region for this proposed increase in air traffic. Bradley Airport is half an hour away and can service most of this region's business and passenger needs. **[F.3.2.1]**

The original Air Force proposal was to base eight C5As at Westover in place of the sixteen C130s there now, with ten hours total flying time per week. Though it would still increase noise levels residents would be exposed to, this seems a more reasonable proposal. Such a compromise, with a very limited increase in civilian air freight use of Westover (well under the 82 arrivals and departures estimated now) would be better suited to the area, especially considering that Bradley Airport is half an hour away.

I also feel that using one runway, runway 23, for 80% of the air traffic puts unreasonable stress on the people living under that flight path. Other runways should be used a greater percentage of the time. **[F.5.1.1]**

Hoynoski, Mrs. Dianna (H-129)

We are now in the flight pattern of the C130's planes. We can just about stand that noise, without the noise pollution, the air pollution, and the danger of these new additional jets flying overhead.

Also the fact that a 24 hour civilian airport would not be fair to our area homes, with planes flying all day and night, when other large airports stop flying by 11 pm. **[F.3.2.3]**

This project would not create jobs for our area people, it would create jobs for reservist or military people. **[F.14.1.1]**

The reason it does not bother you people is because you do not live in this area. I'm sure you would object to this plan too. We should have a say in this matter.

Please consider my plea because we will fight hard to stop this project.

Hughes, Tory (H-129)

Because of the many environmental problems associated with the expansion of Westover A.F.B. and the deployment of C5-As at this site, I urge you to reconsider your actions; as a taxpayer I do not feel they are safe and do not want them in my area. **[F.7.2.2]**

The increased levels of hazardous wastes (Westover is currently out of compliance with hazardous waste regs, and has been cited twice in 2 years by the E.P.A.) and of ozone production. Westover is also currently out of compliance with ozone reduction regs, and the C5s will increase NOx production leading to more ozone. **[F.9.4.2; F.9.5; SECT. 3.4; SECT. 4.4; F.10.4.2; SECT. 3.5; SECT. 4.5]**

Additionally the planes will increase noise levels unacceptably high at three large area hospitals in the flight path, and will also thereby reduce property value by millions of dollars. **[F.7.2.10; F.8.5.3; F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J]**

The plane doesn't work the way it was built either.

Dr. Maraman, this is not a popular plan. Your review period ends on the same day the cancer study for the Westover area is due to be published. Cancer rates around Otis/Camp Edwards AFB are extraordinarily high. By not even extending the review period you jeopardize the lives of those you are sworn to protect. I don't pay money to the government to have my chance of getting cancer increased.

Please, pay attention to public sentiment up here. The least you can do is (1) extend the review period, so we, the citizens, can have access to all the information necessary in addressing this issue. Then you can look at the facts and see if you'd want this in your neighborhood, with all the problems that have plagued the C5A since you all were hornswaggled into paying Lockheed for it. And say no, as we do. (2) We do not want the C5's at Westover. They are unsafe, dangerous and inefficient.

Jennison, Agnes (H-131)

I have lived in this area for over 30 years.

There was a lot of noise when the B-52 planes were at Westover. I have a nice crack on my kitchen ceiling which I saw crack when one of the B-52's went over.

I do not feel that we should have to put up with the noise and air pollution from the C-5A transports for training purposes at Westover.

Johnston, Len (H-132)

Submitted copy of editorial entitled "Westover Terminal."

Karetka, Peter (H-132)

I, personally welcome the C-5As and am sorry to see the C-130s leave.

Not so for the Civil Aviation, with the potential of a seven day operation around the clock, twenty four hours daily.

It was disgusting to me, to hear some of the remarks at the meeting, to ridicule the reps of the Air Force.

Seems it was, lets go after the Air Force. In my eyes the big culprit of noise and air pollution will be the Civil Air Operations, not the Air Force. Those air lines will be in here for a seven day a week operation on a twenty four hour operation. This will keep the air space in this area saturated with their planes. No concern for the people in this area. This would be with profit in mind. **[F.7.1.3]**

Let the Westover Metropolitan Development Corp. keep it as first mentioned, a commuter type of operation with day light operating hours only.

Keith, David (H-135)

I believe the enclosed questions were submitted for consideration at the public hearing at the Bellamy School on January 8, 1987. I am resubmitting them with this request for written answers.

These are questions I and many others had hoped would be answered at that hearing so that we could use the answers for more informed public comment on the EIS. Obviously, the one hearing format does not allow either time or access to information sources to adequately deal with complex issues. Ideally, those questions not answered in a first hearing should be researched and responded to at subsequent hearings--still allowing long enough review period for comment on those results. **[F.2.8.5]**

The current hearing/review process is inadequate and will lead to detrimental effects--adverse impacts-- that might otherwise be avoided. The interests of people have been sacrificed to the interest of haste.

Finally, I want to go on record as being opposed to stationing C-5s at Westover. These planes are dangerous, unreliable, noisy, economically disastrous, and should never be flown over populated areas. Their military usefulness and performance have always been questionable at best. At the same time the Air Force claims they are vital to defense, they want to send over a billion dollars worth of them to train Westover's reserves. At the four five-hour sortie rate given in the EIS, each plane will fly only five hours a month. **[F.3.1.6]** I say these planes are being dumped at Westover because the Air Force doesn't dare or can't afford to actually use them. This is no basis for spending taxpayer money or risking lives. **[F.3.1.5]**

Kelwick, John C. (H-137)

Expressed support for both proposals

Keough, John J., Jr. (H-138)

Expressed support for increased activity at base.

King, Robert J. and Cynthia J. (H-139)

What is the decibel level for my residence?

How will this decibel level affect my property value? **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

How will the air quality be affected by C5A and 24 hr civilian air service? **[F.9; SECT. 3.4; SECT. 4.4]**

We are violently opposed to 24 hr air service.

We are opposed to the C5A's being brought to Westover because of the noise levels, the air pollutants and the danger of dropped parts and fuel dumping.

How will we be compensated for the devaluation of our property? Please send specific instructions. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

I would like actual test flights of C5As and night flying prior to implementation. **[F.8.1.5]**

Klett, Richard W. (H-140)

After listening to the speakers on both sides of this issue, I believe that the Air Force (and the civilian airport group) have contrived to prevent an open, honest and informative meeting. Subtle intimidation has been utilized

to dissuade intelligent, in-depth questioning. I must say that I am ashamed, greatly disappointed and angry at the Air Force for the manner in which this issue was handled. Especially insulting was the A.F. comment that "we want to be good neighbors"-- then they proceed with a contrived one-time meeting designed to side-step the specific questions! **[F.2.8.6]**

I also believe that noise and air pollution will be sufficient to affect the already too-high levels of cancer incidents in our community. Certainly, more time, more dialogue and more honesty is needed to arrive at an intelligent decision. I am against transfer of C-5s and the civilian airport proposed for Westover! **[SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]**

Klett, Shirley M. (H-140)

I feel, based on what was presented at the meeting, that great harm will come to our environment and, consequently, our children. Please register my concerns with the governing body.

Kokoszka, Barbara J. (H-141)

I wish to go on record against the two proposals. Many environmental, health and safety questions have not been answered satisfactorily by either the Air Force or the WMDC.

C5A's -- I am deeply concerned about the statement that Westover will become a "transfer point for hazardous military waste." **[F.10.4]**

Also, with regard to the noise factor, the area around Westover is a very thickly settled residential neighborhood and state park, whereas in Delaware where the C5's are currently stationed, the planes take off and land over swamp land and an industrial park. **[F.7.3.1]**

WMDC -- This 24-hour airport simply is not needed, since we are only a half hour from Bradley Airport. There are many more negatives to this proposal than there are positives, including the additional stress placed on the residents of this area, due to noise pollution and the ultimate health problems that will occur. **[F.3.2]**

I believe it all boils down to the quality of life that we now have and the fact that it will drastically change for the worse if these two proposals are approved.

Kokoszka, Barbara J. (H-142)

I am concerned primarily with the noise factor and how the additional noise will add to stress and affect the health of Chicopee residents and residents in other affected communities. In Delaware, the C5's take off and land over swamp land and sparsely populated areas. In Chicopee, landings and take offs are over heavily populated areas. **[F.1.1; F.1.2; F.7.3.1]**

In the event of a crash at take off or landing which are the most dangerous times, these heavily populated areas would be in jeopardy. Why not choose a military airport that would have the planes take off over the water. [F.4.2.4]

Two newspapers mentioned that Westover would become a "transfer point" for military toxic waste. I would like to know exactly what that means. Will toxic waste be flown in from other locations? Will it then be transported through our city in trucks? Or flown to another area? [F.10.4; SECT. 3.5; SECT. 4.5]

I think it is very wrong and very unfair to people who have put their entire lives into their homes, only to have something like the C5's coming to Westover cause their property values to plummet. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

Krawczyk, John R. (H-143)

In regard to the C-5As coming to Westover, I'm for it all the way.

Does not mention WMDC operations.

Kusiak, Joseph (H-144)

Will the C-5As be involved in any air cargo drops locally? [F.6.2.6]

LaPlante, Ronald H., Jr. (H-147)

After reading the EIS, I have a number of questions I wish you would answer. What is the study for? I know there is a Federal law which requires the Air Force to make one but what are the guidelines used in the study? [SECT. 1.3] What would be right and what would be wrong in regard to this study? How much noise, air and water pollution would it take to affect my environment??

Why was the April 1986 hearing postponed?? Was it because of the aborted flight of a C-5A full of reporters? [SECT. 1.2]

With all former impact areas of Westover transferred to private use, is it unsafe to operate runways with less than the original design impact areas? [F.2.1; F.7.3.11]

The wildlife study in the EIS proved to be little or no value due to the lack of a complete study of all wildlife in the area such as fish, birds, animals, and insects, etc. Why was not a complete wildlife study done? Is there some serious impact now done to the wildlife in the EIS area? [F.12.3]

Was there a study done on the additional CO2, hydrocarbons, etc. that would be generated in the valley area with the C5A plus the private flights? [F.9; SECT. 3.4; SECT. 4.4]

Will all the letters, etc be available to the public in regards to the EIS and the C5A issues? **[SECT. 1.3]**

Who is the person or persons who had the idea to transfer the C5A's to Westover? **[SECT. 1.1]** What is the total cost to date of the C5A project transfer to Westover? Who approve[d] the original funding of this project? Will Chicopee lose any federal monies if the C5A's project fails to come to Chicopee?? What is the dollar value of the above project??

LaPlante, Ronald H. (H-145)

During November 14, 1985 I wrote the Department of Environmental Quality Eng. in regards to fuel spills at Westover and a Stephen F. Joyce explain[ed] that the S.P.C.C. plan. The plan itself is a good one but it seems that with the C-5A action that the plan would not be expanded and reviewed even when the fuel storage capacity is increased and fuel transfer is 10 times as much and the oil-water separators between Westover and Cooley Brook was out-dated when it was installed to confine the B-52 spillage. These oil-water separators are a great idea but need to be up-dated in regard to the C-5A action. **[F.10.3]**

I am a local sportsman and Cooley Brook is the <u>last</u> natural native Brook Trout nursery in Chicopee. All other brooks, streams, etc. that once held native brook trout have been destroyed for the sake of <u>improvement</u> which is similar to the C-5A action.

The draft (EIS) does not mention the impact on fish in the area, or the State wildlife management area at the end or start of the run ways and uses a broad stroke to go around executive orders 11988 or 11990 and does not mention any violations of state laws on wildlife protection. **[F.12.4]**

Also Mr. Joyce stated that maintenance of the new aircraft will not be done at Westover but, on page 98 (EIS) they are installing a new maintenance corrosion control facility again without review of SPCC plan. **[F.10.3; SECT. 4.5.3]**

Laramee, Ken and Virginia (H-149)

We are strongly opposed to the "Expansion" of WAFB for the following reasons:

1. Health: The noise is hazardous to ourselves + future family, i.e., hearing, high blood pressure, cancer(?), stress... **[F.1.1; F.1.2; SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]**

2. Property devaluation -six months ago we invested our life savings into buying our house. It is devastating to learn how our property value will decline w/ the expansion. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

3. Wildlife protection - Animals are even more sensitive to noise than humans. We feel the wildlife in Granby (deer, wild turkeys, coy-dogs...) will be driven away - very unfortunate for those of us who care! [F.8.12]

4. Annoyance - We can barely tolerate the present activity level. To be waken up at night - I fell this is just not necessary! [F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]

PLEASE CONSIDER OUR VIEWS! PLEASE RECONSIDER!

Larue, June B. (H-149)

I am not in favor of the expanding of the AFB (Westover) for private use. It would be too much noise at all hours night and day. Plus air quality would be bad.

Larue, Normand G. (H-150)

I am not in favor of the expanding of the private sector. I am afraid of poor air quality from to many airplanes, also the noise it would created at all kinds of hours, plus the extra fumes from large heavy trucks.

Leconte, Kenneth A. (H-150)

Requested copies of draft and final EIS.

Lindquist-Cook, Dr. Elizabeth (H-151)
and
Jussim, Dr. Estelle

Citizens of Granby, Mass. are opposed to the stationing of the huge C-5 jets at Westover AFB. We do not think that these huge planes belong in a heavily populated residential neighborhood. [F.7.3.1] Most of us live in Granby because we value the quiet, and freedom from noise and pollution which this area offers. This country has attracted many new homes and is a prime area for real estate development. One of these planes flew over our house this winter, and the noise was unbelievable. We also are concerned that Westover has been cited as one of the sites of toxic waste dumps, which pollute streams flowing into the Granby water system. [F.10; SECT. 3.5; SECT. 4.5] A few new jobs in Chicopee will not make up for the loss of property value, the noise, the pollution, and possibly danger to our lives from huge planes flying over our rooftops in bad weather.

We hope the airforce will think again about the idea of bringing these planes to the Conn. valley. They would do better in the far west, where there is more open space and less possibility of causing damage to the environment. Granby, and South Hadley are primarily residential areas. [F.7.3.1] We do not want these huge and dangerous planes.

Low, Virginia (H-151)

A state study of cancer rates is due to be released Jan. 23. I believe it will be totally irresponsible of the Air Force if the review period is not extended to allow time for consideration of this study as well as several other matters that need further investigation. **[F.2.6]**

Lyszchyn, Romeo (H-152)

I am enclosing some copies of correspondence both to and from executive director Vincent McGovern (note the underlined.) Also enclosed is a copy of a partial map showing the approximate location of my dwelling in relation to runway 230. You will note that the location of my home has been shown to be much farther away from the center line of the runway than it actually is. I have marked the location of my house.

When the planes warm up their engines on this runway, I can hear them and some of these planes come in so low my two young children would run to either myself or my wife and cry. This is not true with all the incoming planes. I wasn't aware of the fact when that my dwelling was located in line with this runway, nor was I aware that Westover would someday become active again. If I had been informed of this, I would not have bought the home. We have had debris fall from at least one military plane onto the roof of our home and surrounding grounds. Some of the debris was picked up by the Granby police and I believe returned to Westover at our request.

As I have stated, I am not opposed to progress and economic expansion. I am in fact for it. But I also believe that I and my family should not be forced into a position which will cause us to sacrifice our health and suffer economically in order to improve the political standing of local politicians. We as citizens pay their salaries. They are supposed to do what we ask or get out of office. If any of us as citizens were to intrude into their lives or do anything which would infringe on their personal property, we would be locked up.

Major, Neil

No specific comment.

McClelland, Clyde R. (H-156)

As a member of the local school system (Vocational Division Placement) - I endorse w/o qualification the words of Mr. John Frykenberg [enclosed copy of letter to editor from Mr. Frykenberg] dealing w/employment placement-full-time- for our vocational program students. I am aware of the positive impact both proposals would make on our local job market. Directly affected would be the vocational opportunities which accompany transportation/materials handling fields - it would mean more - new - different employment potential. Also, my home is situated in Chicopee - close proximity to Westover - and I

understand the potential fallout problems - noise - pollution - etc. - etc. - etc. - record my vote as being in favor & in support of John Frykenbergs sentiments.

McNulty, Ruth E. (H-157)

With regard to the inception of the C5As to Westover, I feel that they are a threat to our safety, health and general well being. They have a very poor safety record, **[F.7.2.2]** are noisy and the emission into the atmosphere is much greater than that from the C130 that is now based here. **[F.9.3.1]**

The plane is also a monster in size. I know this for a fact because this morning one of these C5As flew over my home for about an hour and a half. I called the base and they confirmed the fact. It was on a training flight from Dover, Delaware. My home is right on the flight path of these planes and I am naturally very concerned on all counts. I was told they were practicing taking off and landing. Is this encouraging? NOT TO ME!
With regard to the WMDC Civilian Flights I am also against this proposal because of the twenty four hour flight plans. This will give no peace to those of us living in the path of these planes and flights will naturally increase. This will in turn increase the noise, pollution, HAZARDS AND STRESS TO THOSE OF US BELOW.

The environment will suffer as will wildlife in the area. There are wetlands involved in this matter. **[F.12; F.13; F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J]**

Also our property will be devaluated. This was acknowledged by members of your panel at the hearing. We cannot afford to have this happen. We have worked too long and too hard to acquire it.

In addition the jobs which have been touted by all and sundry have no bearing on the general public. These jobs are Reserve. Another fallacy. **[F.14.1.1]**

McNulty, Ruth E. (H-158)

I am again writing to you with regard to the two Westover Field proposals.

We remain in firm opposition to these changes for all the reasons previously reported. SAFETY HAZARDS, AIR POLLUTION, STRESS ON THE HUMAN MIND AND BODY, FEAR AND NOISE POLLUTION. These are real and viable concerns. We people, who are in opposition are not foolish cranks, as some people in authority have claimed. We are concerned for our homes and families.

You must realize that conditions as they exist in this area are not conducive to the type of Air Traffic that is proposed. This is a very heavily populated area. There is no Buffer Zone, as it is called between the Base and the homes involved. City officials say that we can live with the noise etc. However, I notice that most of these people do not live in the area of the flight patterns. This includes Mr. Allan Blair, who lives in Longmeadow, MASS., SEVERAL MILES AWAY. The Bases in New York state and in Dover,

Delaware, have miles of open land around the Bases. This MUST BE TAKEN INTO CONSIDERATION.

I truly do not know how I and my family will be able to cope with C-5s training over our heads for hours and days on end and with the WMDC twenty-four hour flights keeping us awake. These proposals if put into effect will be nothing short of mental and physical torture inflicted on innocent people. IS THIS AMERICA?

I am enclosing a clipping from one of our local papers..This is a letter written by one in opposition, and expresses most clearly how we feel.

I hope you and those involved, will reconsider these two proposals. Our fate and that of our children, lies in your hands.

Martin, Doris P. (Mrs. R. A.) (H-159)

I am greatly upset as I read in our local paper, the Springfield Union, the plans that are being contemplated for Westover AFB, Chicopee, MA. This base is much too close to thousands of people who live adjacent to it for a thing like that. That would be satisfactory if it were miles away from homes. I know what I am talking about because my home is in the flight path. As it is now, the planes fly right over my house and are so low I can almost see the cockpit. **[F.7.3.1]**

I also worked at Westover for many years and am familiar with the planes activity. It would be satisfactory if all the planes were small and made little or no noise, but these jets -NO.

I know when the 99th Bomb Wing was there the noise over my home was terrible. I couldn't talk on the phone without having to wait until the planes passed over, and it was impossible to even hold a conversation in your own back yard. Please, don't let this happen again. I just can't stand that again.

I know some investors will be hollering for money, but money is less important than the well being of the persons surrounding the base. They don't live near the base, so they don't care.

The chance of accidents are not to be overlooked. There are so many homes the planes could land on.

Please don't let this materialize.

(Attached newspaper article).

Martin, John R. (H-160)

I live about 300 yards from the end of the run way and I would like to know what sound levels to expect and what will happen to my property value now that I am going to be in the new Safe Zone- **[The Air Force Responded to this comment by letter]**

Maslowski, Michael R. (H-161)

This is to express my total and unequivocal opposition to sanctioning or enabling the institution of a 24 hour civilian use of Westover Air Force Base for scheduled air carrier and scheduled all-cargo service.

I am sure no one would contest the Department of Defense's right to place 16 C-5As to replace the present C-130s.

An article from the Boston Globe dated December 18,1984 showing a parallel situation in Boston, gives a hint of what 24,000 people can look forward to. Ask the people who live in Chelsea, Winthrop, and South Boston what they think of commercial aviation. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

What disturbs me more is that the Air Force published a legal notice before showing Ft. McPherson, Georgia as an address for attendance of the first public hearing. If this hearing enabled the Air Force to authorize the Westover Metropolitan Development Corp. to use the tower and runways, then this shows direct collusion between the Air Force and a civilian contractor, and this matter should be brought to the attention of the Department [of] Justice. **[F.2.8.1]**

Mason, Henry R., Jr. (H-162)

No specific comment.

Matthews, Mary (H-162)

I am writing to expess my objection to the stationing of C5A transport planes at Westover Air Force Base and to the expansion of traffic at the base to round-the-clock use.

I believe it is inappropriate to house and fly C5As in an area as thickly populated as the Connecticut Valley. They will cause unacceptable levels of noise pollution and be a significant hazard. **[F.7.3.1]** Although they may bring employment to some people, they will bring economic hardship to others, through property value losses.

I am also concerned at the constantly increasing control of airspace by the military, which already controls an area almost sixty times the size of Massachusetts! **[F.7.1.4]**

I shall send a copy of this letter to Governor Michael Dukakis, State Representative Stan Rosenberg, Congressman Silvio O. Conte, and Senator John Kerry. I shall ask them to oppose the expansion of Westover and support legislation similar to that introduced in Congress last year to control the allocation of airspace for military use.

Meister, Ann Y. (H-163)

As a taxpayer and property owner living under one of the proposed flight patterns for the C-5s and the 24 hour commercial terminal, I strenuously am opposed to this proposition.

As an individual who has been educated in Environmental Planning, I would have thought you would have been concerned about the hazardous wastes that are leaching into Cooly Pond and Stony Brook Pond. This problem was mentioned in the EIS Study in 1984, but still has not been addressed. Stony Brook runs into Granby. Granby does not have city water, and this continuing pollution of Stony Brook poses a serious health problem. There are other hazardous waste problems at Westover, and with the proposed increase of traffic planned, this problem will be seriously compounded. The Air Force is planning to do another study, relative to the pollution of these ponds. Personally, I think the "buck" should stop being passed, and a safe solution initiated immediately! **[F.10; SECT. 3.5; SECT. 4.5]**

The increased noise, environmental problems, as well as safety factors have not been seriously dealt with! You know and I know that the C-5 is an overly priced, dangerously built aircraft that has a 5.97 dropped parts per 3,000 departures, as opposed to 1.47 for the C-130s. **[F.7.2.2; [F.7.2.3]** In addition to the strong possibility that fuel may have to be dumped from airborne planes. **[F.9.2]**

In spite of what the Air Force is trying to convince our State Representatives, we do have a large group of people objecting to this unrealistic plan! As a taxpayer, having to put up with the problems, as well as, pay for the exorbitantly over priced "white elephant" that is poorly designed, I sincerely hope that your environmental education will make you speak out against this ridiculous plan. I hope you will use your professional expertise to help insure that our health, safety, property values and important environmental issues are not "snowed" under by the pressure of the Air Force. The negatives for the C-5s coming to Westover, outweigh the positives.

The Air Force record at Otis AFB, regarding environmental and citizens welfare does leave a lot to be desired.

Mscisz, M. J. (H-164)

Who pays for loss of property or life in case of an aircraft mishap? **[F.7.2.13]**

Who compensates for loss of property valuations? **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

And how about parts and residue falling from aircraft overhead? **[F.9.2]** **[F.7.2.3]**

Right now I have no insurance to protect myself, my family or property.

For my part, look some where else.

Minear, Richard H. (H-164)

1. The Draft EIS consistently plays down the one factor that is of primary concern for Amherst: the annoyance factor. For example (p. vii, italics added): "The principal impact to humans would be annoyance to persons who find aircraft noise unpleasant and intrusive." I submit that virtually all people find aircraft noise unpleasant and intrusive.

   Indeed, the current flights out of Westover are not a matter of total indifference to many residents of Amherst (as a member of the Board of Selectmen--although this letter is written in my private capacity and does not speak for the Board--I have occasion to fear angry reaction to overflights). An overflight just this past week--in the depths of winter, with all windows and doors closed; in the late morning, not at dawn or dusk--stimulated expression of concern.

   Again from the EIS (p. B-4): "Psychological annoyance from aircraft noise is probably more significant than the direct physiological consequences." Psychological annoyance is every bit as real as physiological consequences.

2. The impact of the proposed changes goes far beyond the immediate Westover area. Amherst is a community with education as its major industry; the proposed changes can only hurt the conditions which make Amherst attractive to education.

3. The upgrading of the 439th TAW to the 439th TOW (sic) will focus student concern on Westover. I remind the Air Force that only 14 years ago there were massive arrests at the gates of Westover (including the arrest of the then-president of Amherst College).

Moran, John F. (H-165)

The C-5 should be stationed at Westover.

The airfield should be a 24 hour operation.

Moriarty, Mrs. Joan (H-165)

If the C5-A's were to come to Westover, WMDC operate a 24 hour a day freight service and eventually passenger service, the quality of life in this area would not only be diminished but completely destroyed.

In addition to the noise factor there is also pollution [F.9; SECT. 3.4; SECT. 4.4], hazardous waste [F.10; SECT. 3.5; SECT. 4.5], danger of accidents

[F.7.2.11; SECT. 3.3; SECT. 4.3], decreased property values [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3] to consider.

Please reconsider or withdraw your proposals.

Muise, Paul A. and Doris A. (H-166)

We strongly object to the use of Westover for the C-5As & commercial planes. It would create too much noise, affect air quality, disturb home owners, people in hospitals, nursing homes (of which there are several in this area) [F.7.2.10; F.8.5.3], and air quality [F.9; SECT. 3.4; SECT. 4.4]. We have lived through it before and know the effects. Springfield is known to be the City of Homes and it will affect our home value. [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

We certainly intend to stay with this issue until it is resolved. We have worked too hard & long to create a safe environment for our children & grandchildren to let this plan go through. The C130's and freight planes that are there now are enough to contend with.

We attended the meeting last week and thought it was a fiasco. One colonel said we could insulate our homes better to help with the noise. Does this mean we could not open windows or enjoy our yards in the summer? Plus, it would not help the noise values when the planes take off and land right over our homes.

Please reconsider Westover for this plan. We have rights too.

Murawski, Charlotte (H-169)
Murawski, James F. (H-168)
Murawski, John J.
Murawski, Joseph

I am in favor of the C-5As coming to Westover Field, also, I am in favor of the civilian airport as proposed. I attended the meeting on 1-8-87, my residence is eight tenths (8/10) of a mile from WAFB runway that is now being used by C-130s. The noise level does not interfere anyway at all and the C-5As will not be a problem.

The C-5As are needed for the economy of Chicopee and surrounding communities.

I, also, resent professional protestors from great distances dictating the economy and well being of the local people who have lived in harmony with Westover Field and the U.S. Air Force since 1939.

Murphy, Mrs. Alice S. (H-169)

I'm for it 100%.

I was a USO Hostess during World War II never minded the planes. Lived near

by the base and I can honestly say no one in our family of 7 was affected health wise. In fact I am 72 feel like I am 21 am still working hard as a hairdresser. My hearing is excellent. These people who complain about noise should look right in their own environment with loud stereo going that one can hear in the next street.

My mother is 93 years old and is in good health. Believe it or not she doesn't mind the flying of planes!

Muzyka, Gary Douglas (H-170)

I am in no way convinced by your presentation that you have in mind the interests of the population of this city or the surrounding communities.

I am opposed to any escalation of activity at Westover Air Base. Last summer (1985) when the Pease A.F.B. was under repair, the noises of the C-5s and F-111's was unbearable. At times it was deafening. I see no need to return to this base. Build one somewhere where nobody will be affected.

Also I feel that the issue of a commercial airport is and should be a completely separate issue. WMDC is trying to ride in on your coat tails, and frankly I'm surprised you invited them to your meeting. We certainly don't need a 24 hour operation robbing us of our sleep. **[F.2.1]**

Nascimento, Nadia (H-170)

I am against the C5-A coming to Westover because of the effect it will have on our lives.

My first concern is the devaluation of our home. We have a lot of money, love, and time invested in them. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Secondly is the noise level. I am in direct line with the landing runway of Westover and the noise level is bad enough now never mind when the C5's come by. I think the planes should be placed where there isn't as many homes. **[F.7.3.1]**

I am also against the 24 hour operation of Westover AFB. If this happens we won't be able to sleep day or night. We owe it to our children not to let this happen. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

Nohorsiah, Michael (H-171)

With you considering 24 hour operations at Westover airfield, you have to consider all the negative points, if they were put into a group it adds up to a substantial impact on all the communities involved.

At the meeting held on 1/8/87 in Chicopee they said they didn't do a study of any of the wildlife living in the area. **[F.12]**

If the military needs the flights that's one thing, but the WMDC doesn't need it. All the increase in pollutants will come from the civilian side. They are talking about the year 1995, of having 40 flights between 10 p.m. and 7 a.m., that could disturb up to 44,000 people to say nothing of the animals. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3] [F.8.12]** Also nothing was said about whether it would have any effect on Quabbin Reservoir which is in the flight path. **[F.14.4.1]**

Parent, Joseph L. (H-172)

My main concern is the possible loss of property valuation because of the noise and pollution when the C-5s are sent to Westover. I am willing to concede that it is probably essential that these planes be sent here for sound military reasons. However, I am strongly opposed to any increase in civilian air activity at Westover. 24 hr. a day operation of civilian planes at Westover would be in my opinion very disruptive to the hard working people of Western Massachusetts. I strongly urge the Air Force Reserves to deny 24 hr. use of Westover's runways to civilian air traffic. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Air Force Reserves - Yes - Civilian Air - No.

Pasterczyk, Celeste (H-172)

We do not want C-5s in our area. As a mother of three small children I worry about the noise level of these planes. My son woke up early one morning & said he couldn't go back to sleep because of the noise of the current planes. What is going to happen if the large planes come? Aren't we stunting the development of our young children - they will not be receiving the proper rest - nor will the parents. **[F.1.1; F.1.2]** Westover AFB is surrounded by residential homeowners - there is no ocean nearby as in Dover MD. for the planes to fly over - just our homes! **[F.7.3.1]** We will never be able to sell, the property values are declining just on speculation of the C-5s. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]** Our health and pollution will be hurt. Is moving the C-5s to Westover worth it? Do we stand a chance of fighting the government - this is America.

Parker, Sabina (H-173)

No specific comment.

Pelletiere, Lucy (H-173)

I would like to voice my opposition to the proposed plans on making Westover AFB in Chicopee into a civilian airport, and also the projected plan on 16 of the C5As.

I have lived in this area for the past 20 years and have raised three daughters. Since my husband's death and before, I have had to work to pay

the mortgage and keep my home in good order. I would like to enjoy 8 hours of sleep at night and not be awoken by a jet plane roaring during the night hours. This is a working class neighborhood and after being exposed to stress during daylight hours, we feel we are entitled to enjoy our leisure time. [F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]

Our properties that we have fought so hard to keep will drop tremendously in value. My house alone will drop 52% because of the noise level, is what I have worked all my life for? [F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]

The neighborhood has never in the past complained of the military flying during daylight hours, but unfortunately you have married yourselves to a civilian airport and you will find opposition to the C5As. [F.2.1]

I do not relisn the idea of 745 tons of more pollutants going into the air. The towns surrounding Westover already have a high cancer risk factor and I am concerned about the future of my grandchildren. [F.9; SECT. 3.4; SECT. 4.4]

There is no need for a civilian airport at Westover since Bradley International is only 30 minutes away and is presently undergoing a large expansion. So, tell me, why we need Westover as a civilian airport? [F.3.2]

Phelps, Martha M. (H-175)

1. Why has the C-5 proposal been linked to the 24-hour operation of a commercial airport at Westover? [F.2.1]

2. What part of the environmental study applies to the 24-hour airport proposal at Westover? [F.2.1]

3. If the answer to Question #2 is none, will a new environmental study be made and published prior to any approval of 24-hour operations at Westover for a civilian airport? [No response required]

4. What is the decibel sound level in the area marked on the map enclosed for an area in Granby which is on Taylor Street and close to the Westover runways? [SECT. 4.2]

5. Why haven't there been maps available to the public or published in our newspapers showing what decibel sound levels can be expected at points in each direction from Westover at 1/4 mile, 1/2 mile, 3/4 mile, etc., etc.? [F.2.3]

6. What is the decibel sound level required for acceptance for construction of federally funded housing? [APP. B]

7. What areas would be above the level required in Question #6 if the C-5 proposal is approved? [SECT. 4.2]

8. The 1/26/87 edition of U.S. NEWS & WORLD REPORT states that any level above 80 decibels is considered potentially hazardous according to the

National Association for Hearing and Speech Action. Does the Air Force deny this finding? **[F.8.11]**

9. Exactly how many flights is the maximum expected (both in and out) during any one day. One every hour? One every 1/2 hour? How many? **[F.6.2.4; SECT. 4.1]**

10. What kind of monitoring will be done to insure control or limits so as not to allow deviation from safe noise levels, pollution, etc.? **[APP. J.]**

11. Can you specifically name 12 new, immediate job openings to become available? **[F.14.11.1]**

12. How can you compare Chicopee and the surrounding area with Dover? The planes from Dover fly over marshland and head towards a Bay. Look at the enclosed pictures at Dover and tell me how many houses you see on the ground? How many trees? How many children playing in the streets and yards? Are there any eagles there? The television coverage showed an air view at Dover and all that I could see was a rather run down trailer park and wasteland. **[F.7.3.1]**

13. Do you think we need the C-5s and airport in this beautiful countryside, urban area? **[SECT. 1.2; SECT. 2.1.1.5]**

14. Are there alternatives that our politicians and Chamber should be considering that are just as valuable or more valuable to this community? Is there really any good reason to spoil our environment when there are other places more suitable? How much will it cost to replace what is spoiled or are some things impossible to duplicate? **[SECT. 2.1.1.5]**

Pinkos, Richard J. (H-178)

At the hearing of January 8, I was unable to ask a question which I have concerning the proposed expansion at Westover. After the draft environmental study was released, Lt. Col. Thomas Hargis the Westover commander said concerning any possible noise problems, etc., with the C 5's, "Basically, when we find out what is annoying people, we don't do it anymore."

My question is for Colonel Hargis. Specifically, what kinds of things would you do if people did complain? **[F.2.12]** I would like to have the same question asked of Mr. Blair of the Development Corporation. **[APP. J.]**

I understand that my questions and the responses to them will become part of the public record. I commend those involved for that openness in this process and I do look forward to the responses to these questions.

Pino, Robert R. (H-176)

Have the residents in other towns living at the end of runways abandoned their homes - are these areas ghost towns - have the property values diminished or have some former owners moved out and others moved in who are not so critical of the aircraft noise & have learned to live with the air field.

No time extension necessary for hearings.

Jobs - jobs - jobs & a strong economy in this state is what I & others want and if a little noise is included in the package we can live with it as other communities have.

Placzek, Andrew & Michaeline (H-178)

We would like to go on record as opposing the C-5As at Westover and also the 24 hr operation of WMDC.

We also feel the people of Chicopee & other surrounding communities should be allowed another meeting w/ officials before a decision is to be made. Unless there is something to hide, we see no reason another meeting cannot be held. **[F.2.9]**

We are concerned about noise levels and the cancer rate being affected by the C-5As since we are property owners in direct line of the flight pattern. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J; SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]**

Placzek, Debra (H-179)

The C5-A aircraft is not an appropriate aircraft to allow to fly over our heavily populated residential areas - let alone allowing them and other aircraft the opportunity to fly 24 hours a day. I am opposed and very concerned as an expectant mother and mother of two other sons, over the noise pollution, air pollution and definite devaluation of my property.

Other bases, such as Dover, admitted that careful zoning of houses near the base has helped to prevent noise and air pollution from becoming an issue -- such is <u>not</u> the case at Westover.

Keep the C5-A's at air bases where they will not endanger those whose property is not so close to the base. **[F.7.3.1]**

Placzek, Michael (H-180)

My home is located on the edge of the proposed airport and future home of the C-5As.

My home was built in 1974 after the Air Force deactivated the base and before civilian use on a limited basis was allowed.

All of my neighbors homes were built after the base was deactivated in an area which was once considered a buffer zone for environmental impact (noise & crashes).

When the base was first constructed, it was built on tobacco fields or farm land or was surrounded by adjacent forms of weedland(?), this is not the case today. The city has allowed developers to construct homes in this area & now we are the ones most effected.

Further noise and impacts are not the only issue, increases use of the airport will result in increased pollution to our environment, an environment which we are not certain is already not polluted sufficiently to harm our families. **[F.9; SECT. 3.4; SECT. 4.4]**

The question my neighbors have been asking is not only whether or not they object to C-5As but whether they object to a 24 hour a day airport. The answer one receives in almost 95% of the time is that they object to a 24 hour a day airport **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]** & they fear the impact of this on their property values **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]** & the quality of life.

I think that before you conclude your study that you should allow the residents residing on the edge of the air base the opportunity to hear what numerous flights of C-5As & other aircraft have on the quality of life in this area. **[F.8.1.5]**

I think that environmental impact studies should be done with special attention to the people who reside on the edge of the base.

Placzer, Paul A. (H-181)

Property owner 377 and 400 Fuller Road, Chicopee Falls.

As a property owner and member of a family who has resided in the path of the longest runway at Westover I do have concerns. The idea of huge aircraft and their accompanying problems are not new to us. We have lived under the constant noise and pollution of B-52s and KC-135 tankers for many years in the past. I've seen one tanker crash just 500 yards away and incinerate 10 acres of land as it exploded killing everyone aboard.

We never became accustomed to their intrusion and we were pleased to see them depart. Since their departure we have improved the value of the houses, buildings and approximately 50 acres of land. The brook is no longer polluted by runway runoff--the native brook trout population has returned. We have also planted 14,000 X-mas trees and are concerned re the possible impact of burned fuel particulate matter on their growth. All these things affect not only property values by the quality of life.

I urge you to consider the adverse environmental impact that an operational airport will cause. This issue has not been explained sufficiently, and daresay there are those who see only economic gains and not what will the affects be on the quality of life.

Plourde, Joseph A., Jr. (H-182)

The hearing of January 8, 1987 at Bellamy School, Chicopee, Massachusetts, was an obvious attempt by the promoters of C5A's and of expanded use of commercial airport to play down the dangers that these innovations will bring to the citizens of Chicopee and the surrounding communities. The promoters failed to placate those citizens who believe that these innovations are a real threat not only to the quality of life but to life itself in Hampden and Hampshire County. When spokespersons for the Valley Citizens for a Safe Environment like David Keith failed to receive satisfactory answers to questions concerning the potential for accidents and environmental damage, the promoters attempt to minimize the real dangers of the C5A's became all the more obvious. **[F.2.8.5]**

The citizens of Hampden County and Hampshire County have not been told the whole truth about the environmental threat and danger to life that may accompany the advent of the C5A's and the expansion of the commercial airport. I request that more hearings and more fact-finding be pursued before any definite decision be taken on the proposed innovations at Westover. I am also sending a copy of this statement and a copy of the enclosed Valley Citizens for a Safe Environment Score Sheet to the Governor and to my state and federal representative and senators. **[F.2.9]**

Playe, Stephen J., M.D. (H-185)

(Letter addressed to Selectmen, Town of South Hadley, and forwarded by Gil Bach)

I am very concerned about the negative impact on South Hadley that would result from the proposed change at Westover Air Force Base. One need not be a psychologist or genius to realize that the increased disruptive extraneous noise of C5A cargo planes (producing 95 decibels - equivalent to a power mower) would adversely affect the quality of life of our town.

Education would be disrupted. **[F.8.6.7]** Phone conversations would be interrupted **[SECT. 4.2.2.3.2; SECT. 4.2.3.3.2]**, Stress levels would increase. **[F.1.1; F.1.2]** Productivity would decrease. Our town would become less attractive for business and residence.

One must consider also the problem of fuel **[F.9.2]** and plane parts being dropped **[F.7.2.3.7]** on our community.

I suggest that the selectmen carefully review the impact on our town predicted by the Environmental Impact Study prepared by Oak Ridge National Laboratory. Objections could then be directed to Mayor Richard Lak (a

proponent of the plans), the Westover Metropolitan Development Corporation, Governor Dukakis, and our various legislative representatives.

If you have already pursued these avenues, please accept this as a vote of support in this protest. If not, thank you for your consideration of my concerns.

Powers, Joanne (H-186)

(Also signed by Chris Duval)

We are in opposition of the plan here in Chicopee to house the planes because of the effect the noise and pollution will have on our young children. We are a neighborhood of very young people who struggled to own a home and now the value will be gone as well as a quiet health environment. Thank you for your consideration.

Prokop, Mr. and Mrs. Edwin J., Jr. (H-186)

We feel the proposed replacement of C-130E aircraft with 16 C-5A aircraft and WMDC's request for 24 hour airfield operation will have a terrible impact on our family and the communities that surround Westover Air Force Base.

A few of our immediate concerns are the increased noise levels, increase[d] number of flights and aircraft accidents.

The increased noise levels that will occur due to the above proposals will be extremely annoying. On Jan 13, I was given the opportunity to hear a C-5A as it flew over our home. My immediate reaction was fright. I honestly thought a jet was about to crash into my home. At the time I had company and both guests had similar reactions. Later, my husband informed me that a C-5A was flying in the area.

When WAFB was deactivated in 1974 the people in the communities that surround the base grew accustomed to the decreased air traffic. We recently learned, as stated in the Environmental Impact Statement, the projected average number of military and civilian operations will be 80 arrivals and 80 departures in a 24 hour time period. **[SECT. 4.1.2]** The increase of the number of flights and noise levels will be an intrusion into our rural lifestyle.

Another or our immediate concerns is aircraft mishaps. In Ludlow there exists two accident potential zones. One lies in the northwest corner of the town, the second one lies in the heavily populated southwest section of Ludlow. An aircraft crash in this zone would result in mass casualties and deaths. **[F.7.3.7]**

These are our immediate concerns. However, there are other areas that must be thoroughly investigated such as: devaluation of property, pollution and hazardous waste disposal. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.4; APP. J; F.9.4; F.9.5; SECT. 3.4; SECT. 4.4; F.10; SECT. 3.5; SECT. 4.5]**

My husband and I attended the only public hearing on the two proposals. As was obvious to most in attendance, too much controversy, confusion and unanswered questions exists about these proposals exists to be addressed in one public hearing. **[F.2.8.5]** It seems the Air Force is attempting to rush these proposals through without giving local residents ample time to learn and respond informatively. **[F.2.9]**

It is our opinion at this time that both proposals should not be approved. Furthermore, before any decision is made there should be more public hearings which would allow area residents to express their concerns.

Przybycien, Ronald A. (H-187)

(Enclosed copy of letter to Springfield newspapers expressing views on WAFB development).

I am in favor of the C-5 coming to Westover. I attended the environmental impact hearing and was going to speak. The length of time taken by some made this impractical. It seems everyone wants progress but not in their neighborhood. In the early 70s when Westover was deactivated many people said "What are we going to do?" The local economy did suffer. Now we have a chance to do something. Let's do it.

I live in one of Westover's flight paths. Yes I can hear them. I have heard the B52s and K.C.135s of S.A.C. overhead and I'm still here to tell about it.

Rausch, June M. (H-188)

I am concerned about 24 hour commercial operations.

How can you justify waking up 20,000 people in the middle of the night to deliver a cargo flight. **[F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

Rausch, June and Marv (H-189)

Given that the United States Air Force and the City of Chicopee will benefit economically by the location of the C-5s and 24 hour commercial transport at Westover Air Force Base, tens of thousands of residents of the surrounding communities will adversely suffer from excessive noise and air pollution. **[F 3; SECT. 3.4; SECT. 4.4]**

This situation will result in drastically declining property values of the homeowners affected, forcing legal action. What plans does the United States Air Force and/or the City of Chicopee have to compensate financially the victims of these developments at Westover? **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Rausch, Jane M. (H-189)

With reference to the changes proposed for Westover Air Force Base, I am writing to you to urge you to support the requests of the towns of Ludlow, Belchertown, Granby, State Senator Stan Rosenberg and Hampshire County Commissioner Pat Zacaray released December 8 and to separate the two issues residents are being asked to consider, namely--the stationing of C5's at Westover and the opening of the base to 24 hour commercial operations. I have been a resident of Belchertown since 1971. My home lies under the flight path of one of the Westover runways. Between 1971-73 the B52 flights over my house made life a nightmare. Since the reassignment of the base to the Hercules 130s, it is possible to make peace with the Air Force maneuvers. The C130s are noisy but at least I know that their operations will cease by 10:30 p.m. In the last twelve years housing development in Belchertown has boomed. More than 3500 people have moved to the town attracted in part by the quiet woodland settings. They have purchased expensive and beautiful homes blissfully unaware of what a fully operating Westover will mean to their daily tranquility.

With this concern I attended the public hearing on January 8 in Chicopee. As you yourself are aware, the hearing was badly flawed. Many people were unable to speak and many questions remained unanswered. **[F.2.8.4; F.2.8.2]** If the Air Force sincerely wants to have community input into its plans, it must give the surrounding towns a chance to study the EIS report and to respond with care. **[F.2.4]** The release of the report during the holiday season **[F.2.5]**, the scheduling of only one hearing **[F.2.9]**, the failure to give straight answers to concerns raised **[F.2.8.5]** is telling evidence that the review procedure is not adequate. As State Representative Stan Rosenberg eloquently stated, what can sixty or ninety more days of review matter when one is considering a change that will affect this region for many decades. **[F.2.7]** Clearly it is in the interest of the Air Force as well to petition the EPA for more time.

Second, it is important to separate the issues of bringing C5s to the base and opening Westover to 24-hour commercial operations. The argument in support and against these two proposals are very different, and each represents a major change. The linking of the two accomplishes no positive end but serves to cloud the issues. **[F.2.1]**

At the January 8 hearing, for example, no convincing case was made for keeping the base open 24 hours. If Westover has such a rosy outlook for commercial operations as the WMDC maintains, these activities should be restricted to the hours of 7:00 a.m. to 11:00 p.m. when they have the least impact on the surrounding population. Why is it necessary to awaken 24,000 people with night flights? Why should homeowners miles away from Chicopee who will gain nothing from the hoped-for economic boom, have their lives disrupted when these activities could be scheduled at a more convenient time. **[F.2.4; F.4.3.2]**

The WMDC attachment of its proposal to that of the Air Force is a mean-spirited and cynical strategy to obtain a right that it could not achieve on its own. Separating the two plans would clarify the pros and cons of each and give residents a chance to consider them on their own merits. **[F.2.1]**

Reilly, Senator Martin T. (H-190)

Although Massachusetts has the lowest unemployment rate of all the industrial states in the nation, western Massachusetts residents and taxpayers have not shared the benefits of this economic prosperity to the same extent as people in other parts of the commonwealth.

In fact, during the 1980's, while our Massachusetts economy has boomed our western Massachusetts regional economy has seen the deterioration of our industrial manufacturing base which is reflected in the loss of over 5,000 jobs in our area.

In spite of this fact, western Massachusetts as a region has tremendous potential for economic development because of our transportation network, skilled labor force, academic institutions, and regional skill centers.

Beyond our abundance of untapped man-made and natural resources, in western Massachusetts we are most fortunate to have a resource that is unparalleled in Massachusetts and the entire northeastern United States-Westover Air Force Base.

Westover is renowned throughout this region, the United States, and the world for having the following attributes:

- The longest runways in the entire northwestern United States, larger than Kennedy, Logan, Laguardia, and Bradley.
- The main runway has twice the load bearing capabilities of J.F.K. International Airport.
- To quote Time Magazine, it is the only airport on the Eastern Seaboard north of Cape Canaveral capable of landing the space shuttle.
- Access to the air ways, international markets, and all major North American and Western European cities.
    - 6 hours from London
    - 8 hours from Paris
    - 8 hours from Germany
    - 10 hours from Rome
- Overnight highway access from north, south, east, west highways services over 26% of the United States and Canadian populations.
- Rails
- Energy supplies and utilities necessary for economic development.

The time has come for these attributes to be put to work in a way that will benefit the people of our area who continue to suffer from high unemployment attributable to recent layoffs at American Bosch, Easco, Buxton, Chapman Valve, Diamond Match, Uniroyal and others.

Westover is our greatest resource in western Massachusetts and its development represents the future of our regional economy.

Since my election to the Massachusetts Senate I have always been a proponent of the economic development of Westover. Accordingly as State Senator representing the town of Ludlow which comprises approximately 800 of the 1200 acres under the jurisdiction of the Westover Metropolitan Development Corporation I am urging all the people of our area from the public and private sectors, labor and academia, and the general citizenry to support the location of C-5s at Westover Air Force Base because it will allow Westover to be developed to its maximum potential for the benefit of the people of our area.

Beyond the direct economic benefit to the local job market, it will also make it possible to establish 24 hour air traffic control at Westover which has been a major impediment to promoting substantive commercial and civilian airport related development activity in the past.

The location of C-5s at Westover coupled with the anticipated 24 hour air traffic control will coincide perfectly with the state investment of $500,000 for the construction of a commercial passenger air terminal which will be completed in August of 1987 and will be a pre-cursor to increase air freight and cargo business and commercial flights which will stimulate our local regional economy.

These new found capabilities at Westover will serve as an inducement to stimulate business investment in the form of manufacturing facilities and corporate offices which will lead to the creation of jobs on the premises of Westover as well as in the surrounding communities.

Location of the C-5s at Westover should be embraced by all the people of our region for the good of the entire western Massachusetts community because it will allow the civilian and commercial development of Westover to take place in a way that will broaden our tax base, create jobs, reduce unemployment and making taxes less cumbersome for the people of our area while ensuring the economic vitality of our local economy for the future.

Robb, Cornelius C. (H-193)

Letter to Colonel Walker, Commander 439th TAW, supporting proposed actions.

Rose, Hedwig C. (H-193)

I just read in today's paper that is _____ like to express to you our dismay at the proposed stationing of the 16 C-5As at Westover. It is my understanding that there is significant disagreement about both the necessity

of this for the nation as well as the safety of both pilots and those below. I strongly oppose the pe proposal, and our votes have not been tallied before. Please give this your utmost concern.

Ross, Donald N. (H-194)

I am in great support of bringing C5-A aircraft to Westover A.F.B. in 1987. W. Mass needs the jobs and will make a great home for these aircraft.

Ryan, Charles V., III (H-195) (With Richard Fitzgerald)

Expressed support for C-5A proposal - did not address WMDC

Rzeszutek, Cora (H-195)

Requested copy of FEIS.

Sapowsky, Donald C. (H-196)

I have lived at this address for 28 years. I live 2 1/2 miles from the base. I work on the base in the central heating plant Bldg. 1411. I am very much in favor of the C-5As. They are very much quieter than most other planes that have come here.

Schofield, Mr. and Mrs. George (H-196)

Forty years ago our street was wooded acreage, but like the other towns surrounding Westover, residential expansion was allowed to take place. Is the WMDC trying to emulate the New York City airports? Have they thought about traffic and the lack of access roads? Bradley Airport is close enough - 40 minutes away.

Cancer is a genuine concern, especially for high risk groups or those who are predisposed to the disease. [SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4] Waste removal is a major problem of the region now and we face an inadequate supply of water in the near future. [F.14.4]

How does the Air Force control drug use among reservists? Are they tested before every flight?

We have complained to Westover Operations about low flying aircraft - dangerously low. [F.7.2.6]

We realize from the attached that submitting our questions and concerns is useless - an exercise in futility - but we chose to register our opposition to Westover expansion anyway. (Attached copy of article entitled "Terminal takeoff due in spring" concerning plans for terminal building.) [F.2.11]

Sharp, Monica (H-197)

I am concerned about increased Air Force Base space at Westover and shipping of large pieces of military equipment. The large cargo planes which are (perhaps) scheduled to be used are unreliable as to structure. **[F.7.2.7; F.7.2.2]**

I am concerned about noise hazards & air pollution **[F.9; SECT. 3.4; SECT. 4.4]** if the base is enlarged and heavier planes are put into use.

Shibley, MaryLynn & William (H-207)

My house is located in direct line of the flight pattern for the C-5As. I have never made a complaint to Westover except on the day of 1/14/86, in which I complained about the terrible noise coming from a plane which kept coming over my house, and my son did not want to take his nap because of it. I was told it was the C-5A. Even over the sound of my vacuum cleaner, the noise was heard from these planes.

Chicopee is a community with many homes closely surrounding Westover. Unlike Dover AFB, many of the homes in which the C-5As will be flying over have very young children. These homes were built when Westover was a dying AFB. **[F.7.3.1]** If the C-5As do become located here, I will be forced to sell my home because of the concerns for the health of my children and myself. I will also look for compensation if there is a loss in property value. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

I would also like to go on record as being against the 24 hr. operation of WMDC and I think it is unfair that we will not be allowed another meeting.

Shute, Robert W. (H-199)

My comments and concerns primarily pertain to information about the WMDC (as opposed to the C-5A proposal) proposal which I obtained during two personal phone calls with two WMDC officials. I was informed in mid January, 1987 that:

1) WMDC's 10 year Master Plan which the USAF is supposed to analyze for environmental impact, is still in draft form and will probably be presented in Feb. 1987. This fact renders any public hearing which have been held procedurally deficient. **[F.2.13]**

2) At the public hearing held at the Bellamy School in Chicopee, the speakers, for purposes of discussing environmental impact, "assumed" 10 military operations per day and 65 WMDC operations. The president of WMDC informed me that WMDC projects 56 flights per day (6 day week) yielding 16,120 flights per year. He also stated that there would be about 30 (unscheduled) flights per year between midnight and 5:00 AM. Keeping in mind that 56 flights = 112 operations/day, the main problem is that, according to WMDC, approximately one half of those operations will be night operations

(night being defined as 10:00 PM - midnight and 5:00 AM - 7:00 AM, a 4 hour period). Thus during night hours there will be 14 operations per hour. This calculates out to one night operation every 4.28 minutes. The concentration of operations, therefore, greater during sleeping hours than during the daytime. My concern is apparently supported by an EPA study which indicates that 24,000 people will lose sleep if WMDC is granted tower access as requested beyond current tower operating hours. In mid January, 1987, a local USAF official told me that even he was unaware of this frequency of operations. **[Numbers cited are incorrect; See SECT. 4.1.2]**

3. Despite the public hearing, area residents are being asked to live with WMDC's proposal, with, as indicated above, only sketchy facts. Additionally, residents have had no opportunity to experience the noise WMDC intends to generate. If public opposition has been low, I would suggest that it is not an accurate indicator of what public opposition based on noise pollution would be if test flights were flown at 5:00 AM during the summer when residents have their windows open. **[F.8.1.5]**

Although not technically an environmental concern, I am concerned about the way public dissemination of information on this issue has highlighted the least offensive aspects of the proposal, thus tending to minimize public opposition. For example, a WMDC official was quoted in the Feb 8, 1987 Sunday Republican as estimating that 20% of operations would be at night. Even that would be unacceptable. Moreover, it is in direct contradiction to the 50% figure I was given. WMDC should not be given the free hand it would have if given a 24 hour tower. **[Numbers cited are incorrect; See SECT. 4.2.1]**

I trust that the USAF decision whether to grant WMDC a 24 hour tower will be made based on environmental factors and not made to satisfy the demands of WMDC and local public officials who would trade the health of at least 24,000 residents for a few hundred jobs at Westover.

Shute, Mr. and Mrs. Ben (H-198)

For many years we had to put up with the deafening noise of the B-52 bombers and the fuel loaded tankers stationed at Westover. We couldn't sell our home and recoup it's loss in value. The Granby town assessors would not reduce our assessed valuation. I am against stationing the C5A's here to pollute the air, land, our health and reduce our property value again. I believe the touch and go landings made on Jan. 14th were a waste of time. How many comments do you expect to get when most people are at work or in school and with all windows and storm windows closed for the winter. No one was out to listen for noise and call to complain. This farce makes one believe the Air Force is trying to put one over on us. Think about it. We're not stupid.

Our additional comments on the 24 hour operation is the thing which disturbs us most is the 24 hour operation of the airport to commercial. Chicopee (which received a lot of acreage at minimal cost) does not need a 24 hour airport to develop all of the land into an industrial complex. Many jobs can be created with the industrial development of this land. They don't need an airport to do this. Just look at the many huge industrial parks developed in

this country that do not have an airport runway outside their building. [F.4.3.1]

As a former World War II bombardier - give us a break - there must be other less congested areas to station your huge C5A's and Bradley International Airport is an excellent commercial operation. [F.3.2]

Sizer, Quentin W. (H-201)

Detailed comments have been incorporated into listing.

Simard, Robert J. (H-204)

I am not opposed to having the Air Force station C5A's at Westover and operating them as described at the EIS hearing.

However, I am opposed to having a commercial airport operating round the clock. I believe limiting the hours of operation between 6:00 AM and 11:00 PM will meet less opposition. This schedule allows a 7 hour quiet zone when people are sleeping. During the hours of 11:00 PM to 6:00 AM, flights coming into the area could land at Bradley Airport as they do now and would continue to do if there were no commercial airport at Westover. I believe that this compromise would benefit all that are involved. [F.4.3.2]

Slotnick, Hal M. (H-212)

My family and I (5 of us) reside on East Street in Granby, Mass. and have some strong feelings regarding the proposed changes at Westover Air Base, and would like those feelings to be so recorded.

We are cognizant of the positive economic impact for the area (my business would also personally prosper) <u>but</u> our greatest concern has to deal with <u>not economics</u> and quite frankly not <u>ecology</u> but most [unreadable], <u>Quality of Life</u>.

We moved to Granby 9 years ago to be in a rural community where quality of life, peace of mind and Quiet, were all keys. Now, the proposed changes at Westover threaten that.

I have no problem with developing the commercial side of the airport at Westover, <u>but why 24 hours</u>. <u>Why not business hours only</u>! We have 3 children under 6 years old and let me tell you, if any one of them is awaken even <u>once</u>!, by commercial planes, well, that's too many times! [F.4.3]

I am against the C5s. Let them stay in Newburgh. They seem to have a good home there. My greatest concern besides the noise in general is the "touch-and-go" practices which, as I've read, will be a regular part of the training. These noises, at night and on weekends, could make even the most sane person go <u>bonkers</u>!

Please we the taxpayers must be heard! We do not want our lives interrupted by this noise. It doesn't seem fair that our homes, lives and quality of life should be interrupted in this fashion.

Please do not adversely effect our lives and ears.

Smead, Frederick C. D. and Janet B. (H-204)

Although we are not opposed to anything which aids the defense of our country, we are opposed to being awakened in the middle of the night by low flying whistling planes directly over our home.

Approximately 15 years ago, it was not uncommon to be awakened frequently to the whistling and roaring of planes.

In past years, other planes going in and out of Westover have flown the same pattern. We appreciate any consideration to varying flight patterns so the flights are not directly over our area each time. Limiting the flights to daylight hours, Monday through Friday, would also be helpful. We are employed full time during the week. Thus, evenings and weekends are the only time we can relax and enjoy the quiet of our home. **[F.4.2.5; F.4.3.2]**

We are positively opposed to any commercial flights at Westover.

Smith, Mrs. Annie L. (H-205)

We moved to Fairview 31 years ago & lived one quarter of a mile from the base. The sound of the aircraft has always been music to my ears & I get a thrill out of seeing the big planes take off.

Right now, Chicopee is stagnating and I feel increased activity at the base would be a shot in the arm for the economy. We need the payroll & construction to help our city go forward. If we pass up this opportunity some other place will benefit from the C-5As.

I consider the "noise" a minor factor. Many people live near Bradley Field and get used to the big jets. The protection of our military men far outweighs a little noise. Some people will complain no matter what you do. This will bring new life to the city and re-vitalize our section of Fairview. We suffered when the base almost closed and need this activity. We have all the land and might as well use it. I remember when Westover was a big tobacco farm & have followed its development with avid interest for almost 50 years. We want and need the C5As. So many people downgrade the military and don't want them near, but when an emergency occurs they scream for military protection.

I say hurray for our servicemen and God bless them!

Anybody who is awakened by an airplane flying overhead at night probably had a problem to begin with.

Smith, Lester W. (H-205)

Mr. Smith's letter concerned employment at the base.

Spakanik, Anna (H-207)

I am a senior citizen who wants to go on record as being opposed to the C-5As and the civilian airport.

I heard the B-52s fly over and don't feel I should have to listen to more loud planes in my senior years.

I worry about the pollution and health of the young people in my community and other communities which also will be affected.

Sunter, Mr. and Mrs. Edward P. (H-206)

As a concerned citizen, I was displeased that the Air Force chose to have only one meeting to tell us what they were going to do at Westover Base. I am a patriotic resident, but it doesn't appear that this is being done in a democratic manner.

I am concerned that my safety and property valuation will be adversely affected by the increased activity of the C5's at Westover Air Base.

Sunter, Robin M. (H-208)

My husband and I own a condominium at Doverbrook Estates. We are very upset with the fact that when we bought we were not told that in the future nobody would listen to us and would only care about the rights of big business like U.P.S. & Emery. There is no reason, other than money, for them to fly 24 hrs. a day. Col. Handy was a fool when he said that the noise would only offend people who don't like airplane noise! Who does when you're sleeping? I'm also worried about the health effects of the decibel level, the noise from the airplanes flying now drives me crazy! In the summer, when you have the windows open, its terrible. I am also a realtor in the area and have already have customers refuse to look at homes in the area because of their fears & the publicity of the C5's and Emery. At least, Emery should be stopped. They have gone too far!

Sussman, David (H-208)

Having been exposed to the B52 SAC alert in the late 60's and early 70's we can attest to the severe degradation of the quality of life for people in the vicinity of Westover AFB should this expansion go forward.

We object to both the military and civilian expansion on the following grounds:

1. Perpetuation of a fraud inflicted on the government with the purchase of the defective and accident prone C5A. [F.3.1.5; F.7.2.2]

2. Adverse impact of noise generated by massive, low flying aircraft with likelihood of nighttime disruptions from both military and civilian operations. [F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]

3. Environmental hazards from possible fuel dumping in an area with already high unexplained cancer rates. [F.9.2; SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]

4. Physical hazard of falling parts [F.7.2.3.7] and possible disasters [F.7.2.11; SECT. 3.3; SECT. 4.3] in high-density population areas. [F.7.3.1]

Sussman, David and Claire (H-209)

Having lived through the period in the 60's and 70's when the base was on 24 hour SAC alert we can attest to the severely adverse impact on the quality of life from the B52 flight program at that time. As residents of Belchertown, the noise from that program caused extreme disruption to our lives, degrading in a most significant way both family life and work.

While the value of the above SAC program at that time in terms of national defense is open to question, it appears that a plan to station the C 5's at Westover is merely a device for the Air Force to gracefully divest itself of the unwanted aircraft which have reportedly been under continued criticism and which apparently poses additional hazards to the affected population due to design flaws. [F.3.1.5]

As you are no doubt aware, the area which would be affected by both the proposed military and civilian programs is one of accelerating population growth. It makes no sense to inflict on the new residents of the area, or on the people who have made the area home for some time, the severe impacts which both of these programs would entail. The military programs would better be located, if at all, in a sparsely populated area. Commercial operations would be more suitable at nearby existing commercial airfields where housing patterns have developed within the framework of their existence. [F.7.3.1]

We ask you to consider the needs of the populations of this area and to assist in putting to an end these plans so that we can all continue to experience an environment conductive to an acceptable standard of living.

Sussman, David L. (H-209)

Now that the U.S. EPA has responded to the draft EIS presented at the 5 January 1987 hearing held by the U.S.A.F. in connection with A.F. and W.M.D.C. plans for expanded operations at Westover, it should be a little clearer that the true costs of these projects in terms of the adverse impact

on the health and well being and property of thousands of residents of this area weigh heavily against the economic and security benefits projected. [F.1.1]

It seems extremely unfair that the decision process does not, apparently, include a hearing on the final EIS, so that citizens have an opportunity to better understand the true impacts rather than basing their conclusions on the preliminary information presented in the draft EIS. [F.2.14]

We hope that the EPA response finally makes clear to the proponents that these projects would constitute a net loss to the people of western Massachusetts and to the county in general, and shou.d be rejected.

Swanson, Barbara and Kenneth (H-211)

We wish to go on record as being vehemently opposed to both the military's bringing of the C-5As and the civilian airport.

We worry about noise pollution. I am a teacher at Belcher School in Chicopee - the school being approx. 2 mi. from the base. I have taught there for 20 yrs. and well remember the constant unbearable noise of the B-52's as they flew overhead. Teaching ceased as we waited for them to clear the area. [F.8.7]

I also lived on Fuller Rd. where again the noise was unbearable because of these huge planes. I was just a little girl when I remember a KC-135 crashing adjacent to my grandfather's field on Fuller Rd.

The realization that that could happen again is extremely frightening. The C-5A is not as reliable a plane as the military would like us to think.

We worry about the increased rate of cancer in our area. For some reason(s) we have a higher rate than in most communities. We don't need anymore pollution - however the <u>slightest</u>. [SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]

If the C-5As are not noisy - why did they sneak it into the area and fly during 10-12:00 A.M. when everyone is working?

Bring them here in the summer months when our homes aren't shut up and during the hours we're home if there's nothing to hide.

I called the Base the day they sneaked it in - they <u>lied</u> and told me there were no C-5As on base. The next day I read in the paper that it was being flown.

Our home is at the edge of the base. We are in a very densely populated area - many expensive homes were built in the past 15 yrs and continue to be built. Obviously all of us would not have built this close to the base if we had an inkling of what's pending. Ironically - we live in the highest taxed area of the City - the "country club" area because of our expensive homes.

Sylvander, Patrick (H-213)

To date, no resident of Ward 6 has received an EIS and as a consequence, I am very concerned about the quality of life. My concerns are as follows.

1) Air pollution from engine exhausts particularly with such contaminants as nitric oxides, lead, sulfur dioxide, & oil mists.

[Fuels used by jet aircraft do not contain lead][**F.9; SECT. 3.4; SECT. 4.4**], thus, there will be no emission of lead from jet aircraft operations.

2) Water contamination of the Chicopee State Park Reservoir. Water quality is now marginal, and it is certain that swimming will be banned depriving area residents from full utility of the park. [**F.11.2**]

RESPONSE: Surface drainage from the main portion of Westover AFB and the industrial park discharges into Cooley Brook, which flows into the reservoir in the state park. Both Cooley Brook and the reservoir support trout as well as other fish species. Trout are among the fish species most sensitive to water pollution, and their presence is indicative of good water quality. Projected military and civil aircraft operations are not expected to adversely impact the water quality in Cooley Brook or the reservoir, and no restrictions on the use of the reservoir for swimming or other activities are anticipated.

3) Noise study releases were not thorough enough to take into account wind direction and to inform the public about the decibel level in contour mapping. [**F.8.12**]

4) Property devaluation [**F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3**] and the relatively poor safety performance of the C-5As.

As a final comment, I think that it is deplorable that the USAF is being manipulated by WMDC and supporters of the civilian operations. WMDC and the USAF should be two separate entities but yet it appears that WMDC hopes to coattail the development of the C-5As for their success at Westover. It is not right for WMDC to use the USAF in this manner. [**F.2.1**]

Sylvander, Therese A. (H-212)

The air pollution, water pollution from engine exhaust, poor safety record of the C-5s, and property devaluation all are of great concern to me, but it is the noise pollution (especially with the 24-hr flight schedule) and the distress it will bring about that concerns me most.

With 24,000 (or more) being affected by ca. 13 landings between 10 p.m and midnight and 11 takeoffs between 5 & 7 AM, I cannot believe Westover is even being considered for military and commercial flights. (Articles state that one does not even have to be awakened to be affected by the noise.) (No benefits are worth the harm this will do to thousands of people - I repeat - thousands). [**F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3**]

From the time that Westover was closed in the 1970's, I believe the Air Force forfeited all rights to reopen the base, particularly since the surrounding areas have been heavily developed for residential use in the last few years (in the $100 - 200,000 range). **[F.3.1.3; F.7.3.1]**

Our mayor wants to put Chicopee "on the map." It will be if this passes -- as an undesirable, noisy and polluted place to live.

If I were a lawyer pleading to a jury, I would ask that the only vote was "no" in light of all the evidence. If a yes vote is given, I believe all concerned with this decision will be guilty of injury to thousands of people.

There are other ways to create jobs and increase the economy while not inflicting noise and pollution on thousands of people. **[F.4.3]**

Sweeney, Morton J. (H-214)

No specific comments.

Szatkowski, Mr. Peter S. (H-214)

I am vehemently opposed to the proposed stationing of C-5 aircraft at Westover AFB. My concerns are as follows:

1. Additional pollutants into the air. With the absolutely abhorrent pollution of the air by vehicles - especially trucks - as it is now, the C-5 aircraft will only add to an already disgusting situation. **[F.9; SECT. 3.4; SECT. 4.4]**

2. Health hazards naturally follow. Note the abnormally high cancer rate in the area (whose statistics are being well guarded). **[SECT. 3.5; SECT. 4.5; F.9.4; F.9.5; SECT. 4.4]**

3. Pollutants affecting the soil and water will for all intents be virtually unreversible in the near term future. **[F.11.1]**

4. Counting interrupted sleep and general tranquility being disrupted as biological impacts, the C-5s will "count" markedly.

5. Finally, if C-5s come to Westover, if there are problems, if the Air Force does listen to complaints but nothing comes of the remedies if they are indeed attempted, what recourse will there be? **[F.2.12]**

The above concerns apply to "civil" expansion of the airbase facilities as well.

Szczebak, Donald (H-215)

I submit the attached list of questions. I hereby request written answers to these questions and also request that these questions be included in the final E.I.S. Questions 1 through 23.

1. In the past years, as many as three military aircraft have crashed in the Quabbin Reservoir area while taking off or approaching Westover AFB. Using a worst case possibility, what would the effect of a C-5A have on the 2nd largest reservoir in the country if it were to crash into the reservoir while carrying nuclear material?
a.) What effect would this have on the water supply for the entire eastern part of the state?
b.) Have any provision been made in case of such an accident? **[F.14.4.1.2]**

2. What effect would a C-5A which is not carrying nuclear material, but has a full load of fuel have on the Quabbin Reservoir, if an accident were to happen where it crashed into the reservoir?
   a.) What effect would this have on the water supply for the entire eastern part of the state?
   b.) Have any provision been made in case of such an accident? **[F.14.4.1.3]**

3. Using the same worst case accident scenario in question #1 and #2, what would be the effects of the accident to the Ludlow Reservoir and the communities that it serves. **[F.14.4.1.4]**

4. Using the same worst case accident scenario in question #1 and #2, what would be the effects of the accident to the Cooley Brook Reservoir and the effects to the community. **[F.14.4.1.5]**

5. Using the worst case possibility, what would the effect of a commercial aircraft have on the Quabbin Reservoir, the Ludlow Reservoir, and the Cooley Brook Reservoir, if a crash type accident caused the air craft with hazardous materials on board, to enter any of the named reservoirs. **[F.14.4.1.6]**

6. What are the current ground water conditions of the Cooley Brook water shed area? **[F.11.3]**
   a.) Were any hazardous wastes found?
   b.) If so, what types?
   c.) What studies were done?
   d.) By whom were the studies done?
   e.) When were the studies done?

7. Using the worst case possibility, what would be the expected loss of civilian life if a C5A had a crash type of accident within 2 to 5 miles of runway #23 or #5? (Main North - South runway).
   a.) with maximum fuel
   b.) with minimum fuel **[F.7.2.11]**

8. Using the worst case possibility, what would be the expected loss of civilian life be, if a commercial freight type air craft had a crash type

accident within 2 to 5 miles of runway #23 or #5? (Main North - South runway). [F.7.3.2]

9. The Draft E.I.S. indicates on Figures 4.1; 4.4; D4; D10; D11 contours for proposed flights with average dB levels beginning at 65 dB. I ask you to indicate dB levels of 50, 55, and 60. [F.8.3.1]

10. What compensation will affected people, (noise and pollution) be given for loss of health or real estate values?
    a.) If agreement or monetary compensation cannot be reached with the government or the Air Force, will a suit be possible? [F.7.2.13]
    b.) If a Tort suit is brought against the Air Force for loss of health or real estate value, will the permission of the Air Force or government be needed to proceed with such a suit? [F.1.7]

11. What considerations were given to the comments of the E.P.A. in regards to the draft E.I.S.? [SECT. 1.3; G.1.1] What were their comments?

12. What are the effects of the proposed uses of Westover on ground water in the areas abutting Westover? [F.11.2.2]

13. Since the City of Chicopee may have to use the Cooley Brook Reservoir as a source of water in the year 2,000, what consideration has your report give to that reservoir on its condition in the year 2,000. [F.14.4.1]

14. The State of Massachusetts is soon to release a report on the excessively high cancer rates in the Chicopee, Ludlow, Springfield area. What effects has the operation of Westover had on past cancer rates and what will be the effect of the proposed civilian and military use of Westover have on cancer rates and general health conditions. [F.10.4.1; F.9.5.1]

15. Were the local boards of health, or the State health agencies consulted for the impact study. If they were, what were the results of the consultations. If they were not consulted, why weren't they? [F.2.15]

16. Were the local conservation commissions consulted for your study? [F.2.15]

17. Was the D.E.Q.E. consulted for your study and to what capacity? [F.2.15]

18. Was the E.P.A. consulted for your study and to what capacity? [F.2.15]

19. (No question #19)

20. What are the current air quality conditions in the impacted area and what effect will the proposed civilian and military use have on air quality. [F.9; SECT. 3.4; SECT. 4.4]

21. The E.P.A. stated that the E.I.S. noise levels were understated. How were these noise levels calculated? [F.8.1.2; EPA comment addressed noise impacts, not noise levels; calculation procedures are discussed in F.8.1.2]

22. What effect will topography, temperature and the altitude of proposed air craft have on the average db levels in your E.I.S. **[F.8.1.2]**

23. What is the projected maximum db levels for the areas within 1 to 5 miles of runway #05 and #23?

Szymaniak, Gary B. (H-217)

Szymaniak, Jacqueline M. (H-218)

Requested copy of FEIS.

Indicated concern for Noise level/devalue of property.

Tracy, Russell (H-218)

I am for the assignment of this C5 aircraft.

Tolsetti, Harvey (H-220)

Enclosed article from Springfield Daily News dated February 4, 1987:

Favors C-5 Transports at Westover AFB.

Valego, Edward F. (H-221)

1. Does the Air Force intend to make a taking of any portion of Chicopee Memorial State Park or restrict the use of the State Park? **[F.7.3.6; F.7.3.10.2]**

2. If so, describe the taking or restricted use. **[F.7.3.10.2]**

3. If Air Force intends to change flight pattern to avoid the populated part of State Park, describe the changed flight pattern. **[F.6.2.5]**

Vohl, Joan D. (H-221)

I am extremely worried about noise levels and how they will affect the quality of my life and my property value. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

When the FB111's were visiting two summers ago, it was more than a nuisance to be awakened regularly each morning by a noise that sounded like a train was roaring through the house. The windows actually rattled. Had I been trying to sell my property at those times, it would have never happened and I wasn't even in the flight path.

I don't expect the C-5As will be more palatable.

Voyik, Carol F. (H-222)

I am adamantly opposed to C5 planes at Westover. The Air Force planes as well as the commercial planes already there are very disruptive. The current noise levels are unacceptable and are more than an annoyance. We abut the runways and additionally I fear air & water pollution.

The value of my property will diminish with those huge noisy monsters overhead constantly and I along with my neighbors will be looking for compensation for this decrease in value from the USAF, the government, & the city. I do not want any more military or commercial planes at Westover. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Voyik, Ronald A. (H-222)

I am very upset with the proposed plans to turn Westover AFB into the new home for C5A's. I believe the noise levels will be totally unacceptable if this happens. I have grown accustomed to the Tuesday and weekends activity at Westover but the thought of every day being a Tuesday is more than I care to accept.

My home abuts Chicopee State Park in an exceptionally nice area of Chicopee. Be it known at this time that when my property value drops, as we know it will, I will be demanding compensation for such depreciation as well as abatement of my property taxes. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Wadsworth, Marion (H-223)

Comments have been incorporated with other comments submitted by members of Valley Citizens for a Safe Environment.

Walker, Mrs. Howard (H-229)

1. Senior citizens. Worked hard all our lives. Now valuation of our homes is decreased.

2. Stroke victim - Stress is the worst thing I or anyone else needs now.

3. Too many schools close by. We certainly don't want our children involved in any disaster (God forbid).

I am on record as strongly against having these C-5A planes come in to W.A.F.B.

Warren, Frank and Shirley (H-229)

We found the Draft Environmental Impact Statement contradictory, redundant, & the maps vague. Instead of being an informative, objective report, we found the DEIS to be biased in favor of the Air Force and Westover Metropolitan Development Corporation. **[F.1.12]**

We found that many issues were deemed of little or no significance by the report. We feel these conclusions were based on Air Force supposition, not fact. See: p.112, 4.11, p.78 4.2.4, p.107 4.7.7, p.108 4.7.7.2, p.111&112 4.10.2. **[F.1.8]**

The residents of Granby voted against a proposed trash incinerator on the grounds that it would make existing unacceptable pollution levels worse. We feel that <u>any</u> increase in air activity (& thus the exhaust emissions) civilian or military is also unacceptable.

We are concerned about the levels of noise that area hospitals and schools, as well as residences, will be exposed to. The DEIS states that the FAA recommended interior noise levels are between 34-37 dB for hospitals & 55 dB for other sleeping environments. **[F.7.2.10; F.8.5.3; F.8.5; F.6.2.2.2; SECT. 4.2.2.3.3; SECT. 4.2.3.3.3]**

We are concerned about the <u>thousands</u> of people to be exposed to levels of noise 65 dB and up. Hearing loss begins to occur at 75 dB. What about the people exposed to these levels of noise? **[F.8.11]**

The number of people disturbed by noise is disproportionate to the number benefited by aircraft activity civilian or military.

We have heard the C-5As take off from Westover. We find them highly annoying and offensive.

We are not satisfied with the assurances that the C-5As are safe and will not drop parts on us. The fact that three separate books exist (by 3 different authors) criticizing the performance of the C5A, leaves us with much concern.

If the Air Force needs 50 C-5B aircraft, why does anyone need outdated C-5As? If the Reserve needs flight practice don't they deserve up-to-date equipment? We feel the fact these planes exist does not justify a need to perpetuate the expense. **[F.3.1.7]**

We are concerned about the unclear status of WAFB concerning hazardous waste. Is Westover a transportation storage and disposal sit or a generator site? It concerns us that Westover has been in recent violation of DEQE regulations concerning hazardous waste & these violations were merely corrected on paper. We need more information. **[F.10.4; SECT. 3.5; SECT. 4.5]**

The DEIS states that increased noise levels are unavoidable and will decrease property values. However, compensation to property owners already established in the area is not addressed. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

Will, Warren E. (H-231)

If the base was basically deactivated in 1974, why does the Air Force wish to reactivate it now? It was shut down as an unnecessary installation. **[F.3.1.3]**

Wylie, Richard (H-231)

Is it true that the D.E.Q.E. endorse the C5A? **[See DEQE comments in SECT. H.2; p. H-28]**

Zullo, Patricia (H-232)

I would like to go on record as opposing the two proposed actions at Westover.

...

The combined proposals detailed in the draft Environmental Impact Statement would have a negative impact on the quality of my life as a resident/landowner in Belchertown. My opposition is based on the following factors:

(Summarizes material from the DEIS.)

Notes that the majority of training sessions will occur on the weekends or after normal working hours.

Property values are estimated to decrease 1% for every decibel over 55 decibels, possibly resulting in a 10% decrease in property values for Belchertown homes on the flight path. **[F.1.7; SECT. 4.2.2.3.4; SECT. 4.2.3.3.3]**

With the increase in frequency of aircraft operations there is also a concern about flight safety **[F.7]**, air and water pollution **[F.9; F.10]** and hazardous waste.

While concerned about the economic conditions of the nation as well as the state, it is unclear to me if the 680 jobs created by expansion would be for civilian or Air Force personnel. I also question whether the benefits of increased jobs outweigh the negative impacts of noise and loss of property value for thousands of people.

In summary, I am opposed to the 24 hour use of Westover Air Force Base. The noise level from current air craft operations is quite disruptive to community living. Any increase in decibel level or frequency of flights would be quite distressing to me personally. It seems outrageous to me that a proposal which would subject 11,500 people, as opposed to 100 people currently, to noise levels greater than 65 decibels would even be considered.

APPENDIX H

WRITTEN COMMENTS ON THE DEIS

APPENDIX H

WRITTEN COMMENTS ON THE DEIS

The written comments of Federal, State, regional, and local public agencies, non-government organizations and individuals on the Draft Environmental Impact Statement (DEIS) are reprinted in this Appendix. Several petitions are also included.

H.1 FEDERAL AGENCIES p. H-5

a. Department of Energy, Chicago Operations Office, Boston Support Office
b. Department of the Air Force, Regional Civil Engineer, Eastern Region
c. Office of the Assistant Secretary of Defense, Office of Economic Adjustment, Eastern Region
d. United States Department of the Interior, Office of Environmental Project Review
e. United States Department of Transportation, Federal Aviation Administration
f. United States Environmental Protection Agency, Region I, January 23 and February 11, 1987.

H.2 STATE AGENCIES p. H-17

a. Commonwealth of Massachusetts, Aeronautics Commission
b. Commonwealth of Massachusetts, Stan Rosenberg, State Representative, Third Hampshire District, House of Representatives
c. Commonwealth of Massachusetts, Executive Office of Environmental Affairs (EOEA), Secretary. [determines compliance with Massachusetts' Environmental Policy Act (MEPA)]
d. Commonwealth of Massachusetts, Executive Office of Environmental Affairs, Department of Environmental Management
e. Commonwealth of Massachusetts, Executive Office of Environmental Affairs, Department of Environmental Quality Engineering, Western Region
f. Commonwealth of Massachusetts, Metropolitan District Commission, Water Division, Quabbin Section
g. Massachusetts Natural Heritage Program
h. Commonwealth of Massachusetts, Historical Commission

H.3 REGIONAL AGENCIES p. H-31

a. Pioneer Valley Planning Commission (PVPC), January 14 and February 10, 1987.

H.4 LOCAL AGENCIES p. H-37

a. Chicopee, MA, Mayor
b. Ludlow, MA, Board of Selectmen
c. Belchertown, MA, Board of Selectmen
d. Grandy, MA, Board of Selectmen, December 11, 1986 and January 13, 1987.

H.5 NON-GOVERNMENT ORGANIZATIONS p. H-53

a. Chicopee Development Corporation
b. Hungry Hill Neighborhood Council
c. Massachusetts Audubon Society, Environmental Science Department
d. Pioneer Valley Central Labor Council, AFL-CIO
e. Spalding Sports Worldwide
f. Valley Citizens For Safe Environment (VCSE); David Keith, Spokesperson, and Cristobal Bonifaz, Attorney

H.6 INDIVIDUALS p. H-71

H.7 MISCELLANEOUS LETTERS AND PETITIONS p. H-233

This section contains copies of two form letters, each of which were received from several individuals, three petitions signed by many individuals, and brief summaries of comments received by telephone at the Westover AFB Public Affairs Office.

H.1 FEDERAL AGENCIES

Department of Energy
Chicago Operations Office
Boston Support Office
10 Causeway Street
Boston, MA 02222-1035

December 17, 1986

David A. Glass
Department of the Air Force
Regional Civil Engineer Eastern Region (HQAFESC)
526 Title Building
30 Pryor Street, S.W.
Atlanta, GA 30335-6801

Dear Mr. Glass:

The Boston Support Office, Department of Energy has reviewed the DEIS for a proposed mission change (C-130 to C-5A aircraft) and expansion of Civil Aviation Operations at Westover Air Force Base, MA.

The Boston Support Office has recently moved to a new location. Our new address is:

Federal Office Building
10 Causeway Street, Room 1197
Boston, MA 02222-1035

We would also make the following suggestions:

1. The DEIS did not include any energy use evaluations either for the current Westover base operations or for any of the proposed changes and related alternatives. These evaluations should be discussed as part of chapter 3.

2. In changing to the C-5A aircraft, no calculations are made in the amount of fuel used by either aircraft. Will additional storage facilities be needed to store additional or different fuels? Does the C-5A burn fuel more efficiently, therefore creating different air quality characteristics around the air field? Will there be an increase in the number of flights into the air field increasing the storage needs or the amount of fuel consumed? Will there have to be different fuel handling facilities?

3. Change in number of hours of field operations: Operating this air field over a 24 hour period may require additional energy needs. No review of the electrical needs required to keep the runway lighted or the heating and lighting of the support facilities was included in this DEIS. Will additional electrical lines and equipment be needed? Can the increase in electrical use be readily supplied by the local utility? Will more efficient energy using devices be installed reducing over all energy levels?

Thank you for this opportunity to make comments. If additional questions arise in the future please feel free to contact Robert Cuoco, Staff Engineer (617) 565-7716.

Sincerely,

Hugh Saussy, Jr.
Director
Boston Support Office

cc: Jerry Nelson, CHO
Assistant Director for
Environmental Protection

H-7

DEPARTMENT OF THE AIR FORCE
REGIONAL CIVIL ENGINEER, EASTERN REGION (HQ AFESC)
[illegible]
ATLANTA, GEORGIA [illegible]

ROVJ 28 January 1987

SUBJECT: Executive Order (EO) 12372 Coordination - Draft Environmental Impact Statement (DEIS) for a Proposed Mission Change (C-130 to C-5A Aircraft) and Expansion of Civil Aviation Operations at Westover Air Force Base, MA

TO: HQ AFRES/DEPV

1. This confirms the 26 January 1987 telephone conversation between our Mr. Glass and your Dr. Maraman. Copies of correspondence received to date on the subject DEIS are provided for your use. Our major concern is the effect of a potential increase in aircraft deicing operations of C-5A aircraft on stormwater discharge (i.e., significant amounts of ethylene glycol) into Cooley Brook. If all 16 C-5A's need deicing (i.e. for contingency operations) the base SPCC plan should be amended to show how the maximum amounts of ethylene glycol will be contained, discharged or reused.

2. We will provide you with any additional comments received on the DEIS as we receive them. Our POC is Mr. David A. Glass at commercial telephone (404) 331-6821/6776.

FOR THE COMMANDER

THOMAS D. SIMS
Chief
Environmental Planning Division

1 Atch
Federal/State Agency
Comments Received

cc: HQ USAF/LEEV
439 CSG/DEEV
ORNL (Mr R. Martin)

H-8

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
OFFICE OF ECONOMIC ADJUSTMENT
EASTERN REGION
JOHN W MCCORMACK POST OFFICE AND COURTHOUSE, ROOM 226A
BOSTON, MASSACHUSETTS 02109-4548
617-223-9814

FORCE MANAGEMENT AND PERSONNEL

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January 7, 1987

LT COL George A. Valente, Jr., USAF
Deputy Regional Civil Engineer
Eastern Region (HQ AFESC)
526 Title Building
30 Pryor Street, S.W.
Atlanta, Georgia 30335-6801

Dear Colonel Valente:

In response to your letter of November 28, 1986 regarding a proposed mission change at Westover Air Force Base, we have reviewed the DEIS for both the equipage of the 439th Tactical Airlift Wing with C-5As and the proposed increase of airfield operations to 24 hours per day. The projected increase in direct and indirect employment (Page 19, Table 2.8), while important, does not meet the thresholds for growth planning assistance under Section 2391. However, we are pleased to note that the forecast growth in employment will contribute to the economic vitality of the area, as well as enhancing the reuse of this former major DoD installation.

I also appreciate the recent notification of the public hearing scheduled for January 8th. While I do not plan to attend, I look forward to receiving the report of the meeting, as well as the response to any statements or questions.

Richard R. Kinnier
Director, Eastern Region
Office of Economic Adjustment

cc: COL Rand Brandt, OEA

United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW
1500 CUSTOM HOUSE
165 STATE STREET
BOSTON, MASSACHUSETTS 02109

Ref: EP [illegible]

January 27, 1986

Dr. Brady Tarmann
HQ AFRES/DEPV
Robins AFB, Georgia [illegible]

Dear Dr. Tarmann:

We have reviewed the Draft Environmental Impact Statement for the proposed Air Force Reserve Mission Change (C-123 to C-5A Aircraft) and the expansion of Civil Aviation Operations at Westover Air Force Base, Hampden County, Massachusetts.

Fish and Wildlife Resources

No construction will occur on wetlands or floodplains. The base has an active program to reduce bird strikes to aircraft. Thus, we conclude that there will be no significant adverse impacts to fish and wildlife resources from project implementation.

National Park Service

The National Park Service's review of the information contained in the document did not reveal any items of concern that may impact its programs. Therefore, the National Park Service has no objection to its approval.

We appreciate the opportunity to comment on this statement.

Sincerely yours,

William Patterson

William Patterson
Region 1 Environmental Officer

U.S. Department of Transportation
Federal Aviation Administration

New England Region — 12 New England Executive Park, Burlington, Massachusetts 01803

21 JAN 1987

Lt. Colonel George A. Valenta, Jr.
Deputy Regional Civil Engineer
Department of the Air Force
Eastern Region (HQ AFESC)
526 Title Building, 30 Pryor Street, S.W.
Atlanta, Georgia 30335-6801

Dear Colonel Valenta:

We have reviewed the Draft Environmental Impact Statement (EIS) for the proposed Air Force Reserve Mission Change and Civil Aviation Operations Expansions through 1995 at the Westover Air Force Base, Massachusetts. Our review has been with the respect to the potential impact of the proposed actions on the management of the navigable airspace and FAA plans and programs.

On the basis of the data and analysis presented in the Draft EIS, the proposed actions will have no adverse impacts on the aforementioned areas of FAA's interests.

We appreciate the opportunity afforded us to review the Draft EIS. If you have any further questions, please contact Mr. Ashraf Jan our Environmental Specialist, at FTS 836-7060 or commercial telephone number (617) 273-7060.

Sincerely,

Gerald B. Curtin
Manager, Airports Division

H-10

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
J. F. KENNEDY FEDERAL BUILDING, BOSTON, MASSACHUSETTS 02203

January 23, 1987

Dr. Grady Maraman
Air Force Reserve Headquarters/DEPV
Robins Air Force Base
Georgia 31098

Dear Dr. Maraman:

As you know, we are in the process of completing our review of the Draft Environmental Impact Statement (DEIS) for the Air Force's proposed use of C-5A aircraft and approval of 24-hours a day civilian aviation operations at Westover Air Force Base, Massachusetts. However, as we indicated at the meeting here on Wednesday, January 21, we are unable to provide you with our full technical comments by January 23, 1987.

We understand from Colonel Handy's telephone discussion today with Steve Ells that while no formal extension for our comments is being granted, the Air Force agrees to give full consideration to both these and additional comments. In accordance with that understanding, we plan to send you our additional comments as soon as possible, hopefully within two weeks.

I believe you have full knowledge of our principal concerns based on our extensive discussions at the January 21 meeting. Our concerns are as follows:

--Both the military and civilian operations will cause significant increases in noise levels in the communities surrounding Westover, affecting substantially more people than are now affected by activities at Westover. The impacts from the military operations will occur with a relatively low frequency, 2-4 times a week, and subject to mitigation measures described in the DEIS. In our opinion, limiting the frequency of the C-5A sorties to 2-4 times a week and applying stringent measures in addition to those described in the DEIS, these impacts are within an acceptable range. However, the civilian operations will affect substantially more people than the military operations, and will include nighttime flights which will awaken more than 24,000 people repeatedly every night of the year. No mitigation measures are considered in the EIS for the civilian operations. We believe these impacts to be very severe and we object to the 24-hours a day operations as proposed.

--We believe the DEIS substantially understates the noise impacts in two ways: 1) by concluding that the awakening of people and other identified impacts will result in more "annoyance"; and 2) by not giving consideration to impacts less than DNL 65 dB. In our opinion, the anticipated noise levels, particularly from nighttime operations, will result in impacts far more significant than "annoyance", and that the impacts will include a high degree of emotional distress and other effects associated with stress. Furthermore, by not assessing impacts below DNL 65 dB, the EIS underestimates the number of people exposed to significant noise levels by a factor of four or more.

--The DEIS in general lacks a thorough evaluation of mitigation measures, particularly for the civilian operations for which no mitigation is considered. Substantially more attention needs to be given to measures such as soundproofing of highly impacted buildings, and take-off/landing patterns and schedules which minimize impacts to sensitive receptors.

--Regarding the civilian operations, the DEIS lacks not only an evaluation of mitigation but also of alternatives which avoid or reduce impacts. Further, the DEIS does not provide information as to the need or justification for the proposed 24-hour a day or expanded nighttime operations. These three factors--alternatives, mitigation, and need for the action--are essential components of any EIS, as required by the Council on Environmental Quality Regulations Implementing NEPA.

As discussed above, we will follow up this letter with our additional comments as soon as possible. In the meantime, feel free to call me at 617/565-3414 (commercial) or 835-3414 (FTS).

Sincerely,

Elizabeth Higgins Congram

Elizabeth Higgins Congram
Assistant Director for Environmental Review
Office of Government Relations and Environmental Review

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
J F KENNEDY FEDERAL BUILDING BOSTON, MASSACHUSETTS 02203

February 11, 1987

Mr. Gary D. Vest
Deputy for Environment, Safety
and Occupational Health
Deputy Assistant Secretary of the Air Force
(Installations, Environment and Safety)
Department of the Air Force
Washington, D.C. 20330-1000

Dear Mr. Vest:

The Environmental Protection Agency (EPA), in accordance with its responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, has reviewed the Air Force's (USAF) draft environmental impact statement (DEIS) for the proposed USAF mission change and expanded civilian operations at Westover Air Force Base (AFB). The DEIS covers two distinct proposed actions: (1) reorganization of USAF operations so as to support a worldwide strategic airlift capability, involving the replacement of 16 C-130E aircraft by an equal number of C-5A aircraft; and (2) an increase in airport operating hours to 24 hours per day (from the current 7 a.m. to 11 p.m. operational schedule) in order to accommodate the expansion of commercial and general aviation operations to levels indicated by the Master Plan developed for the Westover Metropolitan Development Corporation (WMDC).

As you may know, EPA Region I and headquarters staff met with Dr. Grady Maraman of Air Force Reserve Headquarters, other USAF officials, and representatives of the WMDC on January 21 in Boston. At that meeting, EPA staff outlined the agency's concerns with the actions proposed in the DEIS, particularly the proposed expansion of civilian aviation operations. On January 23, Elizabeth Higgins Congram of my staff transmitted a letter to Dr. Maraman (attached) which describes EPA's concerns. The comments below address these concerns in more detail.

NOISE IMPACTS

The first action considered in the EIS is the USAF's proposed reorganization of the 439th Tactical Airlift Wing at Westover AFB to support a strategic airlift mission. That change in mission would involve substitution of 16 C-5A aircraft for the 16 C-130E aircraft supporting the existing mission. The EIS evaluates an alternative to the proposed action, the replacement of the C-130E aircraft with only 8 C-5A aircraft, as well as several mitigation measures to reduce noise impacts. The number of training sorties would be reduced from the current 30 per week (approximate) to 4 per week for the proposed action (16 C-5As), or 2 per week for the alternative (8 C-5As). The number of persons exposed to day-night average sound levels (DNL) greater than 65 decibels (dB)

would increase from the current level of fewer than 100 to 3550 residents for the proposed action, and to 1600 residents for the alternative. Since the operations would take place during "daytime" hours (not later than 10 p.m.), sleep disturbance is not a significant issue in considering noise impacts of the operational reorganization.

The second action considered in the EIS is the USAF's proposed approval of WMDC's request to increase the hours of airfield operation from the current 16 hours (7 a.m. to 11 p.m.) to 24 hours per day in anticipation of increasing civil aviation operations in accordance with WMDC's Master Plan, developed in May, 1986. The increase to 24 hours per day operation of the airfield would provide the basis for WMDC to begin negotiating with potential commercial carriers to realize the goals of the Master Plan, which by 1995 projects 23 allcargo flights per day, 24 passenger flights per day, and increases in general aviation activities. While passenger and general aviation operations would occur largely in the "daytime" hours between 7 a.m. and 10 p.m., a significant proportion of air cargo operations would occur between 10 p.m. and 7 a.m.

The EIS states that projected civilian operations will: (1) increase the number of persons exposed to DNL of greater than 65 dB from less than 100 persons currently affected to approximately 6500 persons; and (2) waken up to 24,000 persons, including patients in many area hospitals, every night of the year, with many people being awakened repeatedly each night. The EIS contains no evaluation of alternatives to this proposed action and no consideration of measures to minimize the impacts.

The USAF concludes in the EIS that the impacts from the civilian and military operations will result in "annoyance to some residents to whom aircraft noise is unpleasant and intrusive" and that "with the exception of annoyance, no significant adverse effects...would be expected to result" (p. 62). We do not agree. In our opinion, such a conclusion substantially understates the severity of the impacts and is misleading to the general public who will be affected. We conclude that the unmitigated impacts of 24 hour a day civil aviation operations would be unacceptable from the standpoint of public health, welfare, and environmental quality. The military operations will cause significant, but in our opinion not unacceptable, noise impacts provided the USAF commits to mitigation measures and limits the frequency of the sorties to 2-4 a week.

The DEIS cites studies that support the conclusion that predicted noise impacts will not result in any non-auditory health effects (DEIS, pp.62-63), and conveys the impression that annoyance effects, including sleep disturbance, are largely effects on welfare, unrelated to human health. While there is general agreement that research is not conclusive regarding non-auditory health effects of noise, there is a large body of research data that clearly indicates the likelihood of such effects. Based on data collected by EPA, there is little doubt that non-auditory health effects are indeed caused by noise exposure, and that noise has been implicated as producing stress-related health

effects such as heart disease, high blood pressure, strokes, ulcers and other digestive disorders.

I would also point out that the Noise Control Act does not provide for distinguishing between "health" from "welfare" effects. "Public health and welfare" in the context of the Noise Control Act is an indivisible term, including personal comfort and well-being, and the absence of mental anguish, disturbances and annoyance as well as the absence of clinical symptoms such as hearing loss or demonstrable physiological injury. (See "Protective Noise Levels", EPA 550/9-79-100, November, 1979, p. 21).

Section 5(a)(2) of the Noise Control Act of 1972 (P.L. 92-574), as amended by the Quiet Communities Act of 1978 (P.L. 95-609), required the Administrator of EPA to publish information on the "levels of environmental noise, the attainment and maintenance of which in defined areas under various conditions are requisite to protect the public health and welfare with an adequate margin of safety." This "Levels Document" (EPA/ONAC publication 550/9-74-004, March, 1974) established that DNL values that do not exceed 55 dB are sufficient to protect human health and welfare in sensitive areas (residences, schools, and hospitals). HUD, EPA and the Department of Transportation (DOT) recognize DNL not exceeding 55 dB as a goal for outdoors in residential areas.

Throughout the DEIS the magnitude of the noise impacts is understated. For example, on page 18 of the DEIS are two misleading statements: (1) DNL > 65 dB is described as "the maximum level recommended for unrestricted development" when, in fact, it is the maximum acceptable level, not the recommended level; and (2) DNL > 75 dB is described as the "maximum level considered discretionarily acceptable for residential use," whereas the Department of Housing and Urban Development (HUD) describes DNL levels between 65-75 dB as "normally unacceptable," and the Federal Aviation Administration (FAA) considers such levels incompatible with residential land use. (For residential use to be acceptable, additional noise level reductions (NLR) of 5 to 10 dB beyond normal NLR, must be provided in the DNL 65-70 and 70-75 dB areas, respectively).

In addition to these textual understatements of noise impacts, the DEIS quantitatively underestimates the number of people "highly annoyed" in two ways: 1)by using the term "annoyed" when the appropriate descriptor is "highly annoyed" according to the National Academy of Sciences' "Guidelines for Preparing Environmental Impact Statements on Noise" (1977); and 2) by failing to consider those people "highly annoyed" at DNL levels between 55-65 dB. According to the National Academy of Sciences' "Guidelines" referred to above (p. B-6), approximately 12% of persons exposed to DNL of 60-65 dB and 6.5% of those exposed to DNL of 55-60 dB would be "highly annoyed." Since the 55-65 dB contour lines would encompass a very large geographic area including highly populated Springfield and Chicopee, the number of persons "highly annoyed" will be substantially higher, possibly by orders of magnitude, than is predicted in the EIS. We request that these deficiencies be corrected

in the Final EIS in order for decisionmakers and the public to have a realistic view of the impacts of these actions.

AIR QUALITY IMPACTS

Table 48, on page 94, presents the changes in emissions resulting from the proposed actions. Both of the military alternatives will result in decreased emissions from most of the pollutants. However, the WMDC operations will increase emissions from all of the pollutants. Of particular concern is the increase of 158 tons per year of hydrocarbons. Massachusetts' State Implementation Plan requires area-wide reductions in hydrocarbons to attain the National Ambient Air Quality Standard for ozone. Therefore, any future consideration of the WMDC operations should include an evaluation of mitigation measures for hydrocarbons and a commitment to implement the measures determined to be feasible.

Section 4.4.2 Construction, on page 95, states that increased emissions from construction activities, could be minimized by an appropriate fugitive dust control program. The final EIS should commit to implement a fugitive dust control program for construction activities.

Sections 4.5.1.1 through 4.5.1.3 on page 96 discuss fuel usage. The Final EIS should clarify whether emissions from the changes in the volume of fuel used are accounted for in the emissions estimates in Table 48.

The technical support documentation for the air quality analysis was not submitted for review. We request that this documentation be included with the submission of the Final EIS.

CONCLUSIONS AND RECOMMENDATIONS

EPA concludes that the effects of civil aircraft operations, particularly the nighttime operations projected in WMDC's Master Plan, would be unacceptable from the standpoint of human health and welfare and environmental quality. Since the USAF action of approving 24 hour a day operations would serve as the triggering mechanism for such impacts, EPA would consider such action as a candidate for referral to the Council on Environmental Quality, under the Administrator's responsibilities set forth in Section 309 of the Clean Air Act. Accordingly, EPA has rated this action (approval of 24 hour per day operations) as "EU-2" ("environmentally unsatisfactory, insufficient information"). A copy of EPA's rating scheme is enclosed for your information.

The DEIS' adequacy rating ("insufficient information") is based on the DEIS' failure to consider alternatives and mitigation for the civil aviation operations as well as the deficiencies in the noise analysis discussed above. Based on the EIS and statements by the USAF officials at the January 21 meeting, it is clear that the USAF believes its only alternative with regard to the WMDC proposal is to deny WMDC's request for 24 hour a day operations. Further, it is clear that the USAF believes it has no mechanism for enforcing mitigation measures for civilian operations at Westover. Accordingly, EPA suggests that the

USAF deny WHDC's request for 24 hour a day operation at this time. Any subsequent consideration of WHDC's proposal should be accompanied by the appropriate NEPA documentation including a detailed evaluation of alternatives, mitigation, and the mechanisms by which mitigation can be enforced.

Since it is our understanding that Westover AFB is moving toward increased civil aviation activities, we suggest that WHDC look to the guidance provided by the FAA regarding noise impacts. A process paralleling the process described in 14 CFR Part 150, "Airport Noise Compatibility Planning," could lead to resolution of the unacceptable environmental impacts of the projected civil aviation operations, particularly if the civil aviation operations were developed consistent with the land-use compatibility standards presented in Part 150. EPA is willing to assist the USAF and WHDC in following through on our recommendations for resolving the noise impacts we deem environmentally unacceptable.

The USAF proposes specific measures to mitigate the impacts of the operational reorganization (DEIS, pp. 108-109), and suggests that other mitigation, such as timing of sorties, may be adopted for whatever military option is chosen. EPA encourages the USAF to adopt all the mitigation discussed in the DEIS. EPA has rated the proposed reorganization (16 C-5As) as "EO-2" ("environmental objections, insufficient information") and the alternative action (8 C-5As) as "EC-2" ("environmental concerns"). Most of EPA's concerns with these options would be resolved by adoption of the mitigation measures discussed in the DEIS. EPA also strongly recommends that the USAF consider other mitigation measures, including soundproofing of highly noise-impacted buildings, to further minimize the impacts of these operational changes.

EPA is willing to assist the USAF in following up on our recomendations, particularly in regard to assuring that residents will not suffer unacceptable noise from increased civil aviation operations.

Please feel free to contact me directly at 617/565-3400 (FTS 835-3400) or Elizabeth Higgins Congram of my staff 617/5653414 (FTS 835-3414) if you have questions regarding EPA's concerns and comments.

Sincerely,

Michael R. Deland
Regional Administrator

Enclosures

cc: Dr. Grady Maraman, Air Force Reserve Headquarters
Allen Blair, President, WHDC
Thomas G. Hargis, Lt. Col., USAFR
Base Commander, Westover AFB
James Hoyte, Secretary of Environmental Affairs
Commonwealth of Massachusetts

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
J F KENNEDY FEDERAL BUILDING, BOSTON, MASSACHUSETTS 02203

January 23, 1987

Dr. Grady Maraman
Air Force Reserve Headquarters/DEPV
Robins Air Force Base
Georgia 31098

Dear Dr. Maraman:

As you know, we are in the process of completing our review of the Draft Environmental Impact Statement (DEIS) for the Air Force's proposed use of C-5A aircraft and approval of 24-houre a day civilian aviation operations at Westover Air Force Base, Massachusetts. However, as we indicated at the meeting here on Wednesday, January 21, we are unable to provide you with our full technical comments by January 23, 1987.

We understand from Colonel Handy's telephone discussion today with Steve Ells that while no formal extension for our comments is being granted, the Air Force agrees to give full consideration to both these and additional comments. In accordance with that understanding, we plan to send you our additional comments as soon as possible, hopefully within two weeks.

I believe you have full knowledge of our principal concerns based on our extensive discussions at the January 21 meeting. Our concerns are as follows:

--Both the military and civilian operations will cause significant increases in noise levels in the communities surrounding Westover, affecting substantially more people than are now affected by activities at Westover. The impacts from the military operations will occur with a relatively low frequency, 2-4 times a week, and subject to mitigation measures described in the DEIS. In our opinion, limiting the frequency of the C-5A sorties to 2-4 times a week and applying stringent measures in addition to those described in the DEIS, these impacts are within an acceptable range. However, the civilian operations will affect substantially more people than the military operations, and will include nighttime flights which will awaken more than 24,000 people repeatedly every night of the year. No mitigation measures are considered in the EIS for the civilian operations. We believe these impacts to be very severe and we object to the 24-hours a day operations as proposed.

--We believe the DEIS substantially understates the noise impacts in two ways: 1) by concluding that the awakening of people and other identified impacts will result in mere "annoyance"; and 2) by not giving consideration to impacts less than DNL 65 dB. In our opinion, the anticipated noise levels, particularly from nighttime operations, will result in impacts far more significant than "annoyance", and that the impacts will include a high degree of emotional distress and other effects associated with stress. Furthermore, by not assessing impacts below DNL 65 dB, the EIS underestimates the number of people exposed to significant noise levels by a factor of four or more.

--The DEIS in general lacks a thorough evaluation of mitigation measures, particularly for the civilian operations for which no mitigation is considered. Substantially more attention needs to be given to measures such as soundproofing of highly impacted buildings, and take-off/landing patterns and schedules which minimize impacts to sensitive receptors.

--Regarding the civilian operations, the DEIS lacks not only an evaluation of mitigation but also of alternatives which avoid or reduce impacts. Further, the DEIS does not provide information as to the need or justification for the proposed 24-hour a day or expanded nighttime operations. These three factors--alternatives, mitigation, and need for the action--are essential components of any EIS, as required by the Council on Environmehtal Quality Regulations Implementing NEPA.

As discussed above, we will follow up this letter with our additional comments as soon as possible. In the meantime, feel free to call me at 617/565-3414 (commercial) or 835-3414 (FTS).

Sincerely,

Elizabeth Higgins Congram

Elizabeth Higgins Congram
Assistant Director for Environmental Review
Office of Government Relations and Environmental Review

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
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 EPA to fully assess 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.

Figure 4-1

H.2 STATE AGENCIES

The Commonwealth of Massachusetts
Aeronautics Commission
10 Park Plaza, Room 6620
Boston, Massachusetts 02116-3966
(617) 973-7350

CHAIRMAN
Norman J. Faulkner
COMMISSIONERS
Alice S. Hubbard
Bruce M. Kuhn
Christine M. R. Rodrigues
William La Mont Thompson

DIRECTOR OF AERONAUTICS
Harold R. Aynsley

February 9,1987

Dr. Grady Maraman
H.Q. AFRES/DEPV
Robins AFB, Georgia 31098

Re: Comments of Westover Draft Environmental Impact Statement

Dear Dr. Maraman:

The Massachusetts Aeronautics Commission welcomes the opportunity to comment of the Draft Environmental Impact Statement (DEIS) for the proposal by the Air Force to deploy C-5 aircraft and the Westover Metropolitan Development Corporation (WMDC) proposal to extend the hours of operation of the control tower. We are particularly pleased that WMDC's proposal has been included in the DEIS, because it is both appropriate and timely to describe the cumulative impacts of both actions in one document. Although the quality of the DEIS needs improvement, as discussed below, we believe the report adequately identifies the relevant environmental issues.

The focus of our general comments is in three (3) main areas: 1) description of aircraft operations and their impacts, 2) methodologies for predicting noise impacts on people and property and 3) discussion and analysis of mitigating measures.

Description of Operations and Identification of Impacts

A clearer description is needed of the types of proposed military and civil aircraft operations. This information should be presented in a single table and included in the Summary. It should provide: 1) type of aircraft, 2) number of daily and annual departures and total operations, 3) time of day operations are likely to occur between 7 am - 10 pm and 10 pm - 7 am. All military flying should be expressed in terms of daily and annual operations.

The report should state that civil operations are based on market projections and the source of these projections should be documented. The DEIS uses the "medium case" forecast presented in the Westover Master Plan[1] and this should be made clear at the beginning of the report. The fact that Sound Exposure Level (SEL) data is based on noise levels of a B-747 should also be made clear.

All of the inputs for the NOISEMAP computer model should be listed together with the sources for this information. A brief but clear description of how the model computes noise contours should also be included. The public should know the types of data that go into the model, how the model counts the data and the relative importance of the data in determining the shape and size of the contours.

Populations should be described numerically by runway end and the source of the census information should be given. Schools, hospitals, nursing homes and other sensitive noise receptors and populations should all be clearly identifiable on the noise contour maps. The scale of the maps should be changed; we would recommend a scale of 1" equals 1 mile. Given its proximity to the approach end of Runway 5, the Chicopee State Park should also be depicted.

Impact Prediction Methodologies

The methodologies used in predicting noise impact on property values and on "sleep disturbance" should be described more fully. The DEIS cites EPA research[2] in the area of sleep disturbance, but in at least one other study[3] respondents living around different U.S. airports ranked sleep disturbance very low compared to other interferences caused by aircraft noise. The EIS should note that scientific evidence in this area is inconclusive.

As pointed out in the DEIS, the Noise Exposure Forecast (NEF) methodology is applicable primarily for use in local land use planning around airports and is not designed for use in predicting aircraft noise that would be heard by people living near an airport.

Besides the predicted noise exposure on populations, the DEIS repeatedly makes the assertion that aircraft noise may also have an

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[1]Westover Master Plan, Task 2 Report on Traffic and Activity Forecasts, Simat, Helliesen & Eichner, Inc., December, 1985.

[2]Information on Levels of Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety, EPA 550/9-74-004, March, 1974.

[3]Community Reactions to Aircraft Noise Around Smaller Airports, W.K. Conner and H.P. Patterson, NASA, CR-2104, August, 1972.

adverse impact on property values, though no distinction is made between residential and non-residential real estate. To support the assertion, the DEIS cites one FAA research report[4] on the subject. In the section entitled, "Effect of Aircraft Noise on Real Estate", the report states:

> "Studies have shown that aircraft noise does decrease the value of residential property located around airports . . . all research conducted in this area found negative effects from aviation noise, with effects ranging from a 0.6 to 2.3 percent decrease in property value per decibel increase of cumulative noise exposure."

The report cites two other studies to substantiate its claim that "all research . . . found negative (noise) effects" on property values. The study Newman most relies upon is based on surveys conducted at nine urban airports in the U.S. between 1960 and 1970. While one might recognize intuitively that aircraft noise may result in a diminution in enjoyment and use of property, that may not be the same as a diminution in the market value of the property. Even if the research cited in the DEIS made a compelling case on which to quantify a property reduction factor, any successful claim may have to pass legal scrutiny.

Mitigation Measures and Their Effectiveness

Regulations implementing the National Environmental Protection Act (NEPA) (40 CFR 1500) require that a federal EIS "include appropriate mitigation measures not already included in the proposed action or alternatives." (Sec. 1502.14 (f)) Further, an EIS "shall include discussion of . . . means to mitigate adverse environmental impacts" (Sec. 1502.16 (h)) In implementing the decision, "mitigation and other conditions established in the EIS or during its review, and committed as part of the decision shall be implemented by the lead agency or other appropriate consenting agency." (Sec. 1505.3) Finally, the federal regulations require an EIS to be consistent with State environmental requirements which are not in conflict with those in NEPA and that federal agencies cooperate in fulfilling these requirements, "so that one document will comply with all applicable laws." (Sec. 1506.2 (c)) The word mitigation is defined in NEPA and includes "avoiding impact altogether by not taking a certain action . . . or minimizing impacts by limiting the degree or magnitude of the action and its implementation." (Sec. 1508.20 (a) (b))

The regulations implementing the Massachusetts Environmental Protection Act (MEPA) also require that all feasible mitigating

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[4]Aviation Noise Effects, J.S. Newman and K.R. Beattie, DOT/FAA, Office of Environment and Energy, Report # FAA-EE-85-2, March, 1985.

measures be identified in an EIS. In 1980, the MAC was the proponent under MEPA regulations for the proposed joint-use agreement between the Air Force and the WMDC. The Secretary of Environmental Affairs issued a scope and alternatives for an Environmental Impact Report (EIR) in which the MAC and WMDC agreed that once civil activity at Westover was projected to exceed 20,000 annual operations, an assessment of aircraft noise impacts and planning for mitigating measures should be taken. MEPA decided against requiring an EIR, however, based on a relatively low number of civil operations projected.

Under MEPA regulations, MAC is required to determine the impact on the environment of such project, make a finding describing such impact, if any, and " make a finding that all feasible measures have been taken to avoid or minimize the impact." (301 CMR 11.10 (3))

The lack of information in the DEIS on population densities by census track, however, makes it difficult to evaluate measures which might be proposed to mitigate impacts of civil operations, much less describe and analyze their likely effect. Such discussion and analysis is possible only if the relative noise contribution of the military and civil operations is known. Mitigation measures will probably differ depending on the noise impacts of different types of aircraft, their respective operating characteristics, frequency, and time of day they will operate.

Having already been presented with aircraft noise impacts in the DEIS, people living around the airport should also be informed of the proven ways to minimize the noise exposure. Measures such as the use of a preferred runway for takeoffs and/or landings, particularly during the night-time hours, and optimizing VFR and IFR arrival and departure routes must be discussed in the EIS. We believe that WMDC is willing and able to present mitigation measures. In order to quantify the relative effectiveness of each proposed measure, however, additional noise contours need to be developed in the EIS.

Using available information on prospective aircraft types, frequency and time of operation should provide enough information to develop performance standards or thresholds on which mitigation can be measured. A certain population exposure level may require one or more mitigating measures, while another level or threshold may require a different set of regulatory actions.

The DEIS states on Page 109 that, "Because there is no specific proposal for air cargo operations, the analysis of noise impacts is based on operations considered representative of general air cargo operations and (therefore) no specific mitigation measures have been incorporated." We strongly believe that sufficient data exists on which to base feasible mitigation measures for the projected cargo operations, and that such discussion is required in the EIS.

Page by Page Comments

Page iv: Use of terms such as "annual flying program" and "hours to be flown" should be eliminated. Flight activity should be expressed in terms of operations (daily or annual) which can be applied more directly to noise and other impacts.

Page v: It is our understanding that most of the current cargo operations occur six (6) days a week between the hours of 7 am and 12 noon. The FEIS should clearly describe this current level of operation. WMDC's Master Plan /4 predicts that 25 percent -- or 12 -- of the 46 proposed cargo operations in 1995 will be conducted in DC-8 and/or B-707 aircraft. Currently, however, 24 operations a week are being conducted (by DC-8-73 aircraft which have been certificated by the FAA to meet the strictest noise standard for four-engine turbojets). Clarification is needed between current and forecasted cargo operations.

Page v,vi: Adding 23 cargo flights (46 operations) and 24 passenger flights (48 operations) together means that 94 total operations a week are being proposed in 1995. Again, use operations not flights.

Page vii, Second Para.: The report should clearly indicate by day of week and time of day when military operations are going to occur. If most of these proposed operations will occur on weekends or after 5 pm on weekdays, the report should so state in the Summary.

Page viii, Fourth Para.: The issue of displacing the landing threshold to Runway 5 requires more elaboration. How many feet will it be displaced and what, if any, effect will a displacement have on aircraft altitudes over populations?

Page ix: What is the basis for the assumption that 80 percent of the cargo operations would occur between 10 pm and 7 am with most landings between 10 pm and midnight and most takeoffs between 5 am and 7 am? There is some discussion about the time of day cargo normally moves by air, but more clarity is needed.

Page xii, Fourth Para.: What is the basis for the statement: "increases in demand for housing and public services would be essentially the same"? Local unemployment and housing vacancy rates should be presented.

Page 30: Which of the military support units will conduct flight operations and will the level of operations listed on P. 32 increase if the full compliment of C-5s are deployed?

Page 31, 3.1.4.1: Who flies, how much -- operations on weekdays and weekends?

Page 33, Fig. 3.3: This table should be labelled better to clarify which is the takeoff and landing runways.

Page 34: The report should describe all NOISEMAP inputs and distinguish between military and civil aircraft characteristics. The report should also identify which version of NOISEMAP is being used.

(It is worth noting that in the summer of 1986 the Department of the Air Force installed and tested NOISEMAP, Version 5.0, which the FAA has found to be fully equivalent to the more commonly used Integrated Noise Model (INM) in calculating civil aircraft noise exposure, when used with a special modification for civil aircraft types.)

Page 35: As indicated in our general comments, all Ldn contours would be more meaningful, particularly in assessing different mitigating measures, if they were shown on a smaller scale map.

Page 52, 4.1.1 and 4.1.2: Most of this narrative is redundant and does not add to the quality of the report.

Page 59, 4.1.2.2: The Westover Master Plan should be identified as the source document of forecasted activity.

Page 60, Table 4.2: The source should be given and it should be made clear that this table represents the operations data base used in the computer model.

Page 67, Figs. 4.1 - 4.5: Again, a smaller scale map is needed.

Page 75, Fourth Para.: It should be made clear that B-747 noise levels represent a worse case prediction.

Page 109: Mitigation Measures for Civil Operations -- see general comment.

Page 110, First Para.: A wind rose analysis should be presented to support any preferential runway use system. More information and justification is required to support the assumption that Runway 5 will be used only 20 percent of the time. What is meant by "daytime conditions"?

Appendix D: The tables presented should indicate takeoffs and/or landings by respective runway. Headings such as "Runway 5 Takeoffs" or "Runway 23 Landings" would help clarify the information.

Please don't hesitate to contact us if you have any questions regarding our comments.

Sincerely,

Arnold R. Stymest
Executive Director

CCS:DEIS.TXT

cc: Alan Blair, WMDC
David Sheppardson, MEPA
Elizabeth Higgins, EPA
Weedon Parris, FAA
Timothy Brennan, PVPC

The Commonwealth of Massachusetts

House of Representatives

State House, Boston

January 13, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

Please find enclosed a copy of the testimony I presented during the public hearing held on January 8 at the Bellamy School in Chicopee.

I hope you will seriously consider my suggestion, along with that of many others, that the review process of the proposals to locate sixteen C-5A aircraft and to expand commercial aircraft operations at Westover Air Force Base be extended.

Thank you very much for your attention.

Sincerely,

Stan Rosenberg
State Representative
Third Hampshire District

H-22

The Commonwealth of Massachusetts

House of Representatives

State House, Boston

January 8, 1986

STATEMENT BY REP. STAN ROSENBERG (D-AMHERST) ON PROPOSED AIR FORCE AND WMDC ACTIONS AT WESTOVER AFB

Dr. Grady Maraman
HQ AFRES/DEPV
Rubins AFB, GA 31098

I am grateful for the opportunity to share my comments and concerns regarding two proposed actions at Westover Air Force Base. Implementation of either proposal would have a major impact on Granby, Belchertown, and Amherst, three communities which I represent.

My primary concern tonight is that the review process preceeding a decision on the Westover AFB proposals be extended. The proposals, to locate sixteen C-5A military aircraft at Westover AFB and to increase commercial airfield operation to 24 hours per day, are complicated. Residents throughout this region who would share both the positive and negative impacts of the proposals deserve a complete and detailed explanation of the changes under consideration.

Many of us were able to obtain a copy of the Environmental Impact Statement (EIS) only recently. The report was first made available only a month ago, leaving residents and local officials barely four weeks during the holiday season to review its contents. I hope you will agree that more time is necessary to gain a full understanding of the two proposals.

Those of us who have had the opportunity to study the EIS are left with many questions. I cite several examples:

1) The number of people exposed to high noise levels would increase from 100 to 3,550 with the military proposal and from 100 to 6,500 with the civilian proposal. The civilian proposal would also create a degree of annoyance level at which sleep disturbance would be a "significant factor". These disturbing predictions merit further discussion, as well as a flight demonstration that would provide a more practical indication of the anticipated noise levels.

2) The two proposals raise serious environmental concerns. Westover AFB was previously determined to be in violation of state hazardous waste management regulations; the violations were later corrected. But does the base now have the facilities to deal with the proposed increases in the generation of hazardous chemical wastes, solid wastes, and industrial and sanitary wastes, no matter how small? Moreover, expanded civil aircraft operation alone would increase the emission of pollutants by 745 tons per year. The EIS states that this increase will have no significant impact on the region, but does not provide further information or studies to support the statement.

There is currently no evidence that many of the communities adversely affected by the proposals would also enjoy some of the rewards. The EIS highlights the positive economic impact the two proposals would bring in the form of more than 1,000 new full-time jobs. But is there a plan to make sure all communities in the region surrounding Westover AFB will benefit from the new employment?

Further, should income from a commerical flight fee, based on the number of daily flights and size of aircraft, be distributed to area communities which are adversely affected by the flights, thereby providing some degree of compensation to the communities?

I ask your serious consideration of our request to extend the review and discussion period on this matter. An extension in this review process will clearly prove insignificant when we consider that the impact of this decision will be felt by the residents of our region for decades to come. An extended review will allow the U.S. Air Force and the Westover Metropolitan Development Corporation to better demonstrate that every possible step would be taken to minimize the environmental, safety, and annoyance problems related to the proposals at Westover AFB.

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

MICHAEL S. DUKAKIS
GOVERNOR

JAMES S. HOYTE
SECRETARY

January 16, 1987

Dr. Grady Marsman
HQ AFRES/DEPV
Robins AFB GA 31098

Dear Dr. Marsman:

Enclosed is my evaluation of the Draft Environmental Impact Statement for Proposed Air Force Reserve Mission Change and Westover Metropolitan Development Corporation at Westover Air Force Base, Massachusetts as well as copies of comments I have received on the project. Please consider these as formal comments on the documents. It has also been reviewed by the Massachusetts Environmental Policy Act unit as state agencies will have to act in order to implement some of the actions being reviewed in the document.

Thank you for your consideration.

Sincerely,

James S. Hoyte
Secretary

JSH/DES/bk

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

MICHAEL S. DUKAKIS
GOVERNOR

JAMES S. HOYTE
SECRETARY

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS

ON THE

DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT NAME	: Westover Air Force Base/Joint Use
PROJECT LOCATION	: Chicopee
EOEA NUMBER	: 3887
PROJECT PROPONENT	: Westover Metropolitan Development Corp.
DATE NOTICED IN MONITOR	: December 10, 1986

The Secretary of Environmental Affairs herein issues a statement that the Draft Environmental Impact Report submitted on the above project adequately and properly complies with the Massachusetts Environmental Policy Act (G.L., c.30, s.61-62H) and with its implementing regulations (301 CMR 11.00).

Even though the Draft EIR is adequate, further analysis and discussion is necessary for an adequate Final Environmental Impact Report (FEIR). The noise analysis presents much data, but lack of information on population density and sensitive location make evaluation of mitigation difficult, and the DEIR lacks a good discussion of mitigation techniques and their effectiveness. The air quality analysis presents the gross changes but does not evaluate compliance with the State Implementation Plan (SIP) or the availability and effectiveness of mitigation. Finally, the proposed change in safety zones and the existing developed density in the safety zones need clarification.

I. Noise - The DEIS/DEIR contains several analyses which taken together give a good pictures of the potential impacts of the two

proposed actions. Unfortunately, when so few noise events are averaged over a twenty four hour day, the noise impact of individual events are lost. Even so, it appears that a potential of over 900 individuals reside in areas where hearing protection devices are recommended to avoid loss of hearing. The SEL analysis of impacts on schools and hospitals is helpful but not to its full potential. Needed is a plan showing population densities and the locations of the sensitive receptors (hospitals and schools) so appropriate decision on mitigation can be made. Discussion of the impacts on sleep, speech and health should consider the greater short duration impacts as well as the 24 average as in the DEIS/EIR.

The DEIR/EIS states that mitigation of the noise impact (especially on the civilian side) is available. The FEIR/EIS should identify the noise mitigation and evaluate their feasibility and effectiveness. It appears that implementation of mitigation will be necessary. Mitigation evaluated must include acoustical improvements, building purchase, time of operation, changing take off starting positions, angle of climb, direction of climb, plane type and status under FAR Part 36 noise regulations i.e., Stage I, II, III air craft. Include a discussion of all approvals needed for expansions of service, including MEPA. Section 4.1 of the DEIR/EIS identifies a number of mitigation techniques under the unavoidable impacts section. The FEIR should identify fewer unavoidable impacts and provide for more mitigation.

Air Quality - The DEIR/EIS indicates approximately a 2 fold increase in NO_x due to military operations, and increases for the civilian program of approximately 5x for CO, 3x for HC, 20x for NO_x, 23 for PM, and 14 x for SO_x. These levels should be evaluated under the State Implementation Plan (SIP) and any available mitigation evaluated for feasibility and effectiveness.

Safety Zones - The proposed change in clear zone should be shown clearly on a plan with the state park delineated. All proposed land takings should be clearly delineated and described.

Plans of each safety zones should indicate current uses which are not in conformance and the discussion should indicate how each community is implementing the various zone recommendations.

BASH Plan - The FEIR/EIS should report on the present plan to minimize the bird strike hazard and should evaluate the July, 1986 report recommendations and indicate those being implementated for mitigation or available for mitigation.

Birds of Special Interest - The Massachusetts National Heritage Program should be consulted as to locations, potential impacts and desirable mitigation efforts.

Hazardous Waste - The history of incidents and compliance orders should be presented as requested by the regional planning agency. Evaluation of potential discharges in light of required standards should be presented. Capacities, present quantities, and future treatment quantities should be discussed for the oil and grease separators. Future discharge paramenters and volumes should be presented.

Other - Comments of the Mass Aeronautics Commission, DEQE, and LPVRP must be addressed in the FEIR/EIS.

January 16, 1987
DATE

JAMES S. HOYTE, SECRETARY

JSH/DES/bk

TABLE I - Westover Air field - Military and Civilian

Unmitigated Population Noise Exposure

Noise	LDN averaged 24 hr.		Leq. 15 day operations			Leq. 9 nite operations (all civilian)	Leq. 6 military only per 5 hr sortie		Leq. 2 civilian only 5-7 AM with nite penalty
Intensity	existing	proposed (both act.)	proposed cumulative	runway 05	runway 23		runway 05	runway 23	
>80 Db requiring protective hearing devices	0	0	0	0	0	0	937	254	23
>75Db unacceptable residential level	0	200	379	1,334	283	196	6,870	481	3,364
>65Db normally unacceptable as residential	<100	11,500	16,698	32,100	10,185	10,774	47,477	16,236	44,013

> = greater than

< = less than

This table is compiled from the DEIS and its Appendices.

Commonwealth of Massachusetts
Executive Office of Environmental Affairs
Department of Environmental Management

100 Cambridge Street
Boston
Massachusetts
02202

Office of the
Commissioner

January 15, 1987

George A. Valente, Jr.
Lt. Col., USAF
Deputy Regional Civil Engineer
Department of the Air Force
Eastern Region (HQ AFESC)
526 Title Building
30 Pryor Street, S.W.
Atlanta, Georgia 30335-6801

Dear Lt. Colonel Valente:

We have reviewed the Draft Environmental Impact Statement for the Proposed Mission Change and Expansion of Civil Aviation Operations at Westover Air Force Base, and find it to be very comprehensive as to the impact of these changes on Chicopee Memorial State Park.

I was especially pleased to learn that the Air Force has decided to remove the Day Use Area of Chicopee State Park from the Clear Zone by permanently displacing the Landing Thresholds of Runway 05 twelve hundred feet by late 1988. I believe that this in conjunction with the proposed flight pattern changes at times of highest park use will mean that the park and proposed military and commercial aircraft operations will be able to live in relative harmony and safety.

While I am concerned with the increased noise levels that will occur in the park, I believe that the park staff and General Public will not be seriously inconvenienced.

I therefore do not believe that any of the actions proposed in the Draft Environmental Impact Statement for the Proposed Mission Change and expansion of Civil Aviation Operations at Westover Air Force Base would have a serious negative effect on the future operation of Chicopee Memorial State Park.

Very truly yours,

James Gutensohn
Commissioner

JG/CAH/lew

Michael S. Dukakis
Governor

James S. Hoyte
Secretary

James Gutensohn
Commissioner

H-27

S RUSSELL SYLVA
Commissioner
JOHN J HIGGINS
Regional Environmental Engineer

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
Department of Environmental Quality Engineering
Western Region

436 Dwight Street, Springfield, Mass. 01103
(413) 785-5327

January 23, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
ROBINS AFB, GA 31098

RE: Draft Environmental Impact Statement
Westover Air Force Base, MA

Dear Sir:

The Department of Environmental Quality Engineering (Department), Western Regional Office, on December 3, 1986, received a draft Environmental Impact Statement (EIS) for the Proposed Air Force Mission Change (C-130 to C5-A Aircraft) and Westover Metropolitan Development Corporation (Expansion of Civil Aviation Operations through 1995) at Westover Air Force Base, Massachusetts. The EIS was prepared by Oak Ridge National laboratory for the U. S Air Force.

The report reflects the environmental impact of two separate proposed actions at Westover Air Force Base, Massachusetts. The first is the reorganization of the 439th Tactical Airlift Wing (TAW) to support a strategic airlift mission. The reorganization of the 439th TAW would be accomplished by replacement of the 16 C-130E aircraft with 16 C-5A aircraft and reconfiguration of the unit as the 439th Military Airlift Wing (MAW). The second proposed action would be to increase the hours of airfield operation to twenty-four (24) hours a day for the expansion of commercial and general aviation aircraft operations as identified in the Westover Master Plan, dated May 1986.

It is the opinion of the Department that the analysis used by the Department of the Air Force in determining noise levels and air pollution emissions represents modern air pollution methodology and accurately reflects individual and cumulative impacts of the proposed actions. According to the report, the primary adverse environmental impact from either the military or civilian action would be related to increased noise levels in areas surrounding the base. In addition, there will be an increase of air pollutants (CO, HC, NO_x) over recent (post B-52 era) historical levels.

In conclusion, the Department recommends the following:

1. That all pertinant environmental permits for new facilities be obtained in accordance with the applicable regulations.

2. That all reasonably available mitigation strategies by employed to minimize to the extent practicable the impacts of noise and air pollution.

3. That efforts continue in a timely fashion towards securing all hazardous waste operations and sites.

Thank you for the opportunity to comment. If you have any further questions, please contact the undersigned.

Very truly yours

Stephen F. Joyce

Stephen F. Joyce, Deputy
Regional Environmental Engineer
Air, Hazardous and Solid Materials
Western Region

SFJ:RW:vw

cc: MEPA - Boston
WMDC - Chicopee

The Commonwealth of Massachusetts
Metropolitan District Commission
Water Division - Quabbin Section
P.O. Box 628 - 485 Ware Road
Belchertown, Massachusetts 01007

January 23, 1987

Dr. Grady Maraman
HW AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Grady:

This letter is in reference to the Draft Environmental Impact Statement on the proposed changes in military and civilian flight operations at Westover Air Force Base in Massachusetts. My particular concern involves the impact of proposed operations on the Quabbin Reservation, located approximately 13 air miles northeast of Westover.

Quabbin serves as the principal water supply for almost one-half of Massachusetts' citizens. However, due to its size, protection and limited public access, Quabbin also has a distinct and unique "semi-wilderness" character, and serves as a sanctuary for rare wildlife species such as eagles and loons. Its purpose as a wildlife preserve has been specifically legislated by Chapter 737, Acts of 1972.

Although the Metropolitan District Commission strictly limits vehicles and even pedestrian access to the reservation, we have little control over the use of the air space above the reservation. This is particularly concerning to us since Quabbin's rare wildlife are particularly sensitive to the noise and visual impacts associated with low-altitude flights. Biologists and other personnel have documented a number of instances of disturbance to wildlife caused by both military and private aircraft. The peacefulness and semi-wilderness character of Quabbin are also adversely impacted by such flights.

Your draft EIS makes reference to eagles at Quabbin in several places (Sections 3.6 and 4.6), but makes no attempt to address potential impacts or possible mitigation measures. In light of the already documented distrubance that military flights over Quabbin have produced, we feel this is a serious oversight. Wildlife can be affected by noise levels and frequencies that may not bother humans, as well as by the visual impact of large, low-flying aircraft. This impact can be especially severe during already stressful times such as winter and nesting seasons.

For several years now, we have corresponded with military and other officials regarding low-altitude flights over Quabbin. Still, we see such flights almost daily. These involve C-130's mainly, but combat jets and a large 4-jet engine camouflaged aircraft are also observed regularly. These aircraft generally approach Quabbin from the southwest, circle over Quabbin, and return towards the southwest. Since no flight paths were included in the EIS, we are unsure whether this is a normal route for these flights. However, we'd very much appreciate your consideration of a revised flight path which avoids Quabbin, especially if the C-5's will be using these routes.

Thank you for your consideration of this matter. I will be happy to discuss it further if you wish.

Sincerely,

Robert W. O'Connor
Superintendent of Quabbin Section

RWO'C/kat

H-29

Massachusetts Natural Heritage Program

January 21, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robbins AFB, Georgia 31098

RE: Draft EIS
Westover AFB
Chicopee, MA

Dear Dr. Maraman,

The Massachusetts Natural Heritage Program would like to comment on the Draft Environmental Impact Statement for the Proposed Air Force Reserve Mission Change at Westover Air Force Base in Chicopee, MA.

The MNHP strongly urges that military aircraft avoid low-level flights over the Quabbin Reservation, to avoid disturbance to the Bald Eagle (Federally- and State-listed as Endangered) and the Common Loon (State Species of Special Concern). Quabbin is the sole site for Bald Eagle restoration in Massachusetts, and a primary overwintering area for this species. In addition, it is the foremost of the two breeding areas for the Common Loon in the Commonwealth.

Contrary to the information contained on page 49, there are currently two known sites for the Small Whorled Pogonia (Isotria medeoloides) in Massachusetts.

Please feel free to contact me if more information is needed. As you may know, our inventory is expanding due to ongoing fieldwork and research, so more data on this area may become available in the future.

Sincerely,

Joanne Michaud

Joanne Michaud
Environmental Reviewer

JM/ja

Division of Fisheries and Wildlife 100 Cambridge Street, Boston, Mass 02202 (617) 727-9194,-3151

The Commonwealth of Massachusetts
Office of the Secretary of State
Michael Joseph Connolly, Secretary

Massachusetts Historical Commission
Valerie A. Talmage
Executive Director
State Historic Preservation Officer

December 31, 1986

Thomas G. Hargis, Lt. Col., USAFR
Base Commander
U.S. Air Force
HQ's 439th Combat Support Group (AFRES)
Westover AFB, Mass 01022

RE: Proposed Mission Change, Westover AFB, Chicopee

Dear Lt. Col. Hargis:

Thank you for your recent inquiry concerning historic and archaeological properties which might be effected by the proposed mission change at Westover AFB.

Review of the project information you submitted and the archaeological reconnaissance survey report prepared by Brown University indicates that the proposed new construction project area is located in a portion of the base which has previously been disturbed and is unlikely to contain significant, intact archaeological properties. Since the proposed construction is unlikely to affect significant historic or archaeological properties, no further review of this proposal is required in compliance with Section 106 of the National Historic Preservation Act of 1966 (36CFR 800).

The MHC would like to remind the Air Force that any additional new proposals planned at Westover must be reviewed for potential effects to archaeological resources. If you have any questions or require additional assistance, please contact Brona Simon, State Archaeologist, at this office.

Sincerely,

Valerie Talmage

Valerie A. Talmage
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

VAT/BS/lk

80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

H.3 REGIONAL AGENCIES

TIMOTHY W. BRENNAN
EXECUTIVE DIRECTOR

PIONEER VALLEY PLANNING COMMISSION
26 CENTRAL STREET WEST SPRINGFIELD MASSACHUSETTS 01089 (413)781 6045

January 14, 1987

Mr. James Hoyte, Secretary
Executive Office of Environmental Affairs
MEPA Unit
100 Cambridge Street, 20th Floor
Boston, Massachusetts 02202

Attention: Mr. David Shepardson

Dear Secretary Hoyte:

Reference: MEPA Review Comments on Proposed Air Force Reserve Mission Change and Westover Metropolitan Development Corporation Expansion at Westover Air Force Base

The staff of the Pioneer Valley Planning Commission has reviewed the Draft Environmental Impact Statement (DEIS) for the proposed Air Force Reserve Mission Change and Westover Metropolitan Development Corporation (WMDC) at Westover Air Force Base. For the record, I must note this project is also scheduled to be taken up by the Commission's Executive Committee at a regularly scheduled meeting to be held on January 29, 1987.

It is our conclusion that this report reveals certain deficiencies which should be addressed in the Final Environmental Impact Statement (FEIS). Our specific concerns focus primarily on issues of waste management, noise assessment methodology, noise impact mitigation, and land use control. These concerns are highlighted on the following pages.

Sincerely,

Timothy W. Brennan
Executive Director

TWB/CFW:mjg

cc: R. Butler, Chairman, PVPC
L. Flaccus, Vice Chairman, PVPC
T. Szold, PVPC, Chicopee
A. Blair, WMDC
Col. Hargis, Base Commander, Westover AFB

044/K

Waste Management

The Draft Environmental Impact Statement (DEIS) is not complete nor clear in its discussion of waste generation and management. The Final Environmental Impact Statement (FEIS) should:

- provide a more detailed discussion of Westover's hazardous waste compliance/non-compliance record, past and present, and any changes in applicable regulations that may occur as a result of the implementation of the proposed project. If such changes are expected to occur, the FEIS should detail the proponent's plans for compliance.

- elaborate on possible EPA oil and grease pretreatment standard violations (see DEIS p. 47) and plans/schedule for correction of problems. On a related note, the DEIS mentions (p. 47) that the City of Chicopee has its own standards on the introduction of oil and grease to its sewer system but these standards are not applicable to any activity at Westover. It would be useful to know what these standards are, where the Base stands in relation to them, and why the Base is immune, even with civilian operations on site (WMDC) and a civilian proponent of the original ENT (Mass Aeronautic).

- comment on the quantity of fuel being introduced to Cooley Brook as a result of current operations (see DEIS, p. 96), and whether or not this represents an existing violation of environmental standards.

- discuss, in greater detail, the function of existing oil-water separators on Base (including figures on their capacity, an assessment of their overall effectiveness, and discussion of conditions and/or circumstances that could affect their proper operation.)

Noise Assessment Methodology

As a general comment, the Commission, while realizing the format constraints inherent in the MEPA process, found the sections of the report dealing with noise assessment to be ill organized and confusing. The proponent should consider a redraft of these sections for the purpose of readability.

We believe, too, that the proponent would do well to place greater emphasis on the impacts of single-event noise in the FEIR. While addressed briefly in the DEIR's appendix, single-event noise clearly does not receive the attention it deserves. If possible, contour modeling of this parameter should be included.

Noise Impact Mitigation

The DEIR gives inadequate attention to the discussion of alternatives for noise impact mitigation, particularly in regard to the highly obtrusive late-night civilian flights. The Commission suggests consideration in the FEIS be given by WMDC to the following mitigation techniques:

- the allowance of Stage 3 aircraft operations only;

- the establishment of a landing fee schedule that would penalize flights arriving during critical late-night hours (i.e., 12-6 a.m.);

- the establishment of a policy which would strongly encourage the use of "low impact" runways under favorable flying conditions.

In addition, consideration should be given to a phased expansion of tower operations to a time period of less than 24 hours (perhaps 18 or 20 hours). These alternatives should all be evaluated in the FEIS.

Land Use Planning

The FEIS should contain a proposed plan of action for bringing about a cooperative planning program which would enable the proponent and local municipalities to ensure future land uses that are compatible with proposed airport uses. The resurrection and active efforts toward implementation of the Air Force's Air Installation Compatibiliby Use Zone (AICUZ) program could be an important component of this effort.

Other Comments

Although the following comments apply to elements of review outside of MEPA's jurisdiction, we have included them by way of information and for the record:

- The Commission believes that the inclusion of a cost-benefit analysis section, weighing the potential negative impacts of the proposal (e.g. quantification of noise impacts on residents, reduced property values, etc.) against the potential economic gains (e.g. new jobs), would be a valuable tool for evaluating the merits of the proposal. Such an analysis should be included in he FEIR.

- The Commission feels that the Air Force's apparent omission of "compatibility of surrounding environment" as a criteron for preliminary site selection (see DEIS p. 8), represents a significant oversight. An amplification on the Air Force's site selection process and criteria in the FEIS is recommended.

TIMOTHY W. BRENNAN
EXECUTIVE DIRECTOR

PIONEER VALLEY PLANNING COMMISSION
26 CENTRAL STREET, WEST SPRINGFIELD, MASSACHUSETTS 01089 (413) 781 6045

February 10, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins Air Force Base, GA 31098

Dear Dr. Maraman:

Reference: NEPA Review Comments on Proposed Air Force Reserve Mission Change and Westover Metropolitan Development Corporation Expansion at Westover Air Force Base

Please find enclosed an addendum to the Pioneer Valley Planning Commission's review comments of January 28, 1987, which addresses the economic benefits of the Westover proposals. Approval for the submission of this addendum as well as this agency's previous comments has been granted by vote of the Commission's Executive Committee.

Sincerely,

Timothy W. Brennan
Executive Director

TWB/CFW:fe

Enclosure

H-34

Pioneer Valley Planning Commission

ADDENDUM ON ECONOMIC BENEFITS OF WESTOVER AIR FORCE BASE PROPOSALS

Both the proposed military mission change and WMDC's proposed civilian expansion, if implemented, are likely to bring about positive economic impacts to the immediate Westover area (i.e., Chicopee and Ludlow) and the Region as a whole. So potentially significant are these positive impacts that the Commission feels compelled to highlight these economic benefits as part of our review of the project.

Economic Benefits of Proposed Military Action

According to the Draft Environmental Impact Statement (DEIS), the proposed action to bring 16 C5-A aircraft to Westover AFB could result in the creation of approximately 330 new permanent, full-time jobs by 1990 (although it is not clear if this figure takes into account the elimination of current positions that could result). The report further states that 225 to 250 indirect, permanent full-time positions (presumably off-base) could be created if the military proposal is implemented. In addition, base payroll could be expected to increase from its current sum of $24 million to about $37.4 million per year. The DEIS further states that $66.2 million additional on-base, construction work would be generated for the region within a two to three year time period provided that the proposed military action is approved and implemented as the Air Force has proposed.

Economic Benefits of Proposed Westover Metropolitan Development Corporation (WMDC) Operations

The DEIS states that by 1995 the proposed expansion of civilian air cargo operations at Westover AFB could result in the creation of approximately 680 directly related jobs representing an increase in regional income of $9.2 million. The DEIS also states that 150 to 180 permanent indirect jobs could result if the WMDC proposal is implemented. In addition, 600 to 650 person years of direct construction employment and 400 to 600 person years of indirect construction employment could be expected to result from the implementation of this proposal over a projected ten year time span.

Cumulative Economic Benefits

The DEIS states that if both proposals are implemented, the following economic benefits can reasonably be anticipated:

- the creation of more than 1,000 directly related full-time jobs representing increases in income totaling $22.6 million/year;
- the creation of 375-430 permanent support positions (non-construction);
- construction activities providing the region with an additional 1,400 person years of direct employment and 1,100 to 1,400 years of indirect employment.

Conclusion

There can be little doubt that implementation of the military and WMDC actions designated in the DEIS will have significant positive effects on the economy

of the Pioneer Valley Region and, consequently, these factors should be taken into account in any evaluation of the subject project. In light of these potential benefits, the Commission recommends that a more detailed and comprehensive analysis of the economic impacts be included in the Final Environmental Impact Statement (FEIS). The methodology used to calculate projected employment and income figures should be explained clearly and in detail. In addition, a thorough analysis of any potential adverse economic impacts should be included in this analysis and the FEIS. Such a treatment of this subject would leave no doubt as to significance of the project's impact on local and regional economies.

0448K

H.4 LOCAL AGENCIES

The City of
Chicopee

City Hall · Market Square
Massachusetts · 01013
(413) 594 4711

Executive Office
Richard S. Lak
Mayor

11 February 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, Georgia 31098

Dear Dr. Maraman:

I am writing to again express unequivocal support for the proposed change in the military mission and the expanded tower hours for civilian aviation at Westover Air Force Base.

In addition to my comments, I have enclosed supplemental supportive material from a variety of sources, including a statement by the mayors of Springfield, Holyoke, Westfield and Northampton endorsing the mission change and expanded tower hours. I ask that these documents be placed in the record, as well.

For my part, the resurgence of Westover in terms of the military mission, civilian aviation, industrial development and new housing -- means a better living and a better way of life for not only the people of the City of Chicopee, but for the entire region. As I have stated before, my belief is that this growth must be one of controlled and reasoned development. We seek, and we will do all in our power to assure the greatest positive economic benefit with the fewest adverse affects on the people, the property and the quality of life in Chicopee and the region.

In the beginning I must confess my concerns were many, and I am sure, similar to the ones raised by other people. However, as I have asked questions and as I have studied this report, my suspicions and fears have been laid to rest.

The self-initiated action by the Air Force in dealing with sensitive issues such as removing the State Park from the clear zone and attempting to reduce noise levels, has satisfactorily demonstrated to me that they want to be good neighbors and will continue to work with our communities.

As to the development of civilian aviation, it is not by accident that the main thrust has been toward air cargo transportation. The goals of the military and the Westover Metropolitan Development Corporation are indeed complimentary and compatible. Yes, there will be larger air planes, but also longer and fewer flights; fewer take offs; fewer landings, and more and better jobs. Such controlled, development will lead to the greatest positive economic impact with the fewest adverse affects.

I am sure there are those who ask: "How can you be so sure?" The answer is not difficult. We are starting at the beginning. There are no contracts to live up to, no terms to renegotiate. Civilian carriers will have to meet not only the regulations set forth by the Federal Aeronautics Administration, but the criteria established by the local Airport Authority and the city.

This position is born out in the Draft Environmental Impact Statement "Although a decision by the Air Force to increase the hours of airfield operation would not result in a direct increase in civil aviation activity, it would provide a basis, for WMDC to proceed with negotiations with potential air cargo carriers." Further, "Because there is no specific proposal for air cargo operations, the analysis of noise impacts is based on operations considered representative of general air cargo operations and no specific mitigation measures have been incorporated. A variety of possible mitigation measures could be developed to reduce noise impacts of these operations. The feasibility of specific mitigation measures would have to be determined in negotiations with potential air cargo operations."

I would like to conclude by sharing with you some history -- the history of Westover (or as it was first designated the Northeast Army Air Base) and the history of the Lak Family.

During the great migration at the turn of the century, my grandfather, like millions of other Europeans, made his way to Ellis Island and then on to one of the hundreds of mill towns in the Northeast -- a place called Chicopee Falls.

During the anxious years just prior to World War II the War Department (or, as it is known today the Department of Defense) began to look for a site to locate an air base and in 1939 chose some 4500 acres in Chicopee and Ludlow.

Since that time, and more specifically since 1952 when my father and mother and their children moved to their new home on Broadway directly in the flight path to the North-South runway (designated in military terms as Runway 05) through B-52s and KC 135s one thing has remained constant -- Westover and the Lak family remained in Chicopee. The coming of the C5A and civilian aviation will not change that.

Thank you for your consideration in this matter.

Very truly,

Richard S. Lak
Mayor

RSL/ly

encs.

January 27, 1987

TO WHOM IT MAY CONCERN:

We the undersigned Mayors of the Pioneer Valley do hereby endorse the economic development of Westover Field.

In this regard, we urge all pertinent agencies of the state and federal governments to look favorably upon the establishment of both military and civilian aircraft operations at Westover which will add immeasurably to the economic development potential of the Pioneer Valley. Specifically, we support the assignment of the C5A at Westover and the civilian aviation there based on the proposition that its development provides the greatest positive economic benefit with the least negative environmental impact on the region.

Furthermore, we agree that Westover Field should be professionally studied from a developemnt perapective in order to derive the highest and best use of the property with priority given for good paying jobs and substantial tax base increases.

It is felt that if the above is accomplished that all of our communities will benefit along with the entire region of Western Massachusetts.

Sincerely,

Richard S. Lak
Mayor
City of Chicopee

David B. Musante, Jr.
Mayor
City of Northampton

Richard Neal
Mayor
City of Springfield

Ernest E. Proulx
Mayor
City of Holyoke

George Varelas
Mayor
City of Westfield

REALTY WORLD.

REALTY WORLD® — Authier, Inc.
1066 Granby Road, Chicopee, MA 01020
Telephone (413) 536 0573

February 9, 1987

Mayor Lak,

The Mayor's office, Board of Aldermen and Chicopee Chamber of Commerce have all agreed on one major issue for Chicopee. That Westover has affected growth. But if you have noticed, it has only affected the degree of growth and never has it stopped or lessened the growth.

Market values are affected by the same patterns a city follows. Through all the changes for the past 30 years, Chicopee has experienced a 120%/10years period growth rate in market value. I expect that some areas may appreciate in value at a slower rate during the impact period, but within 5 years will have appreciated at the same overall rate as the rest of the city and probably at a greater rate than we have had in the past. Westover's fate is a factor but not the only one.

This should be a positive growth period for Chicopee considering the 70's were also even with high interest rates and Westover closing. With low interest rates and Westover Airport opening, sky may be the limit!!!

Sincerely Caring Resident
Raymond P. Authier

Raymond P. Authier, Pres.

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EARL CROTEAU REALTY INC.

MLS
Red Carpet Service

617 Front Street • Chicopee, Mass. 01013 • 592-1302 / 594-6258

February 10, 1987

Mayor Richard Lak
City of Chicopee
Chicopee, Massachusetts, 01013

Dear Mayor Lak,

Upon your request as to my opinion of the proposed expanded use of Westover's flight activity, I am writing this letter.

I feel that the increased usage of Westover will bring more jobs and a better economy to our City. With the closing of Uniroyal and the Bosch, it is imperative that the City does everything in its power to bring new growth potential to Chicopee.

Having lived in Chicopee for over 40 years, spending 4 years in the USAF, most of which was spent at Westover, I recall the favorable economic situation when the Base was very active. I feel it will again be a financial benefit to Chicopee.

As President of the Greater Holyoke-Chicopee Board of Realtors, I have had the opportunity to discuss with other Board Presidents, throughout the State, the problems in their areas. Many of them have a problem with city leadership working in an anti-growth capacity. Chicopee is fortunate in having most of its leadership working in favor of increased economic potential. The easiest thing for leadership to do is stand still, but most of our leaders have chosen the path that they feel is in the best interest of the City in the long run.

There are 21 Local Boards of Realtors in Massachusetts, and a survey of the sales prices indicate that the Holyoke-Chicopee area has the lowest average sales price of all 21 Boards. I find it difficult to believe that values will drop. A review of the Holyoke-Chicopee Multiple Listing Service statistics indicates a 1985 average sale price of $67,980 and a 1986 average sale price of $88,925, an increase of better than 30% in one year. However, in the same 1986 time period, Greater Springfield's Multiple Listing Service indicated an average sale price of $97,491, approximately $8,500 above that of Holyoke-Chicopee. These are just some of the factors that I have used to voice my opinion in this matter.

Respectfully submitted,

Earl Croteau, President
Earl Croteau Realty, Inc.

H-41

Brochu Real Estate Agency
506 GRATTAN STREET • CHICOPEE, MA 01021 • 413/536-3311

February 10, 1987

Mayor Richard Lak
City Hall
Market Square
Chicopee, Ma 01013

Dear Mayor Lak,

I just wanted to write you in relation to your efforts in having the Air Force Reserve station C-5A Aircraft at Westover Air Force Base.

I have read many statements in the newspapers with regard to property devaluation if the C-5A's are flying in and out of Westover and it is my opinion as a realtor in this city since 1964 and as Past President of the Holyoke-Chicopee Board of Realtors and as Massachusetts Realtor of the Year in 1986, that property values would not be adversely affected with increase use of Westover Air Force Base.

I was here during the B-52 Era and owned a home in Chicopee Falls area under the flight pattern. I also sold many homes during the deactivation of the Air Force Base and the demand for housing was then and still is to this day very strong in the City of Chicopee. As I write this letter there are only 48 homes listed for sale in the entire city. I would suggest that with the creation of new jobs associated with the C-5A's arrival the demand for housing will drive the property values up and not down as some opponents would make us believe.

I think as the Chief Executive of our city your reasons for backing the deployment of the C-5A's at Westover Air Force Base are right on target and will benefit this city and region for many years to come.

Keep up the good work!!

Regards,

Kenneth R. Brochu, President
Brochu Real Estate

RESIDENTIAL AND INVESTMENT PROPERTIES

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Four mayors support Lak on Westover

Economic benefit to region cited

By RAY KELLY
and MIKE PLAISANCE

CHICOPEE — Four area mayors joined with Mayor Richard A. Lak yesterday, endorsing plans to station 16 C-5 Galaxy transport jets at Westover Air Force Base, and expand civilian use there.

The mayors, from Holyoke, Westfield, Northampton and Springfield, endorsed the plans at a meeting in Northampton.

"I believe that if my sister community prospers, it will help my community as well," said Westfield Mayor George Vavolas.

The two proposals will create civilian and military jobs at the base, Vavolas said.

"There are no borders that prohibit people from working elsewhere," he said. "Workers will be drawn from Westfield, Holyoke, Springfield and Northampton, as well as Chicopee."

□□□

Northampton Mayor David Mazzaglia said the five city leaders had met in Springfield earlier this week and had addressed three issues "affecting the Pioneer Valley."

The mayors discussed not only expanded use of Westover, but waste disposal and alternative uses for Northampton State Hospital.

Mazzaglia said that Edward Logue, an urban planner from the Massachusetts Institute of Technology had advised the mayors last year that Westover, along with the hospital and the University of Massachusetts at Amherst, is a "very dynamic asset to the Pioneer Valley."

□□□

Efforts to reach Lak, Springfield Mayor Richard E. Neal and Holyoke Mayor Ernest E. Proulx for comment yesterday were unsuccessful.

The mayors' move came the same day that the Pioneer Valley Planning Commission agreed to a Chicopee official's request to forward to the Air Force a review addressing the economic benefits of the expansion.

The review would expand on remarks the commission had sent to the military review committee on Wednesday, the same day the Air Force extended the public comment period until Feb. 11.

□□□

Chicopee Development Manager Terry Ekiel told the commission members that she could not support Wednesday's report because it lacked information about how expanding Westover would benefit the region.

It is part of "the commission's job to evaluate the impact. But what I see is an evaluation of the negative impact without an evaluation of the positive impact," Ekiel said.

Ekiel told commission members that Westover is "a development of regional impact," and said more information should be added to the commission's report "to see where the cost-benefit ratio is."

After debating Ekiel's recommendation for about an hour, members voted to accept it.

□□□

The C-5 proposal, along with the separate plan to allow 24-hour civilian use of part of the base, has been assailed by critics as a potential cause of greater air and noise pollution, which would have an adverse effect on some property values.

Proponents say that the environmental impact would be slight, and that the additional use of Westover would create hundreds of new jobs and bring millions of dollars to the area.

Undersecretary of the Air Force James Boatwright is expected to decide in late April on whether to send 16 C-5s to Westover to replace the older turboprop C-130s

The Daily News
Hometown
• Chicopee
• Holyoke
• So. Hadley

Agents Say Westover Values Won't Be Hurt

Westover Values Safe

Editorials

WEDNESDAY, JANUARY 7, 1987 PAGE 10

Accept C-5s At Westover

Much has been said — although maybe not enough — about the economic impact on this area if Westover AFB becomes home to the USAF's C-5A transports, and if it is opened to 24-hour per day use by civilian commercial carriers.

Much is being said, critically, about the environmental impact regionally if the giant transports, military and civilian, are allowed "in" at the Chicopee base.

And much more will be said tomorrow night at Chicopee's Bellamy School during a hearing on the Air Force proposal to re-equip the Air Reserve wing at Westover with the giant C-5A.

• • •

AN ENVIRONMENTAL impact statement does say that there will be noise pollution, though in other respects, the impact of the C-5s will be negligible.

But balanced against the noise pollution are the huge economic gains for this region in the coming of the C-5. We are talking about many millions of dollars represented in construction work, then, annually, in permanent civilian jobs, Air Reserve and Civil Service payrolls, and in goods and services needed by a growing Air Reserve wing which will become one of the largest employers in this area.

Beyond that, a few points should be made.

• • •

— THE AIR FORCE IS NOT trying to "jam" the C-5 into this region. Rather, securing the huge transport for the Air Reserves as replacement for the older, much smaller C-130s was aggressively sought by the civil and business leadership of local communities, led by U.S. Rep. Edward P. Boland, D-Springfield, and Chicopee Mayor Richard S. Lah.

They see, accurately we believe, the growing importance of Westover as having enormous potential value to Western Massachusetts.

— THE NOISE LEVELS with 16 C-5s on station cannot possibly duplicate what we experienced — and with which we learned to cope — when for about 20 years Westover was home to the Strategic Air Command's 8th Air Force headquarters, 57th Air Division headquarters, SAC's 99th Bomb Wing which operated three B-52 squadrons and a KC-135 aerial tanker squadron, and, for a period, an F-104 fighter squadron.

— Emery Air Freight DC-8s, comparable in noise levels to the C-5, have made more than 600 flights into and out of Westover since the air freighter started using the air base in August, 1985. And not one single complaint about noise has been registered.

• • •

WESTOVER HAS BEEN in existence for 47 years, and for much of that time, it was one of the three largest and most active bases in the entire Air Force.

It is not as if we haven't been this way before.

C-5As at Westover 'Big Boost' for Chicopee

In regard to the C-5As coming to Westover AFB, I'm for it all the way.

The first one I saw several years ago going into our base really had me excited. It was just like watching Springfield's 350th fireworks display — spectacular.

I've lived in Chicopee all my life and I remember when the B-52s would go thundering overhead. They were a sight to see and hear.

Now some people are concerned about the noise the C-5As will make and about safety. Well, compared to the B-52s they're a lot quieter.

Besides, when the B-52s were stationed here, no one complained about them. And as far as safety goes, I don't remember there ever being any kind of accidents.

Not too long ago we had a squadron of fighter jets from a New Hampshire air base stationed here at Westover while their runway was being repaved.

I was amazed at how they performed, and how at night you could see an orange glow coming from the tail of each jet (which was something I had never seen before). They were noisy and no one complained about them.

I believe having the C-5As here will be a big boost for the City of Chicopee. It will provide many new jobs for people that need them and add a big plus to the economy.

This is an opportunity that we can't let pass by.

JOHN R. KRAWCZYK
27 Orchard St.,
Chicopee.

CHICOPEE HERALD POLL RESULTS

Petitions:	Pro-expansion	87	
	Anti-expansion	40	
Letters:	Pro-expansion	79	
	Anti-expansion	13	
TOTALS:	Pro-expansion	166	(75.8%)
	Anti-expansion	53	(24.2%)

C-5A's
Westover Petition

Do you favor the C-5A's and the expansion of Westover Air Force Base?

Name _____

Address _____

Are you opposed to C-5A's and expansion of Westover Air Force Base?

Name _____

Address _____

The results of this survey will be used to compile a petition demonstrating the citizen's opinion. This petition will be published in the Chicopee Herald and submitted to local and government officials.

Send your vote to C-5A Petition, Chicopee Herald, P.O. Box 120, Chicopee, MA 01014, no later than January 19, 1987.

The City of
Chicopee

City Hall • Market Square
Massachusetts • 01013
(413) 594-4711

Executive Office
Richard S. Lak
Mayor

Westover Surplus Properties:

Contributions to regional economic development

The surplus properties at Westover are providing and continue to hold economic development promise not only for the City of Chicopee, the Town of Ludlow but the entire Pioneer Valley. Taken together the 2000 *acres of surplus property provides a unique addition to* the region's industrial land inventory, aviation development potentials, housing and mixed use demands.

I. Current utilization:

Chicopee:

1.) Industrial Airpark West - 256 acres
   a.) 131 acres sold
   b.) 125 acres remaining for development
   c.) 33 companies
   d.) 1335 employees
2.) Westover Metropolitan Airport
   a.) 178 acres
   b.) 1 scheduled air cargo carrier
   c.) 120 Jobs
3.) Doverbrook Condominiums
   a.) 571 units sold

Ludlow:

1.) Industrial Airpark East - 780 acres

a.) 500 acres sold

b.) 125 acres remaining for development

c.) 16 companies

d.) 300 employees

2.) Westover Golf Course - Town of Ludlow controlled

3.) Several hundred acres of conservation land deeded to Town of Ludlow

II. Future Development:

Chicopee:

1.) Industrial Airpark West

a.) Goal: manufacturing and airport related development - Potential attraction for out of region investment

2.) Westover Metropolitan Airport 178 acres

a.) Air Cargo Services (1/3 of total capacity)

b.) Scheduled Passenger service (1/3 of total capacity)

1.) Passenger terminal scheduled for completion by 9/87

c.) General Aviation/Corporate Service (1/3 of planned capacity)

d.) By 1995: 800 jobs, $10 million in payroll; $32 Million in capital investment

3.) 187 acres to be purchased by City of Chicopee

a.) 100 acres of Industrial land

b.) 87 acres of high quality mixed use development including market rate housing and elderly life care facilities

Summary:

Both industrial Airparks are owned and managed by Westover Metropolitan Development Corporation. Overiding goals for each are manufacturing or other labor intensive uses resulting in increased employment, tax base and capital investment. Airpark West presents unique opportunity for out of region investment

because of proximity to Westover Metropolitan Airport. Airport goals of oncargo, limited passenger and corporate services represent a balance between economic growth in the region and limited impact on the quality of life. Westover Metropolital Development Corporation, as civil airport authority is committed to reasoned, controlled development of airport services.

Joint use of Westover aviation facilities with Air Force Reserve allows for optimum civilian aviation potential at low cost for region. Continued military presence will result in shared aviation facilities costs and major capital investment and payroll growth by Air Force Reserve. The C-5A conversion means $46.9 Million in capital investments, 332 new full time jobs with a $13.4 million increase in Air Force Reserve payroll.

SENATOR MARTIN T. REILLY
HAMPDEN DISTRICT
DISTRICT OFFICE:
100 LIBERTY STREET
SPRINGFIELD, MA 01103
737-1488

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
ROOM 308, STATE HOUSE
BOSTON 02133 722-1381

COMMITTEES:
STATE ADMINISTRATION (CHAIRMAN)
FEDERAL FINANCIAL ASSISTANCE (VICE CHAIRMAN)
POST AUDIT (VICE CHAIRMAN)
WAYS AND MEANS
BANKS AND BANKING
[redacted]
PUBLIC SAFETY

FEBRUARY 10, 1987

TO: MEMBERS OF THE NEWS MEDIA

FROM: SENATOR MARTIN T. REILLY

RE: SUPPORT OF THE C5'S AND WESTOVER DEVELOPMENT
(REMARKS TO BE SUBMITTED TO THE AIR FORCE REVIEW BOARD)

H-46

ALTHOUGH MASSACHUSETTS HAS THE LOWEST UNEMPLOYMENT RATE OF ALL THE INDUSTRIAL STATES IN THE NATION, WESTERN MASSACHUSETTS RESIDENTS AND TAXPAYERS HAVE NOT SHARED THE BENEFITS OF THIS ECONOMIC PROSPERITY TO THE SAME EXTENT AS PEOPLE IN OTHER PARTS OF THE COMMONWEALTH.

IN FACT, DURING THE 1980'S, WHILE OUR MASSACHUSETTS ECONOMY HAS BOOMED OUR WESTERN MASSACHUSETTS REGIONAL ECONOMY HAS SEEN THE DETERIORATION OF OUR INDUSTRIAL MANUFACTURING BASE WHICH IS REFLECTED IN THE LOSS OF OVER 5,000 JOBS IN OUR AREA.

IN SPITE OF THIS FACT, WESTERN MASSACHUSETTS AS A REGION HAS TREMENDOUS POTENTIAL FOR ECONOMIC DEVELOPMENT BECAUSE OF OUR TRANSPORTATION NETWORK, SKILLED LABOR FORCE, ACADEMIC INSTITITUTIONS, AND REGIONAL SKILL CENTERS.

BEYOND OUR ABUNDANCE OF UNTAPPED MAN-MADE AND NATURAL RESOURCES, IN WESTERN MASSACHUSETTS WE ARE MOST FORTUNATE TO HAVE A RESOURCE THAT IS UNPARALLELED IN MASSACHUSETTS AND THE ENTIRE NORTHEASTERN UNITED STATES-WESTOVER AIR FORCE BASE.

WESTOVER IS RENOWNED THROUGHOUT THIS REGION, THE UNITED STATES, AND THE WORLD FOR HAVING THE FOLLOWING ATTRIBUTES:

- THE LONGEST RUNWAYS IN THE ENTIRE NORTHEASTERN UNITED STATES, LARGER THAN KENNEDY, LOGAN, LAGUARDIA, AND BRADLEY.
- THE MAIN RUNWAY HAS TWICE THE LOAD BEARING CAPABILITIES OF J.F.K. INTERNATIONAL AIRPORT.
- TO QUOTE TIME MAGAZINE, IT IS THE ONLY AIRPORT ON THE EASTERN SEABOARD NORTH OF CAPE CANAVERAL CAPABLE OF LANDING THE SPACE SHUTTLE.
- ACCESS TO THE AIR WAYS, INTERNATIONAL MARKETS, AND ALL MAJOR NORTH AMERICAN AND WESTERN EUROPEAN CITIES.
    - 6 HOURS FROM LONDON
    - 8 HOURS FROM PARIS
    - 8 HOURS FROM GERMANY
    - 10 HOURS FROM ROME
- OVERNIGHT HIGHWAY ACCESS FROM NORTH, SOUTH, EAST, WEST HIGHWAYS SERVICES OVER 26% OF THE UNITED STATES AND CANADIAN POPULATIONS.
- RAILS
- ENERGY SUPPLIES AND UTILITIES NECESSARY FOR ECONOMIC DEVELOPMENT.

THE TIME HAS COME FOR THESE ATTRIBUTES TO BE PUT TO WORK IN A WAY THAT WILL BENEFIT THE PEOPLE OF OUR AREA WHO CONTINUE TO SUFFER FROM HIGH UNEMPLOYMENT ATTRIBUTABLE TO RECENT LAYOFFS AT AMERICAN BOSCH, EASCO, BUXTON, CHAPMAN VALVE, DIAMOND MATCH, UNIROYAL AND OTHERS.

WESTOVER IS OUR GREATEST RESOURCE IN WESTERN MASSACHUSETTS AND ITS DEVELOPMENT REPRESENTS THE FUTURE OF OUR REGIONAL ECONOMY.

SINCE MY ELECTION TO THE MASSACHUSETTS SENATE I HAVE ALWAYS BEEN A PROPONENT OF THE ECONOMIC DEVELOPMENT OF WESTOVER. ACCORDINGLY AS STATE SENATOR REPRESENTING THE TOWN OF LUDLOW WHICH COMPRISES APPROXIMATELY 800 OF THE 1200 ACRES UNDER THE JURISDICTION OF THE WESTOVER METROPOLITAN DEVELOPMENT CORPORATION I AM URGING ALL THE PEOPLE OF OUR AREA FROM THE PUBLIC AND PRIVATE SECTORS, LABOR AND ACADEMIA, AND THE GENERAL CITIZENRY TO SUPPORT THE LOCATION OF C-5'S AT WESTOVER AIR FORCE BASE BECAUSE IT WILL ALLOW WESTOVER TO BE DEVELOPED TO ITS MAXIMUM POTENTIAL FOR THE BENEFIT OF THE PEOPLE OF OUR AREA.

BEYOND THE DIRECT ECONOMIC BENEFIT TO THE LOCAL JOB MARKET, IT WILL ALSO MAKE IT POSSIBLE TO ESTABLISH 24 HOUR AIR TRAFFIC CONTROL AT WESTOVER WHICH HAS BEEN A MAJOR IMPEDIMENT TO PROMOTING SUBSTANTIVE COMMERCIAL AND CIVILIAN AIRPORT RELATED DEVELOPMENT ACTIVITY IN THE PAST.

THE LOCATION OF C-5'S AT WESTOVER COUPLED WITH THE ANTICIPATED 24 HOUR AIR TRAFFIC CONTROL WILL COINCIDE PERFECTLY WITH THE STATE INVESTMENT OF $ 500,000 FOR THE CONSTRUCTION OF A COMMERCIAL PASSENGER AIR TERMINAL WHICH WILL BE COMPLETED IN AUGUST OF 1987 AND WILL BE A PRE-CURSOR TO INCREASE AIR FREIGHT AND CARGO BUSINESS AND COMMERCIAL FLIGHTS WHICH WILL STIMULATE OUR LOCAL REGIONAL ECONOMY.

THESE NEW FOUND CAPABILITIES AT WESTOVER WILL SERVE AS AN INDUCEMENT TO STIMULATE BUSINESS INVESTMENT IN THE FORM OF MANUFACTURING FACILITIES AND CORPORATE OFFICES WHICH WILL LEAD TO THE CREATION OF JOBS ON THE PREMISES OF WESTOVER AS WELL AS IN THE SURROUNDING COMMUNITIES.

LOCATION OF THE C-5'S AT WESTOVER SHOULD BE EMBRACED BY ALL THE PEOPLE OF OUR REGION FOR THE GOOD OF THE ENTIRE WESTERN MASSACHUSETTS COMMUNITY BECAUSE IT WILL ALLOW THE CIVILIAN AND COMMERCIAL DEVELOPMENT OF WESTOVER TO TAKE PLACE IN A WAY THAT WILL BROADEN OUR TAX BASE, CREATE JOBS, REDUCE UNEMPLOYMENT

AND MAKING TAXES LESS CUMBERSOME FOR THE PEOPLE OF OUR AREA

WHILE ENSURING THE ECONOMIC VITALITY OF OUR LOCAL ECONOMY

FOR THE FUTURE.

The Daily News Hometown • Chicopee • Holyoke • So. Hadley

Wed., Jan. 7, 1987 11C-H

C-5, 24-Hour Operation Plans For Westover Up for Hearing

Public May Air Opinions

By TED LaBORDE

CHICOPEE — Area residents will get the opportunity to express their opinions on the proposed assignment of military C-5A Galaxy transports and 24-hour civilian flight activity at Westover Air Force Base at a public hearing tomorrow night.

The hearing, on an environmental assessment report prepared by the Oak Ridge National Laboratory, is scheduled for 7:30 p.m. at the Bellamy Middle School off Pendleton Avenue.

Public comment, both for and against the two proposals, will be used by Oak Ridge and the Air Force to prepare for the final environmental impact study on Westover, Chicopee, Ludlow, Granby and other surrounding communities. The final impact report will then be used by the Air Force in determining its approval or non-approval of the projects.

Air Force Moderator

The hearing will be moderated by an Air Force judge advocate, Lt. Col. Matt Bristol, who is scheduled to arrive here today from Bolling Air Force Base in Washington D.C.

The hearing will open with a presentation of the two proposals. Representatives of Oak Ridge National Laboratory will be on hand to answer questions concerning the impact analysis.

Residents and municipal and civic organizations will be given an opportunity to comment for or against the proposals and the hearing will then be opened to a question and answer period, Westover Public Affairs Officer Frank Faulkner said.

Following the hearing, residents and organizations can submit written comments concerning the proposals to Dr. Grady Maraman, HQ AFRES/DEPV, Robins AFB, GA. 31098 until Jan. 23.

Comments Limited

Faulkner said today that comments on the assessment report will be limited to three minutes by individuals and to five minutes for persons representing an organization. "We are asking for [illegible] tion on the comment session because most of those comments will be submitted in writing," he said.

The environmental assessment cites noise as the major problem involving both proposals. Noise levels at and around Westover will increase in some areas by as much as 15 decibels as a result of the 16 C-5As and 24-hour operation of the civilian airport there by the Westover Metropolitan Development Corp.

Despite the increased noise, Chicopee Mayor Richard S. Lah, Air Force Reserve officials, the WMDC and Chicopee Chamber of Commerce have endorsed the two proposals because of the economic impact that will be realized by the region.

Opposition is expected to come from residents living within the flight paths as well as from officials of both Granby and Ludlow who had asked for a delay in tomorrow's hearing to allow further study of the environmental report.

But, Faulkner said, a delay would be "unfair" to other residents and municipalities in the region. The National Environmental Police Act requires that a public hearing be held mid-way between the 45-day public comment period, he said.

Higher Noise Levels

The environmental assessment terms the higher noise levels as an "annoyance." That annoyance, generated by the civilian operation at Westover, could affect the sleep of up to 20,000 residents during summer operations involving one of the runways. The report predicts as many as 10,000 of those residents living within the flight patterns of the runway could be disturbed during winter operations.

But, officials are quick to note that noise levels used in the study are equal to those generated by Boeing 747-type aircraft (the largest commercial aircraft) and represent a worst-case scenario.

No frequent use of Westover by 747-type aircraft is anticipated, officials said.

Lah has said the proposals for Westover "bring nothing new to Chicopee except new jobs and revenue."

The anticipated financial benefit to the Chicopee area resulting from both military and civilian actions includes more than 1,000 new jobs and $70 million in construction and equipment costs.

Worst-Case Example

WMDC President Allan W. Blair has said the noise projections cited in the study are based on a computer model using a 747-type aircraft, "the noisiest of the fleet at traffic." He said most civilian cargo and commercial flights will involve the DC-8 aircraft, the same aircraft that now uses the base facilities between 7 a.m. and 11 p.m.

Although the assessment addresses both the Air Force proposal to bring 16 C-5A's here and the WMDC request to provide 24-hour civilian commercial and cargo flights at Westover, the proposals are separate and both need to be approved by the federal Department of Defense.

Action by the federal government is not expected until April.

The C-5A's will arrive by October if the move is approved by the Department of Defense.

The purpose of replacing the present C-130's used by the Air Reserves' 439th Tactical Airlift Wing at Westover with the C-5A's is to support the USAF's worldwide strategic airlift capability.

New Jobs

The change would create 332 new full-time positions, which include 13 new Civil Service positions. It will also increase the Air Reserve ranks at Westover by about 1,000 personnel. The annual payroll at the military base is expected to increase by $13.6 million. The current total payroll at Westover is $26.7 million for salaries paid to both active duty and reserve military personnel and civilian personnel.

The 24-hour civilian use of Westover's control tower and runways is expected to lead to 680 new jobs generated by new tenants on property managed by WMDC.

Also, the cost of new facilities and equipment at WMDC has been estimated at $32 million.

The 24-hour operation for commercial and cargo flights is in line with the development corporation's 10-year master plan of development.

Oak Ridge's environmental impact assessment found that the "Westover area has sufficient traffic demand to economically sustain both scheduled air carrier services and scheduled all-cargo services."

The Town of Ludlow, Massachusetts
Board of Selectmen Water Commissioners
488 Chapin St. Ludlow, Massachusetts 01056
Telephone 413-589-7511

CHRISTINE H. CHMURA
EXECUTIVE SECRETARY

BETTY A. SOCHA
EXECUTIVE CLERK

January 22, 1987

Dr. Grady Merriman
Headquarters
Air Force Reserve - D.E.P.V.
Robbins Air Force Base
Georgia 31098

Dear Dr Merriman:

Westover Air Force Base has been the focus of considerable discussion amongst Town Officials and residents of Ludlow. Their comments, both pro and con, relative to the basing of the C-5A's at Westover, as well as its utilization as a commercial airport, have been referred to the Selectmen. After taking all viewpoints into consideration, the Ludlow Board of Selectmen, at their meeting of January 20, 1987, voted to inform you that they support the basing of the C-5A aircraft at Westover Air Force Base. Further, it is the unanimous feeling of the Board that the proposed twenty-four (24) hour use of Westover as a commercial airport would benefit not only abutting, but also surrounding communities.

The Selectmen do, however, have some concerns regarding the disposal of any hazardous waste which may emanate from the aircraft. Therefore, we would appreciate assurance that this material, if present, will be disposed of in accordance with State and Federal regulations. Another issue raised is the possible devaluation of some property abutting the Base. It is our understanding that, in the past, adjustments have been made to property owners who incur substantial devaluation of their property.

We are confident that these concerns will be addressed by the Air Force, and we would appreciate your response at your earliest convenience.

Thanking you in advance.

Very truly yours,

BOARD OF SELECTMEN

Christine H. Chmura

CHRISTINE H. CHMURA
EXECUTIVE SECRETARY

CHC/ba

Office of
Board of Selectmen
Lawrence Memorial Hall
2 Jabish Street
Belchertown, Massachusetts 01007
413-323-7251

January 5, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robbins AFB, GA 31098

RE: Westover EIS

Dear Sir:

The Board of Selectmen requests an extension of the comment period, of no less than 60 days, on the enviromental impact statement regarding C5A operations at Westover. We also request that a second public hearing be held on the matter.

We feel that the complexity of the report is such that the additional time is necessary to allow a careful review. Despite the detail contained in the study, it appears that Belchertown was given little consideration in the study. Should certain flight patterns continue to be used by the C5A's as are currently flown with C-130's, then the area of impact would be far greater than what is assumed in the report.

We trust that the Air Force will honor this request for an extension and an additional public hearing.

Sincerely,

Bernard R. Kubiak Jcas

Bernard R. Kubiak
Clerk

BRK:car

pc: Frank Faulkner, Public Affairs Officer

H-50

TOWN OF GRANBY

MASSACHUSETTS 01033

December 17, 1986

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

The granby Board of Selectmen have received the draft Environmental Impact Statement on the proposed Air Force Reserve mission change and expansion of civilian aviation operations at Westover AFB. The draft EIS was released December 5, 1986; additional copies were not made available to the public until between December 8 and 10, 1986. We understand that a public hearing on the draft EIS will be held in Chicopee on the evening of January 8, 1986.

The subject of this hearing is extremely important to the people of Granby. As the draft EIS indicates, Granby is in the flight path of Westover AFB and will be severly affected by any increase in the level of flight activity at the base. The Board of Selectmen and many Granby residents will want to review the draft EIS very carefully in order to prepare and submitt both written and oral comments on the draft EIS. The outcome of the decision-making process including consideration of the environmental impact of the proposed changes at Westover AFB will affect Granby residents for decades to come.

Because of the considerable ramifications of expanded operations at the base and the technical nature of the draft EIS, and in view of the fact that this is a very busy season for all concerned, the Granby Board of Selectmen feel that the 30-day period prior to the public hearing does not provide adequate time to read, understand, and prepare comments on the draft EIS. Therefore, the Granby Board of Selectmen on behalf of the Town of Granby would like to respectfully request that the hearing on the draft EIS be postponed at least 60 days in order to give all of us reasonable time to prepare informed comments on the draft EIS on expanded operations at Westover AFB.

The Board of Selectmen feel this is a reasonable request. We have been disappointed so far by the Air Force's consideration for the Town of Granby's concerns in this matter. The Air Force did not inform the Granby Board of Selectmen to the meeting held to release the draft EIS until the meeting was already in progress. Furthermore, an informational tour of C-5A facilities was arranged by the Air Force with such short notice to the Board that none of the members could make arrangements to join. The Granby Board of Selectmen make this request for a 60-day postponement of the public hearing on the draft EIS in the hope that the United States Air Force is interested in encouraging reasoned and informed public comments on the draft EIS for the proposed changes at Westover AFB.

Sincerely yours,

Richard G. Progulske

Richard Progulske,
Chairman,

Bryan T. Hauschild

Bryan Hauschild,

Owen Jacobsen

Owen Jacobsen,
Board of Selectmen

TOWN OF GRANBY

MASSACHUSETTS 01033

Rcvd 20 Jan 87
Jan

January 12, 1987

Dr. Brian Maraman
HQ AFRES DOSV
Robins AFB, GA 31098

Dear Dr. Maraman,

RE: Westover Hearing, 1-8-87

According to the Environmental Impact Statement released December 8, 1987, the City of Chicopee and the Town of Granby will be the communities most directly affected by any of the proposed plans.

Granby's Selectmen were not invited to the WMDC briefing (presumably unintentional) and were not invited to Dover AFB until literally hours before takeoff (again presumably unintentional). Thus we have not really had adequate preparation by WMDC or the Air Force to allow us to make any educated judgements with respect to the likely impacts on Granby over the next decade or so.

Needless to say, Granby is not likely to benefit much from new jobs but will be a primary beneficiary of noise. Accordingly, we give wholehearted support to Rep. Stan Rosenberg's request for an additional hearing 60 to 90 days after the January 23rd comment period. Meanwhile, we also support his recommendation for a weekend C-5A fly-in with regular training sorties so our townspeople can judge the effects.

In addition, we feel that the suggestion made by members of the Massachusetts Aeronautical Commission regarding similar civilian DC-8 fly-ins (late night landings and early morning take-offs) made a great deal of sense. If possible, any fly-ins should involve both runways 05 and 23.

With respect to the rather limited information provided on air pollution, it is contended that the continued operations will only add .2% to the "region". Please let us know how large this "region" is in terms of miles from runways 05 and 23. Also, please let us know the areas of greatest density.

Perhaps resolutions as outlined, will put our residents' apprehensions to rest.

Sincerely yours,

Bryan F. Hauschild

Owen P. Jacobsen
BOARD OF SELECTMEN

OPJ:pcm

cc: Rep. Silvio O. Conte

H-52

H.5 NON-GOVERNMENT ORGANIZATIONS

Chicopee
Development
Corporation

The Bellamy House
91 Church Street
Chicopee, MA 01020
(413) 592-4731

Marie E. Burkart
Director

January 22, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

On behalf of the Chicopee Development Corporation, a private non-profit development corporation responsible for city-wide economic development activities in the City of Chicopee, I would like to go on record in support of the Air Force's decision to bring 14 C-5A's to Westover AFB.

Since its inception in 1978, the Chicopee Development Corporation has worked hard to help stabilize and expand the economic base of the city, provide new employment opportunities for the city's residents and retrain displaced workers in new skills demanded by today's workplace.

We therefore welcome the opportunity provided by the skilled training and positions which will be created by the approximately 900 new jobs which will accompany the C-5A's. As a region which has lost over 15,000 skilled manufacturing jobs in the last decade, we cannot afford to overlook this unique opportunity.

The spin-off efforts that the anticipated influx of $13 million in payroll as well as $48 million in capital improvements, will undoubtedly strengthen the current economic base as well as provide a healthy environment for the new industrial growth that the city has been planning and investing for.

I attended the public hearing hosted by the Air Force on January 8th in Chicopee and was very impressed with the thoughtful ad concerned performance of the Air Force's representatives. There were some hard issues and questions raised at that hearing, especially in regards to noise and safety. Through the Air Forces response to these questions, I came away with the strong impression and confidence that the Air Force had dealt with these problems before and had effective procedures and resources in place to address these issues and protect the local community.

I did not however, gain the same confidence in regards to the Westover Metropolitan Development Corporations ability and resources to deal with similar negative impacts caused by the WMDC's 24 hour use of the air facility. While the Chicopee Development Corporation is very supportive of the civilian development at Westover and the economic competitiveness that the ability to provide major air freight service will give to Chicopee, I hope that the WMDC's liability and responsiveness to the surrounding communities will be more clearly outlined and defined before clearance for 24 hour use of the air terminal is granted.

In summary, let me again express our support of the Air Force's decision to bring the C-5A's to Westover AFB.

Sincerely,

Marie E Burkart

Marie E. Burkart
Director

MEB/ejh

Expres mailed 22 Jan 87
Rcvd 26 Jan 87
SA Nichols (Over)

Hungry Hill Neighborhood Council

CORNER OF ARMORY & CAREW STREETS
P.O. BOX 352
SPRINGFIELD, MA 01101

January 16, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, Ga. 31908

RE: WESTOVER CONVERSION TO BASE CSA's

Dear Sir:

The Hungry Hill Neighborhood Council was apprised of the proposal to base CSA's at Westover Air Force Base by our Chairman, Mr. John J. Keough, Jr.

Mr. Keough was invited to observe the operations at both Robins and Dover Air Force Bases and we appreciated the opportunity this first-hand observation afforded us.

We are fully in support of the proposal to base CSA's at Westover Air Force Base. We feel the increase in activity will be very good for the economy of the area.

Sincerely,

John J. Keough, Jr. Chairman
Hungry Hill Neighborhood Council

MBT

Massachusetts Audubon Society

Environmental Science Department

10 Juniper Road
Belmont, Massachusetts 02178
(617) 489-5170

January 22, 1987

Dr. Grady Maranen
HQ AFRES/DEP
Robins AFB, GA 31098-6001

Dear Dr. Maranen:

I understand that your office has prepared an environmental assessment report on the conversion of Westover AFB to a commercial airport. Massachusetts Audubon Society would be interested in taking a look at the wildlife section and it would be appreciated if you could send us a copy of this report.

Thank you for your courtesy.

Sincerely,

John H. Fitch, Ph.D.
Director and Senior Scientist
Environmental Science Department

JHF/nm

Copy mailed 27 Jan 87 BVM

H-56

President

Financial Secretary-Treasurer

Recording Secretary

PIONEER VALLEY CENTRAL LABOR COUNCIL, AFL-CIO

488 BRIDGE STREET • SPRINGFIELD, MASSACHUSETTS 01103

Telephone
413-732-7678
413-734-5118

January 20, 1987

Executive Officers

Vice Presidents

Trustees

Sergeant-at-Arms

Education Director

C.O.P.E. Director

Community Service Director

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman;

The Pioneer Valley Central Labor Council, AFL/CIO, is comprised of 81 local unions, representing approximately 25,000 members in Hampden County.

At the regular monthly meeting of our Council the subject of bringing the C-5A's into Westover was discussed along with the proposal submitted by the Westover Development Corp. to expand the hours of use at the airport. The Delegates voted overwhelmingly in support of both issues.

I feel that we just cannot afford to lose this opportunity, which will go a long way toward providing jobs and improving the economic climate of the entire region.

I am personally a lifelong resident of the City of Chicopee and reside in the Fairview section which is not very far from the base. While not objecting, I do feel that the concerns of those living nearby with regard to the possible devaluation of their property and the noise should be properly addressed.

Sincerely,

Charles E. Thompson

CHARLES E. THOMPSON
President

CET/mk

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Charles E. Thompson, President AFL-CIO
Mailing Address: 54 Yorktown Court
Chicopee, Ma 01020

Please check one of the following:
Landowner ____ Business person ____ Other ✓

Check here if you wish to:
ask a question ____ offer oral comments ____ submit written statements ✓

Check here if you wish to receive an EIS. ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ____	Water Quality ✓
Health Hazards ✓	Biological Impacts ____	Visual Impacts ____
Geology/Soils ____	Cultural Resources ____	Land Use ____

Other (specify): ____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-57

SPALDING
SPALDING SPORTS WORLDWIDE
425 MEADOW STREET
P.O. BOX 901
CHICOPEE, MA 01021-0901
413-536-1200/TELEX NUMBER 955448

January 14, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

As a representative of Chicopee's largest manufacturing facility, and a company committed to being a good corporate citizen, I attended the Department of the Air Force presentation in Chicopee on January 8th regarding the redirection of the 439th Tactical Air Lift Wing at Westover Air Force Base. The purpose of this letter is to register with your office Spalding's position regarding that action. Before I state our position, I feel it important to congratulate the Department of the Air Force on a very professional, tactful, and informative presentation. The Department of the Air Force has been a long time friend and integral part of the Chicopee community. Their presentation on the 8th certainly reinforced their sincere interest in the welfare of our community.

Regarding the decision to change the role of the 439th and the housing of 16 C5A's at the Westover facility, Spalding wishes to go on record as totally in favor of this move. Our position is based on three fronts:

First, the community of Chicopee, and its industrial base, welcomes the opportunity to provide skilled training and positions for its citizens. As with most of our country today, the non-skilled "service type" positions are growing at a much faster rate than skilled positions. We, as a manufacturer, require skilled personnel and whenever possible support the establishing of skilled positions in our community.

Secondly, as the largest private payroll in the city of Chicopee, we alone cannot provide for the financial integrity and stability of our community. The influx of a $13.4 million payroll, as well as the related construction jobs, is greatly needed.

Third, we are committed to a clean and healthy environment for Spalding's employees and the community in which we do business. However, we have an extra special interest in that our products perform better and are better used in a pollution free environment. We have reviewed the EIS report and, although there are

some concerns regarding noise pollution, we at Spalding see the benefits of such a change greatly outweighing any environmental impact in the community. Our product has been used on the fairways and greens of Chicopee and Westover Country Clubs for decades, including the period of time during which Westover was at its peak. Both of these fine clubs abut landing and takeoff areas. Although the noise level is high, I have yet to hear of a golfer missing a 20 foot putt as a result of a plane landing or taking off.

In summary, Spalding is in favor of the Westover conversion and we are appreciative of the patience, time, and effort the Air Force has expended.

Sincerely,

Vaughn F. Rist
Director Employee Relations
db

cc: Marie Burkart
George Dickerman
Mayor Richard Lak

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Vaughn F. Rist

Mailing Address: Spalding Sports Worldwide
425 Meadow Street
Chicopee, MA 01021

Please check one of the following:

Landowner _____ Business person _____ Other X

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify) _____

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

VALLEY CITIZENS FOR
SAFE ENVIRONMENT

P.O. Box 317
Granby, MA. 01033
PHONE: 413/665-7944

February 10, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA. 31098

Dear Dr. Maraman,

It is my understanding that our attorney, Cristobal Bonifaz, sent to you on January 21, 1987, a copy of the Freedom of Information request he submitted to Air Force Secretary Aldridge on behalf of our group, Valley Citizens for a Safe Environment. I am enclosing another copy of that letter and request that comments on the issues it raises, as well as those issues addressed below, be included in the final Environmental Impact Statement.

Of particular interest is the request for "careful and accurate cost-benefit analysis of the various options for beddown" of the C-5s (section e., e.A. and e.B of the letter from Cristobal Bonifaz to the Honorable Edward C. Aldridge).

Several of our members have discovered that maps used in the Draft Environmental Statement (DEIS) are inadequate and fail to show precisely how many homes and in what locations sound levels will be high. In some cases, entire streets have been overlooked.

We at Valley Citizens would like to see accurate and detailed maps, demographical breakdowns of the populations affected and estimates of the loss of property values that will be caused by the proposed beddown of C-5As as well as proposed actions of the Westover Metropolitan Development Corporation (WMDC). Also we would appreciate a description of what state and federal agencies have or will have authority-- and liability-- for each phase of each of the proposals described in the DEIS.

Since the Air Force has, to date, failed to comply with our FOIA request, we are unable to use this information for comment on the DEIS. Also, several of our members were unable to obtain copies of the DEIS in time for comment during the "review period."

A real estate broker in Chicopee, Mr. Donald Szczebak, has determined from the assessors records using the 1% to 2.6% property value loss per decibel over 55 dB DNL cited in the DEIS that the potential loss in property value for the city of Chicopee may be $455,000,000.

Furthermore, the DEIS itself states (b-3, b-4), "...the noise environment of a hospital area must be considered, because sleep is crucial to patient recovery. A level of 40 dBA is a conservative estimate of the threshold level for sleep disturbance of patients in hospitals and public health facilities." Each of the nine hospitals listed in table D.1 will be exposed to sound levels over 65 dB SEL at some times. Baystate, Mercy, Shriners, and Municipal Hospital will be exposed to 96 dB SEL during use of the runway that will be used 80% of the time.

Even allowing for some outdoor-indoor noise attenuation, these noise levels will cause speech interference problems between doctors and nurses and impair patient recovery through loss of sleep.

The U.S. Environmental Protection Agency has stated that the "DEIS substantially understates the noise impacts..." and that anticipated noise levels will result in impacts including " a high degree of emotional distress and other effects associated with stress." (Letter from Elizabeth Higgins Congram to Dr. Maraman, January 23, 1987) A stress expert who works with Valley Citizens, Peggy Roggenbuck Gillespie, has also sent comments to you on the physical effects of stress.

We want to know whether the Air Force and the WMDC will reimburse hospitals so that patients won't have to bear the burden of increased costs of prolonged recovery-- in some cases recovery from disorders caused by stress from excessive jet noise.

The stationing of C-5As at Westover will also increase the generation of hazardous waste, as well as increasing the potential size of hazardous waste spills. Since under Chapter 372 of the Acts of the Commonwealth of Massachusetts of 1984, Chicopee is required to seek alternative sources of water to the Quabbin Rervoir and can forfeit its right or be penalized for failure to seek, clean-up, and protect designated alternate sources, Chicopee stands to lose its source of water or face increased cost for water if Cooley Brook and the Chicopee River are not adequately protected. Cooley Brook and the Chicopee River both lie in the drainage area from Westover and have been designated as alternate sources of water for the town of Chicopee. The EPA and the Massachusetts Department of Environmental Quality/ Engineering have found current facilities inadequate or in dis-repair and the EPA has twice cited the base in recent years for bad hazardous waste handling procedures. The DEIS comments only that current oil/ water separators could only handle "the bulk" of possible spills.

Therefore, we at Valley Citizens want to know if detailed analysis and accountability for loss in property values, compensation for increased cost in health care, cost of improving hazardous waste containment and treatment facilities has been considered in the cost-benefit analyses comparing the possible bases for the C-5s? Was the cost of EPA recommended sound insulation included? Have the Air Force

and WMDC established any formulas for shared liability for loss in property values, increased health costs, aircraft accidents, and potential damage to water resources?

Finally, we draw your attention to the many hundreds of people who have signed petitions opposing the proposals described by the DEIS. We ask for your comments on the enclosed materials as well as comments on other questions and remarks you have received from:

Elizabeth Higgins Congram
U.S. EPA
Boston

Ruth Griffith
Chicopee

David Sussman
Amherst

Donald Szczebak
Chicopee

Leslie Becker
Shelburne Falls

Peggy Roggenbuck Gillespie
Belchertown

Lucy Pelletier
Ludlow

Cheryl and Frank Warren
Granby

Tory Hughes
Northampton

The Water Study Citizens
Advisory Commission

Thank-you for your time and attention to these matters. We appreciate this opportunity to participate in the decisions that will affect our lives and environment for years to come.

Sincerely,

David B. Keith

David B. Keith
(Spokesman for Valley Citizens
for a safe Environment)

C-5A Questions:

1) How many times have C-5s dumped fuel in the last five years and what were the circumstances?

2) Aviation fuel contains benzene, a known carcinogen. What effects could be expected from dumping of fuel from planes using Westover?

3) Is volatized aviation fuel an air pollutant?

4) Would residue of jet fuel reach the ground if dumped from C-5s in flight either during emergencies or in training for emergencies?

5) What effects on vegetation, wildlife, humans and water supplies could be expected from fuel dumping?

6) Have air quality modelling studies been performed for the effects of aircraft engine emmissions in the Westover area?

7) Have air quality modelling studies been performed for the effects of dumped or spilled aviation fuel that can be expected to result from the proposed uses of Westover?

8) If modelling studies were performed, what were the results?

9) How many maintenance manhours do C-5As receive for each hour of flying time?

10) How many maintenance manhours do 747s (Boeing) receive for each hour of flying time?

11) What is the record of operational efficiency of C-5As from 1981-1986? For Boeing 747s?

12) How many parts have dropped from C-5As in the last ten years and what were they?

13) How many landing gear malfunctions have occurred on C-5As in the last five years?

14) For what missions has the C-5A been used in the last five years?

15) What percentage of the missions performed by the C-5A could not have been performed by other aircraft (eg. what percentage of those C-5 missions involved transportation of outsize cargo that could not fit or was too heavy -- and indivisible-- to be transported by C-130s, C-141s, or some form of 747)?

16) Exactly what functions can a C-5A perform that cannot be performed by other types of aircraft?

17) What functions can a C-5A perform that cannot be performed more economically by other types of aircraft?

18) How many C-5s are needed to perform only those tasks to which the C-5 is uniquely suited-- those tasks which cannot be performed by other aircraft?

19) A 1983 Air Force Fact Sheet on the C-5A specifies a "maximum wartime payload weight" after wing modifications of 242,500 pounds. How often have C-5As (after wing modification) actually carried this much weight?

20) An updated Fact Sheet from October, 1985, no longer specifies maximum payload, referring instead only to a range of 3,450 miles while carrying 144,000 pounds of payload-- almost 100,000 pounds less than its formerly described maximum. What is the current maximum payload of C-5As?

21) Have all C-5As had "wing modifications"?

22) What is the average payload weight of C-5As?

23) How often have C-5As been flown with over 200,000 pounds of payload?

Over 160,000 pounds payload?

24) Why aren't C-5s flown more often with payloads approaching their design capacity (242,500 pounds)?

25) What is the expected life-span (before fatigue makes them unsafe) of the modified C-5A wings?

26) How often are the wings inspected for fatigue or cracks?

27) How often have C-5As developed fuel leaks?

28) How often have C-5As caught fire?

29) Have C-5s ever been used to transport nuclear weapons?

30) Will the Air Force or any arm of the military using the planes guarantee that no C-5s using Westover will carry nuclear weapons?

31) The 1983 C-5 Fact Sheet describes one of the missions of the C-5 as carrying "special loads such as large missiles." Will the Air Force or other military services guarantee that no C-5s using Westover will carry hazardous cargos such as large missiles or chemical weapons?

32) If the answer to questions 30 and 31 above are in either case, "no," has a worst case analysis been performed considering the low probability but high potential impact of a crash of a C-5 into one of the heavily populated areas over which it will fly when using Westover A.F.B. should it be carrying a nuclear missile or other hazardous cargo?

33.) If such a worst case analysis will not be performed, will the potential for such an accident be acknowledged?

34) If a worst case analysis is not performed, will the final EIS acknowledge that such an analysis was not performed?

35) How many times have missiles including the Minuteman Inter-Continental Ballistic Missile been launched from C-5s?

36) If worst case studies requiring some degree of reasonable speculation are not performed, what about predictable effects? For instance, using measured effects of past crashes, what would be the effects of a C-5 crash (eg., compare the size, weight, velocity and fuel load of the Aeromexico jet that crashed in southern California-- and the damage caused on the ground by that plane-- to a possible C-5 crash).

37) C-5s can carry 318,400 pounds of aviation fuel, a known water pollutant. Will C-5s using Westover ever fly over the Quabbin Reservoir?

38) Noise levels cited in the draft EIS indicate not only high noise impacts from C-5 traffic at area schools and hospitals, but also show that these aircraft will be flying close to these facilities. Have emergency plans been developed to handle potential consequences of an aircraft accident in these areas?

39) If emergency plans do exist, what are they and do they include the possibility of one of those hospitals being the crash site?

40) If emergency plans do not exist, will any such plans be formulated before any of the actions proposed in the draft EIS are taken-- before C-5s are stationed at Westover AFB and before civilian use of the base is increased? Who oversees these plans?

41) What is the current status of C-5s' low-level flight radar/navigation system?

42) Has the Air Force or Air Force Reserve asked permission from any towns for approval of low altitude flight by C-5s? Will they ask?

43) Please describe C-5 "mishaps" since 1974.

44) How does the Air Force define "rural area"?

45) What is the stall speed and glide slope of C-5As?

46) With predicted flight levels of 1,200 to 1,500 AGL (as stated at the Jan. 8 public hearing), how much time would there be between a complete loss of power-- as from hitting a flock of geese-- to ground contact?

47) How much money has been spent to date on all phases of the C-5A program (bid, design, production, spare parts and tools, repairs, wing and engine replacement, and maintenance)?

48) What is the annual budget for C-5A maintenance?

49) How were the four C-5s that have so far been destroyed lost? What were the circumstances of their destruction? Cause?

50) What is the cost of the coffeepot and toilet seat on C-5As and C-5Bs?

51) What is the shipping cost per ton/mile of C-5As? For 747s?

52) How many gallons of fuel does a C-5 use for one landing and take-off cycle? How many does the C-130 use? (Both loaded, both unloaded).

53) What are the emissions from C-5s and C-130s per volume of fuel? (again, both loaded, both unloaded)

54) The draft EIS shows that Air Force Reserve expects to double fuel consumption at Westover as a result of the mission change from C-130s to C-5s, yet emissions -- with the exception of NOX-- are expected to decrease. Do C-5 engines produce less than half the emissions per gallon that C-130s produce?

55) The draft EIS shows emissions of NOX will increase by 111% when C-5As replace the C-130s. NOX contributes to ozone and Westover is in an area already designated out of compliance for ozone reduction. Will Westover be out of compliance with state law?

56) How many times have planes dumped how much fuel in preparation for landings (or at other times during flight in the Westover area) at Westover since and including its designation as a S.A.C. base?

57) Was it regular procedure for B-52s to dump fuel prior to landing?

58) How long must runways be for C-5 take-off and landing? For a 747?

59) What is the operational efficiency of C-5As, C-130s, C-141s, and 747s?

60) What is the A-weighted decibel rating of a C-5 at 1,000 feet (behind engines, not SEL)?

61) Compare the frequency of C-5 noise and C-130s.

62) Describe the purpose of C-5As' "kneeling"landing gear.

63) Is this "kneeling" function necessary when the plane must land on prepared runways (where, presumably, loading ramps could also be prepared)?

64) If the purpose of the "kneeling" system is to rapidly unload and load to avoid possible enemy fire, considering the malfunction rate of the landing gear system, is there not a significant possibility that the plane might cripple itself and spend more time on the runway if the "kneeling" operation fails (as happened at Westover last year)?

65) An article in a local paper quotes an airman who works on C-5s at Dover AFB as saying that C-5Bs are just like C5-As except "without some of the options that just go wrong." To what "options" is he referring, and can their "going wrong" affect the safety of the aircraft?

66) What are the differences between C-5As and C-5Bs and why were these design changes made?

67) One of the differences between the C5A and the C-5B is use of metals designed to resist corrosion. Does corrosion affect the safety of C-5As? The expense?

68) Were noise level tests on C-5As conducted at Westover or are figure in the draft EIS based on computer modelling?

69) Whether noise levels were predicted from on site measurements or computer models, were the real or theoretical C-5s loaded or unloaded?

70) If actual sound measurements were taken, did the C-5s fly directly over the noise sensors? At what time of day and what day of the week?

71) Do C-5 crews ever ignore or override the on-board malfunction detection system?

72) How many times has this system itself erroneously detected problems?

73) How many times has this system accurately detected problems?

74) How many times has it failed to detect real problems?

75) Have crews of C-5s ever placed their own makeshift sensors on C-5s to supplement or override the C-5s' own malfunction detection system?

76) Does this system respond to the bending-- flexing-- of the wings? How often?

77) Does this system (see above) ever respond to wing bending by indicating non-existent problems?

78) If this computer system indicates non-existent problems, could this not lead crews to ignore indications of real problems?

79) Aviation Week and Space Technology magazine of May 28, 1984, quotes Lockheed vice-president H. Bard Allison as saying, "One of the most difficult challenges we had on the C-5A was that we didn't hit the learning curve until ship 9 or 10 because we had such a big change load and each airplane ended up being unique to itself." Of the 81 planes built, with 1 being the first and 81 the last, what production numbers are the planes coming to Westover?

80) If these planes are unique to themselves, do they come with unique maintenance and use manuals? Will Pilots be trained to fly each plane separately?

81) Is the "mishap" rate higher for planes at the low end (the first planes) of the production order?

82) Lt. Col. Ralph H. Oates earned a Distinguished Flying Cross for successfully landing a C-5 after a collision with a flock of geese caused one engine to explode and another to overheat. How many times have C-5s suffered from bird strikes?

83) The draft EIS discusses the Bird-Aircraft Strike Hazard (BASH) indicating that raptors, seagulls, waterfowl and other large birds may damage jet engines. The draft EIS also points out that there are seven dumps in the Westover area that attract seagulls and that these gulls settle on the runway, but are not such a problem for propeller driven aircraft. Finally, the draft EIS also indicates that Westover is a nesting area for two rare species of birds-- the grasshopper sparrow and the upland sandpiper. How will Westover rid itself of the birds that present a danger to aircraft without also damaging the habitat of the two rare species?

84) Even if birds are kept off the runways, birds obviously present a risk to airborne planes. C-5 training sorties will be flown at low levels where birds may be present. How will this airborne BASH be dealt with?

85) When first delivered, C-5As suffered a major technical breakdown, according to the General Accounting Office, once an hour for each hour of flight. What is their current breakdown rate?

86) The draft EIS compares the crash rate of C-5s with C-130s. Did the crash rate for C-130s include combat losses?

87) Compare the actual missions given the C-130 and the C-5A. Could the difference in these actual uses be reflected in the relatively higher crash rate for C-130s? (In other words, might not the plane that is used more often, for more rugged missions, with less time for maintenance, etc. be expected to have a higher crash rate?) Is this a valid comparison of inherent safety?

88) How many planes fly in a "sortie."

89) If only one, the 16 C-5As coming to Westover would only fly 5 hours each month on local sorties, yet the EIS predicts transient use of the base will not change. Why are 16 $130 million planes needed as trainers at Westover? Is this the most efficient use of these aircraft?

90) If more than one plane may fly in a "sortie" (See EIS page 69, "*Depending on ... the number of aircraft in the pattern...*"), then aren't the estimates given in the draft EIS vastly underrated?

91) At the public hearing on the draft EIS on 1/8/87, the Air Force would not guarantee not to fly more than four five-hour sorties per week. The draft EIS indicates that more flights will significantly impact the environment in many ways. If the Air Force does (or Air Force Reserves) increase C-5 flights, will they submit another Environmental Impact Statement?

Environment :

1) The DEIS mentions important archeological sites on the base. Have proper steps been taken to insure that these sites are protected? The DEIS says, "More detailed investigation has not been conducted to date." Will such investigation be completed before any work begins? (See p. 54, 3.8)

2) Karl Kryter's textbook, "The Effects of Noise on Humans" indicates, "...EPA Levels Documents significantly underestimate the adverse interference effects of speech. These documents overestimate to some extent the amount of noise present in the general environment and greatly overestimate the impact on people of general ground vehicle noise compared with the impact of aircraft noise on people." Does the draft EIS use these EPA Levels Documents and therefore underestimate "the impact of aircraft noise on people?"

3) The DEIS shows up to 11,500 people will be exposed to noise levels greater than 65 dB DNL if both the civilian and 16 C-5A proposals are accepted. A table on p. 1240 of the Journal of the Acoustical Society of America, Vol. 72, No. 4, Oct. 1982 shows the U.S. EPA noise limit to be 55 dB DNL for residential areas. Please comment.

4) Why does the DEIS ignore the annoyance of noise between 55 and 65 dB DNL?

5) Could a change in assignment for Westover's military side affect the civilian use proposal? Would, for instance, closing of Westover as an AFB also terminate civilian operations?

6) Were fire fighter training exercises considered in the discussion of air pollution from the proposals?

7) Please describe how fire-fighter training is currently performed at Westover. Is this practice in compliance with Massachusetts standards?

8) What further plans or possibilities exist for this site for military or civilian use?

9) What effects will proposed actions have on water recharge at the base?

10) Westover is sited over one of the largest aquifers in the Connecticut River Valley. Will increased use of this base increase potential degradation of this aquifer? Will runways be salted? Will past toxic spills, dumps and leachates be removed-- in short, what is being done to protect this precious aquifer?

11) Exactly what herbicides and pesticides are used at the base, in what concentrations, and by whom?

12) What are the hazardous substances handled at the base?

13) Will there be, or will there be the possibility of any disruption of wetlands on or near the base?

14) Will any studies be done to monitor the health effects of increased air traffic and noise? Any other health effects?

15) Will any radioactive materials be stored on the base? If so, what precautions will be taken with handling such materials?

16) Will microwaves or microwave radiation be used on the base?

Valley Citizens for a Safe Environment
Press Release, January 28, 1987

From an environmental point of view, Westover Air Force Base, like every other Air Force Base in this country, is a very bad neighbor indeed. The GAO considers every Air Base to have a toxic waste problem. The land/water problem is primarily caused by the enormous volumes of industrial solvents, including trichloroethylene, used to maintain and repair aircraft. The Air Force has demonstrated negligence beyond belief in its concern for the environment. Once these solvents get into the groundwater, extracting them is nearly impossible.

Bob Alvares of the Environmental Policy Institute has stated that the toxic waste problem of the military is potentially much bigger than Stringfellow Pits, Love Canal, and Times Beach combined. There is no direct form of regulation over the military. But public consciousness about this problem is beginning to surface. Private wells in Falmouth and Mashpee have been closed with contamination by nitrates and trichloroethylene traced to Otis Air Force Base.

The EIS released in December by Oak Ridge National Laboratory for the Air Force relative to the Air Force Mission change and the tie-in with Westover Metropolitan Development Corporation, slides over the environmental issues, while focusing on so-called economic advantages. It is long on P.R. and short on real hard environmental facts. Two frequently used phrases in the report assist greatly with this "sliding" process. The phrases are; "worst possible scenario," and "no significant adverse environmental impact can be expected."

In plain language, the first means, "we are giving you facts and figures which spell out the worst than can happen. It may not be that bad." Whether it is noise pollution, water pollution, air pollution, all are given to us as the worst that can happen. But when most of the noise is reduced to "annoyance," and one sortie is described as the "worst possible scenario," then "worst possible scenario" loses its meaning. How can one test sortie be the "worst possible scenario" when the proposed reorganization of the Base is for the specific purpose of supporting a world-wide strategic airlift capability, a capability which would be used any time the military

sees fit, thereby increasing flights, noise, pollution, and everything else.

The second phrase, "no significant adverse environmental impact," hinges on the word "significant" which is a qualitative term. It also means important. This phrase is used dozens of times throughout the report.

Apparently the Air Force considers it insignificant that for more years than we know they have been endangering the groundwaters and contaminating at least one aquifer under a landfill. The contamination of Stony Brook with dichloroethylene has been known since 1984, at least. Leachates from two landfills may be the source. In 1984 it was estimated that as much as 30,000 gallons per day of potentially contaminated water may be flowing toward the brook. Monitor Well B showed levels of trichloroethylene of 26.1 parts per billion. The maximum contaiment level of TCE as determined by E.P.A. is 5 parts per billion. The well also showed several other hazardous chemical plus oil and grease in excess of State and Federal standards. What other levels have exhibited at other times in the past is not known, nor are the cumulative effects known. When I inquired at the Air Force hearing as to what has been done about this, the response was "We're doing another study." This is the third study. The problem continues. We consider three studies with no action to be irresponsible, and will petition the appropriate State environmental agencies for investigation into the extent of the hazards.

Some other environmental issues being pursued are these:

A storm drainage system receives thousands of gallons of hazardous wastes which go into three brooks. The oil/water separators do not "work very well," to quote an air force spokesman. How much contamination are the brooks receiving from this source? How much contamination is going into Chicopee Reservoir from Cooley Brook? These questions deserve more study and specific answers.

Industrial waste waters go into Chicopee's municipal system, itself not too robust, according to newspaper reports. Additionally, pre-treatment standards of the Chicopee system are not applicable to any activity at Westover, although regulations forbid the introduction of toxic, flammable and other waste materials. How is Westover meeting this Chicopee regulation without any pre-treatment system of its own? EPA advised Westover very recently that the base is probably in violation of pre-treatment of standards. The response? They are "evaluating alternatives." And what is the impact of all this on water being discharged from the Chicopee system into the Connecticut River, a River which we are attempting to clean up with taxpayer's money.?

What all this amounts to is that the Air Force doesn't really know the extent of present levels of water contamination through its operations, let alone how greatly increased generation of such wastes will impact.

A summary whitewash of environmental hazards appears on page 97 of the E.I.S. First, there is acknowledgement that increased activities would increase generation of hazardous wastes. Then this comment. "The total quantities of waste generated would continue to be small and could be accomodated by available treatment disposal facilities or by the construction of additional facilities using available technology. No significant adverse impacts would be expected to result from the military or MMDC action, either alone or in combination.

This is nonsense,' The base is currently producing and mismanaging enormous amounts of hazardous wastes. The available treatment and disposal facilities have been and are grossly inadequate. As for constructing facilities using available technology, which future EIS will detail these plans? The next one? Will OS's arrive before such basic environmental issues are decided? There is nothing in the present report to engender trust as to how any of these environmental problems will be solved.

In regard to air pollution, a brief comment, although it deserves much more. According to the Air Force, the "worst possible scenario" is that the combined emissions for both the civilian and military operations would only add a little bit, (statistically speaking) of more pollutants to the air. This State is out of compliance for ozone, has an acid rain problem, and cancer rates are high in this area. There are obviously already way too many pollutants in the air. The Air Force response is, "we're only going to add a little more, 703 tons per year, based on the "worst case scenario," of course. We intend to find out where the responsible State Agencies are, and why no concern has been demonstrated by them on this matter of additional air pollution, or, for that matter on other environmental problems as well.

This June, the air show extravaganza will draw thousands to the Base, and undoubtedly the C5 will again be on display, its virtues extolled. Visitors will hear nothing about its bad safety record, and the political chicanery which foisted it onto the taxpayers. There certainly will be no mention of the fact that in practicing emergency landings, pilots will be taught to discharge some of the 49,000 gallons of fuel onto the runways. This highly populated area is not suitable for expansion, or introduction of the C5, or the development of commercial aviation. Thousands of people will have to endure noise pollution or move; take property losses if they do move; accept the fact of continued contamination of air and water resources with grave present or future consequences.

Karen Wadsworth
74 Taylor St
Shirley, Mass. 01433

CRISTOBAL BONIFAZ
Attorney & Counselor at Law
21 Maple Street • Conway, Massachusetts 01341
(413) 369-4263

January 21, 1987

Dr. Grady Harman
HQ AFRES/DEPV
Robins AFB,
Georgia, 31098

Dear Dr. Harman:

My client Valley Citizens For Safe Environment, David Keith spokesperson, c/o Lucy Pelletiere, 919 West Street, P.O. Granby, Massachusetts 01033, has requested that I file a copy of the enclosed FOIA request to the Secretary of the Air Force with regard to the the intention of the Air Force to beddown 16 C-5A aircraft in Westover Air Force Base, as comments from Valley Citizens to the draft EIS Project Number DEV-84-05, AM2.

It is the hope of Valley Citizens that the final EIS addresses carefully the issues raised in the enclosed FOIA request.

Sincerely,

CB/mj

(over for Overnight Mail slip)

CRISTOBAL BONIFAZ
Attorney & Counselor at Law
21 Maple Street • Conway, Massachusetts 01341
(413) 369-4263

January 21, 1987

Honorable Edward C. Aldridge
Secretary of The Air Force
Room 4E871
Pentagon, Washington, D.C. 20301

Dear Secretary Aldridge:

This is a request under the Freedom of Information Act (5 U.S.C. section 552, as amended November 21, 1974 (pub. L. 93-502).

I write on behalf of my client Valley Citizens For A Safe Environment, David Keith spokesperson, c/o Lucy Pelletiere, 919 West Street, P.O. Granby, Massachusetts 01033. Valley Citizens For A Clean Environment, referred herein after as Valley Citizens, is a group of citizens concerned with the announced intention of the United States Air Force to beddown 16 C-5A cargo aircraft in Westover Air Force Base in Western Massachusetts.

Valley Citizens has participated in the hearings conducted by the United States Air Force the result of the Draft Environmental Impact Statement prepared by Oak Ridge National Laboratory for the United States Air Force under Project Order DEV-84-05, AM2.

The EIS prepared by Oak Ridge National Laboratory goes into great detail into the environmental impact of the resulting beddown of the above mentioned aircraft at Westover. Valley Citizens has however a number of questions not covered by the EIS to which it would like a response.

a. Valley Citizens would like to have a copy of the Congressionally Mandated Mobility Study, mentioned on line 4 of the second paragraph of section 1.1, of the EIS.

b. Valley Citizens would like to have all documents in possession of the Air Force that specifically demonstrate the need to add 50 C-5b aircraft to the current force of C-5As.

Member of Massachusetts & Pennsylvania Bars

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c. Valley Citizens would like to have all documents in possession of the Air Force that clearly demonstrate that the C-5A aircraft to be replaced by the C-5Bs, need to be maintained and kept in state of preparedness.

d. Valley Citizens would like to have all documents in possession of the Air Force that clearly demonstrate that maintenance of the C-5As replaced by the C-5Bs can be satisfactorily accomplished by commissioning the old C-5As to the Air Force Reserve as planned.

e. Sections of the EIS report: 4.2.2.3.4, 4.2.3.3.4, and 4.2.4.3.4 list impacts on land use of the various options available. None involves a comprehensive cost analysis of the decrease in land values to land owners surrounding the base. Considering the fact that the decision to beddown the C-5A aircraft in Westover should have been reached after a careful and accurate cost-benefit analysis of the various options for location of the beddown, Valley Citizens would like copies of all material relevant to the above mentioned cost-benefit analyses. Specifically Valley Citizens would like copies of the complete breakdown that must exist on the affected lands surrounding each proposed base location, including the following items:

   A. Demographical breakdown of the populations affected, including average income, average and mean cost per residency, current market value of the entire real estate affected, and LOCAL estimates of the loss of property values that will be caused by the proposed beddown.

   B. Final Cost-benefit figures for the entire project for each location that INCLUDE the loss in property values, and the monetary compensation that may eventually have to be paid to those who may suffer damages such as psychological or hearing losses, the result of the increased noise level.

Data on both A. and B. above is requested for the following locations from which the Air Force choose Westover Air Force base for the beddown of the C-5A aircraft: Orlando International Airport (formerly McCoy AFB), Patrick AFB, Florida, Cape Canaveral Air Force Station Florida, Charlestown AFB, South Carolina, and Hunter Armyfield, Georgia.

If the requested records are not in the possession of your agency, Valley Citizens asks that you forward this request to any agency that you believe may have the records that are responsive to this request. In the alternative, Valley Citizens asks that you inform Valley Citizens of other agencies that may have such records.

As you know , the FOIA provides that even if some requested material is properly exempt from mandatory disclosure, all segregable portions must be released (5 U.S.C. Section 552(b). If all material covered by this request is withheld, please inform me of specific exemptions that are being claimed.

If the requested material is released with deletions, Valley Citizens asks that each deletion be marked to indicate the exemption(s) being claimed to authorize each particular withholding.

In addition , Valley Citizens asks that your agency exercise its discretion to release information that may be technically exempt but where withholding would serve no important public interest.

As you know, the FOIA provides that agencies may reduce or waive fees if it would be "in the public interest because furnishing the information may be considered as primarily benefitting the public." (5 U.S.C. section 552(a)(4)(A)). Valley Citizens believes this material would be of benefit to the public because it will be used for awareness and educational purposes of the citizens affected by the proposed decision of the United States Air Force. Valley Citizens therefore asks that you waive any fees relating to this request. If you rule otherwise, and if fees will total more than $200.00, Valley Citizens requests to be informed of the charges before you fill the request.

If you have any questions regarding this request, please telephone me at the above number. I would be happy to discuss ways in which this request may be clarified or somewhat redesigned to reflect agency's filing system and speed the search for records.

As provided under the FOIA, Valley Citizens will expect a reply within 10 working days.

Sincerely,

Copy C.F.

P.S. A copy of this letter has been filed, within the statutory response period, with Dr. Grady Noraman, at AFRES/DEPV Robins AFB, GA 31098, the officer in charge of receiving comments to the Draft EIS subject of this letter. Dr. G. Noraman has been specifically requested to address the issues raised in this letter in the final version of the EIS. Whatever action is taken by Dr. Noraman as a result of this request is not meant to release the AIR FORCE from their obligations to Valley Citizens with respect to the responses required under the Freedom Of Information Act to the matters raised in this letter.

CB/mj

H.6 INDIVIDUALS

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: LINDA I ADAMS

Mailing Address: 23 NORTH ARTHUR ST
LUDLOW, MA

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

I HAVE MANY QUESTIONS

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

(1) WHAT IS THE "REGION" REPRESENTED IN THE TOTAL REGIONAL AIR POLLUTANTS PIE CHART?

(2) WHAT IS THE REAL IMPACT OF THE CHANGE IN THE CLEAR ZONE OVER CHICOPEE STATE PARK G.C. IS THE CHANGE ONLY ON PAPER IN REGARDS TO ACTUAL POTENTIAL RISK OR IS THERE A PHYSICAL CHANGE)?

(3) HOW DO YOU PROPOSE TO GET IN COMPLIANCE WITH EPA HAZARDOUS WASTE HANDLING/TREATMENT PROCEDURES WHEN YOU PRESENTLY ARE IN VIOLATION OF THEM & ARE LISTED AS A GENERATOR ONLY

(4) ARE THERE PLANS TO COMPENSATE HOMEOWNERS WHOSE HOMES LIE IN AREAS WHERE NOISE LEVELS ARE ABOVE 65 DECIBELS.

(5) EXPLAIN YOUR PLANS FOR EMERGENCY SITUATIONS (CRASHES, EXPLOSIONS, HAZARDOUS SPILLS, ETC.)

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: EDNA ALLEN (MRS)

Mailing Address: 4 SPENCE ST
CHICOPEE MA 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question X offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

If 75 planes - 10 military & 65 civilian planes were to take off daily from Westover would they all take off in the same direction in one day? over the same group of houses?

Would there be additional surveys required to handle the increased activity?

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Elizabeth A. Anderson

Mailing Address: 10 Mark Street
Chicopee, MA 01020

Please check one of the following:
Landowner X Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS ___ draft ___ final

Area of question or comment (check all that apply):

Air Quality X	Public Services and Facilities ___	Water Quality X	
Health Hazards X	Biological Impacts X	Visual Impacts ___	
Geology/Soils X	Cultural Resources X	Land Use X	

Other (specify): Excessive noise

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am emphatically opposed to the C5-A's being stationed at Westover and the base operating 24-hours a day. The quality of our life in Chicopee would be significantly decreased. I live on the Chicopee State Park side of WAFB, and we have already, from time to time, smelled fumes from the base. The Park reservoir, where adults and children swim, has had to be dredged because of oil on the water from the planes. The last thing we need are more and louder planes. Our environment is being adversely affected already. I am not sure if we would even be able to live in our present home if these C5-A's were to come and the airport were to be operating 24 hours a day. This area is heavily inhabited, and my opinion is that these C5-A's should be stationed at a remote base or a base where they would be taking off and landing over water--not the homes that we have worked so hard for and would probably have to sell. Who will pay us what our homes were worth before the plans were announced to bring these planes to Westover? Another point I would like to make is that we in this entire area are already in the flight patterns of the planes from Bradley International Airport. We DO NOT NEED MORE PLANES HERE.

Elizabeth A Anderson

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Norman F. Anderson

Mailing Address: 10 Mark Street
Chicopee, MA 01020

Please check one of the following:
Landowner X Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements X - below

Check here if you wish to receive an EIS. ___ draft ___ final

Area of question or comment (check all that apply):

Air Quality X	Public Services and Facilities ___	Water Quality X	
Health Hazards X	Biological Impacts X	Visual Impacts ___	
Geology/Soils X	Cultural Resources X	Land Use X	

Other (specify): Excessive noise

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am emphatically opposed to the C5-A's being stationed at Westover and the base operating 24-hours a day. I personally experienced the test flight of one of the C5-A's on Wednesday, January 14, 1987. I was unaware that it was in Chicopee and being tested that day, but there was no doubt in my mind what it was when it flew over my home. The noise was excessive, and there is no doubt in my mind that we could NOT carry on a normal way of living if these planes were to come to WAFB. Unfortunately, too, this plane was tested during mid to late morning when the majority of adults were at work and the children in school. This was a very UNFAIR test. In addition, the test took place in the winter time when our triple-track storm windows are shut tight. Our home is heavily insulated, and the noise was still excessive. What will it be like when our windows areopen, and what about the fumes from the planes that we will be forced to inhale. These planes and a 24-hour operating airport will adversely affect our environment and contribute significantly to health hazards. And, what about the tremendous devaluation of our property? These planes should go to a remote base to operate and train--not to a thickly settled residential area. WE DO NOT WANT THESE PLANES IN CHICOPEE, MA.

Norman F Anderson

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

Re: Mr Grady Mananan — February 7, 1987

Re: Questions on C5-A being stationed at Westover and use of the base

1. Why are you considering stationing these C5-As in such a densely populated area around a base as Chicopee is? They should be stationed at a remote base where the planes can train over the ocean or wooded areas.

2. With the worst safety record of all planes, why jeopardize our lives, our children lives, and our homes?

3. Why is it that when we call Westover with questions, the people answering the phones say they are not qualified to respond but they will have "someone" in authority or Public Relations return our call. No one ever calls back. We call again and ask why they tell us someone will call us back. One time I was told a "Mr Motley" will call me the following day. It has been 3½ weeks. How long do I have to wait?

4. Why last flight one C5-A in the morning when most people were not home to hear just how unbearable the noise was? And, that was only one plane for about two hours not sixteen for at least four hours each day.

(see next page)

5. I would like to see a plan of the runways these planes will use and where exactly, they will be doing most of their training. Since I can't get a reply from Westover, where can I get this information?

6. What amounts of fuel and hazardous waste will be stored at Westover? In case of an explosion or hazardous waste leak, will we be killed or permanently scarred for life? Doesn't anyone care about human lives?

7. If the base operates 24 hours, it has been said that 24,000 people will have sleep disturbances? The people in favor of this plan speak as though this is a very "small" number. I don't consider 24,000 people a small group. Do you?

8. If we can't live with the unbearable noise of the C5-As during the day + evening + can't sleep at night because of the planes coming in and out, just what are we supposed to do? Will you give us the full value of our homes so that we can relocate? Certainly, no one will buy our homes.

Sincerely,

Elizabeth Anderson
10 Mark Street
Chicopee, MA 01020

(please see reverse side for additional questions)

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9 I'd suggest you mention saying that the environmental impact will be severe. From time to time we already get strong odors like oil from the base. The water and air is already terribly polluted from the base, why do we need more pollution? The area is already listed as a high cancer area. Give us a break we don't need any more

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Atty Victor M. ANOP

Mailing Address: 103 Bridle PATH ROAD
Chicopee, MASS. 01020

Please check one of the following:

Landowner X Business person X Other _____

Check here if you wish to:

ask a question ___ offer oral comments X submit written statements ___

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality X

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use X

Other (specify): _____

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Wish to speak. will submit detailed letter LATER

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

VICTOR M. ANOP
ATTORNEY-AT-LAW
10 CENTER STREET · SUITE 209
CHICOPEE, MASSACHUSETTS 01013
TEL. (413) 594-5958 or 536-4181

January 15, 1987

Dr. Grady Maraman, Air Force E.I.S.-Westover A.F.B.
H.Q. AFRES/DEPV
Robins Air Force Base, Georgia 31098

RE: Westover A.F.B. E.I.S.

Dear Sir:

I have reviewed the 200 page E.I.S. regarding 2 proposals for: 1) Bringing C-5A's to Westover 2) Allowing 24 hour commercial activity for WMDC. I also attended the public hearing 1/8/87.

Generally, the E.I.S. does not accurately descri' · the possible impact on the areas surrounding Westover. In specific,graphics describing noise and other impacts were not done on the basis of New England experience especially Westover and flight patterns outside of "normal"landings and take-offs were not described at all. There is considerable experience and easily obtainable information on Logan Air Port in Boston and Bradley Field in Connecticut, yet no such comparison were made or attempted. It appears to me after carefully reading the E.I.S. that it should be redone with local impact data, not computer modeling from other areas of the country. Logically, the model does not apply here at Westover and the impact from non-normal flight patterns or lack of information on flight patterns for WMDC render the E.I.S. report useless.

There is a need for another public hearing. Much time was spent describing the proposal which was dominat·d by public officials and Air Force personnel . The moderator, while fair and professional, exhausted much of valuable public input time as did local officials. A question period added little light to the proposals as most at the hearing did not read or review the E.I.S. which had been circulated to few people in the area and was only available at public libraries or at points not easily accessible to the public.

I signed up to speak at the hearing, but left at 11:30 P.M. after spending 4 1/2 hours waiting for the opportunity. Fundamental fairness calls for the institution of another public hearing which will only solicit comment. By now the public has had a reasonable opportunity to know what the two proposals are.

More E.I.S. study has to be done on water pollution. The E.I.S. neglected the fact that Chapter 372 of the Acts of 1984 calls for the City of Chicopee to seek water alternatives to Quabbin Reservoir before its city water contract expires in 2000. The fact is Environmental Impact studies done by Metropolitan District Commission of Massachusetts target the CHICOPEE RIVER and the COOLEY BROOK WATERSHED AREA as alternative water supply sites for City of Chicopee water. This material is easily obtainable from the Water Resources Authority in Boston, the Water Study Advisory Committee, and the Massachusetts Executive Office of Environmental Affairs. Definite study must be included in E.I.S. (C.372 enclosed) The planes fly directly over Cooley Watershed and Chicopee River.

H-77

VICTOR M. ANOP
ATTORNEY-AT-LAW
10 CENTER STREET SUITE 209
CHICOPEE, MASSACHUSETTS 01013
TEL. (413) 594-5958 or 536-4181

January 15, 1987

(Letter on EI.S. to G. Maraman,Page 2)

As nearly a life-long resident of Chicopee I experienced the B-52 take-offs and landing from the Fairview section of Chicopee.

The extremely loud noises and annoyance caused by the B-52 was balanced with the patriotic reality that the mission of the B-52 was to protect the United States with positive deterrence. My family and I supported that concept and support military preparedness.

The C 5A serves a miltary purpose in the transportation of troops and equipment in the continuing vigilance against terroism and other adventurism. As described, even in view of a poorly done E.I.S. inapplicable to local concern specifically, the C 5A's appear to create much economic benefit to the surrounding area in terms of pay roll and construction while minimally impacting residential concerns.

However,the WMDC proposal, in addition to C-5A's,creates serious residential concern versus economic benefits. The potential of waking 6,000 to 50,000 people or even 24,000 people as alluded to in E.I.S. between the hours of 5:00 A.M. to 7:00 A.M. is unacceptable to my family and myself. While in general support of improvement of local economic conditions, flight accessibility, and business activity at Westover, a 24 hour a day commercial air port waking and annoying such a large population is unreasonable. The E.I.S. has not carefully studied or described the impact of 81 flights per day plus C5A flight and flight patterns in view of what noise stress does to people over long periods of time. A mass of medical literature is generally available on noise creating stress and increases in blood pressure leading to heart problems. Pollution contributing to carcinogens is also available in studies and was not addressed in the E.I.S. despite a higher than normal cancer rate in Chicopee and possibly higher than normal heart problems. These studies were readily available from the recent controversey in the case of the HERCO in Holyoke seeking permission to burn solid wastes.

The two proposals require more attention in the E.I.S., especially the issue of 24 hour commercial operation. The 2 proposals taken together will have a devastating effect on habitation of the City of Chicopee which is the city's main resource-people.

While generally in favor of C 5A's, the 2 proposals together have not been properly identified and/or pursued in the E.I.S., and more attention should be given to these problems in final report. It appears to me the Air Force has made up their mind in advance, but should be sensitive to the fact that refusal to grant another public hearing has led to the opinion by a majority of those attending the January 8, 1987 hearing that either the outcome has been predetermined or the Air Force plans to force both proposals upon the population of the area.

This observation in and of itself, is serious enough to definitely require another public hearing.

VICTOR M. ANOP
ATTORNEY-AT-LAW
10 CENTER STREET · SUITE 209
CHICOPEE, MASSACHUSETTS 01013
TEL. (413) 594-5958 or 536-4181

(Letter to G.Maraman on E.I.S.,Page 3)

In view of the fact that the Air Force may not hold another public hearing, I wish to record myself and my wife as generally in favor of C-5A proposals as specifically described in E.I.S. only,and opposed to 24 hour commercial activity because of noise, annoyance and increased air pollution as well as future water planning concerns in our city.

The impact of a 24 hour commercial airport on the health and safety of Chicopee and the negative impact on the quiet use and enjoyment of the citizens of Chicopee's property is a dramatic concern.

I would strongly suggest, in summary, that another public hearing be held, the E.I.S. be re-done significantly and that the comment period after another public hearing be extended.

I do not oppose future activity or expanded activity at Westover in the future but such expanded activity must be performed on a rational basis. E.I.S. seriously lacks proper assessment of the future impact based upon the two described proposals.

Respectfully submitted,

Victor M. Anop

ATTY. VICTOR M. ANOP

Res.:103 Bridle Path Road,
Chicopee, Mass. 01020

Bus.:Address Above

VMA/sap

H-78

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name Mr. and Mrs. Charles Arnold

Mailing Address 173 Acorn Lane

Chicopee, MA 01020

Please check one of the following

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS ___ draft ___ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards ✓	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify) _____

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There are several objections I would like to state as to the stationing of C5A's at Westover and sound the clock use with multiple, or by civilian corporations.

(1) Additional traffic such as C5A's and commercial flights increase the risk of physical injury via crash, fallout, symptoms, etc. to residents

(2) decrease in air traffic increases the pollutants in the already stagnant Connecticut Valley air due to inversion to major landfills.

(3) Increase in air traffic specifically C5A's greatly increases the noise and annoyance with which we are forced to live. The recent one flight as a test for C5A increase shook our homes due to the policy of the city of Chicopee of ignoring citizens complaints. Upon complaint - we find it was mandatory to continue

(4) Increase in air traffic and landing of aircraft and possible spillage into Connecticut River and wetlands which are home to the [illegible] the Burnett Rd area. Allow all the Burnett Rd area has [illegible] the planning board for too much annoyance (noise) industry. This is a residential area. Enough is enough.

Mail to Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by ~~January 23~~ Feb 11, 1987

I am NOT in favor of the C5-A airplanes being stationed at Westover Air Force Base in Chicopee, Massachusetts. I am opposed because of the excessive noise, the adverse environmental impact and health hazards, and the devaluation of our property. I am also opposed to the airport operating 24-hours a day.

~~1~~ (1) James & C. Calabrese 61 Beech Rd Chicopee, Mass 01020
(4) Donna Chiasson 61 Beech Rd Chicopee, Ma 01020
(2) Mr. Mrs. P. Sylvester 125 Loomis Dr. Chicopee, Mass 01020
(2) Mr & Mrs Sebastian Agresta 147 Hampden St Chic 01013
(4) [illegible] 21 McDonald Dr Chicopee Mass 01020
(2) John Klonoski 84 Jeanne St Ludlow Mass 01056
(4) Gary Smith 83 Loomis Dr Chicopee Mass 01020
(2) Shirley Kleet 124 Madison St. Chicopee, Mass 01020
(2) Robert W. Kleet 124 Madison St. Chicopee, Ma 01020
(4) Roman Stanek 50 Beverly St Chicopee Mass 01020
(5) Jackie Lisek 101 Loomis St Chicopee, Mass 01020

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COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Maurice & Cecile Archambault

Mailing Address: 26 Nutmeg Circle

Chicopee Mass. 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality X Public Services and Facilities X Water Quality X

Health Hazards X Biological Impacts _____ Visual Impacts X

Geology/Soils _____ Cultural Resources _____ Land Use X

Other (specify). Property values

Please turn in this sheet as requested by the hearing officer.

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Objections to 65.a and particularly W M D C proposal -

1st We were lied to at first meeting, W M D C said it would be a 7 AM to 11 PM operation, now they look for 24 hours.

2nd, The noise generated around the clock with full time operation would be unbearable for to many residence in all surounding community.s

3rd, The trade off for the few jobs created against devaluation of homes does not balance out,

4th, The homeowner is again being asked to pick the tab for big businesss by way of loss of property value.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

Bunky Barry
921 West St
Ludlow, MA 01056
January 9, 1987

Dear Mr. Maraman,

I am writing to you regarding the expansion of Westover Air Force Base in Chicopee, Mass. After the public hearing last night I am still not assured of the hazards this expansion will bring. I am sure many people had many questions go unanswered. I live very close to the end of runway 23, the most frequently used. Neighborhood residents are very concerned on the effect the increase in noise and pollutants will have on them and their families.

I am also a real estate broker with a prominent Chicopee firm and I know for a fact that our property values will plummet! After all - who would buy a home that lies in an accident potential zone for an airport?! According to Chapter 93A these facts would have to be revealed to potential buyers by law!

As far as annoyance and sleep disturbance goes these have been proven to cause high levels of stress

H-80

which, in turn, can result in many health disorders

I think all these areas should be studied in depth a little but more thoroughly.

Yours sincerely,

Mrs Beverly Barry

Jeanne Bishop
16 Country Lane
Belchertown, MA 01007
January 19, 1987

Dr. Grady Maranan
HQ AFRES/DEQV
Robins AFB, GA 31098

Dear Dr. Maranan:

I am writing in regard to the proposed actions being considered for Westover Air Force Base in Chicopee, Mass. It is my opinion that the proposed changes would negatively impact on the lives of many people living in the towns of Chicopee, Belchertown, Ludlow and Granby, Mass.

To speak for myself personally, I am a resident of Belchertown, MA and I live under the flight path. I have been found current and recent (since summer 1986) air traffic bothersome at times, because of the low altitude at which the planes fly and the resulting noise created. Increasing the frequency and number of flights, spreading flights across a 24 hour period and increasing the decibel levels (C5As) would greatly magnify the disturbance experienced by myself and others. It will interfere with my ability to sleep soundly through the night, interrupt my conversations and lifestyle and increase the level of stress I experience. (I heard the C5A fly overhead on 1/14/87 and found it to be loud, annoying and disruptive).

I am also concerned about the possible flight safety issues (the possibility of crashes, dropped objects, dumped fuel), as well as the decrease in property values which are anticipated.

Because of these concerns, I oppose the proposed changes at Westover (both airforce and civilian proposals). I would like to suggest that none of the proposed changes occur. In fact, I am wondering whether it would be possible to modify current flights so that air traffic flies at higher levels, thus decreasing the current level of disturbance?

Please consider these comments in your review. As one of many citizens who wants to live a quiet, country life, I ask you to allow this to happen, for myself and for the many others who would be affected by these actions.

Thank you.

Sincerely,
Jeanne Bishop
(Jeanne Bishop)

H-81

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Maurice Charles Arnold

Mailing Address: 142 Loomis Drive
Chicopee, MA 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS ___ draft ___ final

Area of question or comment (check all that apply):

Air Quality ___ Public Services and Facilities ___ Water Quality ✓
Health Hazards ✓ Biological Impacts ___ Visual Impacts ___
Geology/Soils ___ Cultural Resources ___ Land Use ___
Other (specify) _____

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There are several objections I would like to state as to the stationing of C5A's at Westover and against the check mark in the multiple, or by civilian corporations:

(1) Additional traffic such as C5A's and general flight increase the risk of physical injury via crash, fallen equipment etc. to residents

(2) decrease in air traffic, increases the pollutants in the already stale polar air we live in (Buffalo to major pollutant)

(3) Increase in air traffic specifically C5A's greatly increases the noise and annoyance with which we were forced to live. The recent no flight as a test for C5A response which was dismissed due to the policy of the city of Chicopee of ignoring citizens complaints

(4) Increase in air traffic and testing of aircraft will provide pollutants and contaminants the water tanks and residents live near in the form of drinking the Burnett Rd area for life. Also all the Burnett Rd area has had the plumbing ground for terminal Arroyo Company industry. This is a recipe for disaster. Enough is enough.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Feb. 11
Comments must be received by ~~January 23~~, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Maurice & Cecile Archambault

Mailing Address: 26 Nutmeg Circle
Chicopee Mass, 01020

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ask a question ___ offer oral comments ___ submit written statements X

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Health Hazards X Biological Impacts ___ Visual Impacts X
Geology/Soils ___ Cultural Resources ___ Land Use X
Other (specify): Property values

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Objections to C5,s and particularly W M D C proposal

1st We were lied to at first meeting, W M D C said it would be a 7 AM to 11 PM operation, now they look for 24 hours.

2nd, The noise generated around the clock with full time operation would be unbearable for to many residence in all surounding community,s

3rd. The trade off for the few jobs created against devaluation of homes does not balance out.

4th. The homeowner is again being asked to pick up the tab for big businesses by way of loss of property value.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-82

Emily Barry
921 West St
Ludlow, MA 01056
January 9, 1987

Dear Mr. Marsman,

I am writing to you regarding the expansion of Westover Air Force Base in Chicopee, Mass. After the public hearing last night I am still not assured of the hazards this expansion will bring. I am sure many people had many questions go unanswered. I live very close to the end of runway 23, the most frequently used. Neighborhood residents are very concerned on the effect the increase in noise and pollutants will have on them and their families.

I am also a real estate broker with a prominent Chicopee firm and I know for a fact that our property values will plummet! After all - who would buy a home that lies in an accident potential zone for an airport?! According to Chapter 93A these facts would have to be revealed to potential buyers, by law!

As far as annoyance and sleep disturbance goes, these have been proven to cause high levels of stress which, in turn, can result in many health disorders.

I think all these areas should be studied in depth a little but more thoroughly.

Yours sincerely,

Mrs Emily Barry

H-83

619 Miller St.
Ludlow, MA 01056
Feb. 11, 1987

Dr. Grady Maraman
Headquarters AFRES-DEPV
Robbins Air Force Base
Georgia 31098

Dear Dr. Grady:

I am writing to voice my opposition to the proposed development of Westover Air Force Base.

Frankly, I am shocked that the value of human life is so readily disregarded. Subjecting us to the loud noises of flights directly over us, causing us to breath in their emissions, to say nothing of the dreadful loss of life that will occur in such a densely populated area, is sorry evidence to me of our great Air Force's indifference. to the very will of the people who are paying you.

Perhaps saddest of all to me is the attitude that eats into the very fabric of our society--an attitude that this kind of invasion engenders--and that is, 'They are going to do whatever they want anyway. They don't care about the little people." Arrogant behavior on thepart of any area of the federal government causes a weakening of the patriotic fervor. Expanding Westover is evidence of just such behavior because it is life-threatening (as I believe the EPA has indicated) and because it is against the will of majority in the area.

As an afterthought, I ask you if you have considered what would happen to human life if there were ever an accident that caused a plane to land in the middle of Monsanto? All it takes is one flock of gulls taking off at the same time as a plane, clogging up its fans or engines, and the plane just simply stumbles one-quarter of a mile landing in the chemical plant? Possible?

Please oppose the building of this airport.

Sincerely,
Nancy S. Baxter
Nancy S. Baxter

Jeanne Bishop
16 Country Lane
Belchertown, MA 01007
January 19, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

I am writing in regard to the proposed actions being considered for Westover Air Force Base in Chicopee, Mass. It is my opinion that the proposed changes would negatively impact on the lives of many people living in the towns of Chicopee, Belchertown, Ludlow and Granby, Mass.

To speak for myself personally, I am a resident of Belchertown, MA and I live under the flight path. I have been found current and recent (since summer 1986) air traffic bothersome at times, because of the low altitude at which the planes fly and the resulting noise created. Increasing the frequency and number of flights, spreading flights across a 24 hour period and increasing the decibel levels (C5's) would greatly magnify the disturbance experienced by myself and others. It will interfere with my ability to sleep soundly through the night, interrupt my conversations and lifestyle and increase the level of stress I experience. (I heard the C5A fly overhead on 1/14/87 and found it to be loud, annoying and disruptive).

I am also concerned about the possible flight safety issues (the possibility of crashes, dropped objects, dumped fuel), as well as the decrease in property values which are anticipated.

Because of these concerns, I oppose the proposed changes at Westover (both airforce and civilian proposals). I would like to suggest that none of the proposed changes occur. In fact, I am wondering whether it would be possible to modify current flights so that air traffic flies at higher levels, thus decreasing the current level of disturbance?

Please consider these comments in your review. As one of many citizens who wants to live a quiet, country life, I ask you to allow this to happen, for myself and for the many others who would be affected by these actions.

Thank you.

Sincerely,
Jeanne Bishop
(Jeanne Bishop)

H-84

Februar[illegible], 19[illegible]
11 High[illegible]
Shelburne Falls,MA
01370

Dr. Brad. Maraman
HQ AFRES DEPV
Robins AFB, GA 31098

Dear Dr. Brad. Maraman,

I am writing to comment on the Draft EIS prepared in anticipation of the proposed actions at Westover AFB, Massachusetts.

This EIS is inadequate in that it does not address potential foreseeable hazards inherent in these proposed actions. NEPA requires full disclosure of information and a full discussion of the possible impacts or consequences related to an action. The Supreme Court has reasoned that if governmental agencies are to take a hard look at the environmental consequences of their action, they must also consider the consequences of proceeding in the face of gaps in their knowledge. Kleppe v. Sierra Club , 427 U. S. 390, 96 S.Ct. 2718 (1976). There are several areas where there are "gaps" in knowledge of potential consequences which should be adressed by this EIS.

1. The EIS indicates an increase the probability and consequences of aircraft accidents. Where is an analysis of what the potential consequencies of such accidents would be?. This need not be mere speculation. Please compare the effect of the AERO-MEXICAN airliner which landed in a densely populated area, comparable to the communities surrounding Westover, with the probable effects of a similiar accident involving a C-5A which has a greater size and fuel capicity. "Reasonable forecasting and speculation is thus implicit in NEPA, and we must reject any attempt by agencies to shirk their responsibilites under NEPA by labeling any and all discussions of future environmental effects as 'crystal' ball inquiry". The Supreme Court in Scientists Institute for Public Information,Inc. v. Atomic Energy Comm'n 481 F. 2d 1079 (1976). What are the possible consequences of dropped parts - a reasonable question as the C-5A airplanes have in the past dropped parts near Dover.

2. What are the potential adverse effects of the increase in hazardous material waste, if the present procedure for dealing with such waste (not in compliance with EPA standards currently) is dealt with in the present manner employed at Westover?

3. What are the potential adverse effects of schoolchildren suffering the increase in dB on a daily basis for years? How greatly will their learning environment be affected? What ill health effects might be expected from being awakened night after night for those persons who will be exposed to noise generated by the night flights?

Surely these unanswered questions point to the need for a worst case analysis in an EIS.

Sincerely,
Lesley Becker
Lesley Becker

H-85

Group 2

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Lianna Block

Mailing Address: [illegible] Springfield MA
EAST SPRINGFIELD NEIGHBORHOOD COUNCIL

Please check one of the following:

Landowner _____ Business person _____ Other Group member

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

why is there not going to BE A NOISE CRUEL TEST.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

1/13/87
Lianna Block

Week 1

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Robert + Susan Borys

Mailing Address: 67 Putting Lane
Chicopee, Mass 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question X offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS. X draft X final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): Decible Level / 24 Hr Flying / Property Devaluation

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

① Question: Please advise us of the decible level for the area in which we live — 67 Putting Lane, Chicopee, Mass 01020. (Off Burnett Rd, Off Fairway Drive)

② Question: Please advise us of the full procedure to claim against the government for loss of property value due to increased db levels, etc

③ Statement: Please make certain that we are on record as being opposed to the extension of flight time to 24 hours a day. We feel the quality of our at home lives will deteriorate drastically if this 24 hour service is allowed. Our sleep patterns are affected by noise causing us to experience insomnia when noise awakens us.

Please make certain that we are on record as opposing the C5 proposal because of the noise levels and the possibility of dropped parts associated with C5s. We have invested our life's savings in our Chicopee home. We cannot financially or mentally cope with a loss of this investment.

Susan Borys - 1/13/87
Robert J. Borys 1/13/87

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-86

MR & MRS PHILIP A. BROCKLESBY
186 East St
Granby, Mass 01033

Feb 9, 1987

Dear Dr Maraman

I am writing this in regards to the C-5A airplanes that are scheduled for Westover Air Force Base in Chicopee.

I live in Granby and my home is the last one before the main runway. There is nothing at all behind us but the landing strip

I fear for the lives & welfare of my family as the planes are flying 800 to 1000 feet overhead. The noise is awsome & you can imagine what kind of pollutants are raining down on our home that we built two years ago for $70,000. We moved to the "country" to get some clean air.

Can you imagine raising a family under these conditions?

Also, Westover is scheduled to have 24 hour flights for passenger and air cargo and we are told most flights will be between 10-12 PM and again from 5-7 AM

Between the 16 C-5A planes & all the commercial flights I believe our property value will decrease approximately 50% and I know what kinds of health problems will occur between breathing jet exhaust, jet fuel vapor and lack of sleep from the noise

My family & I urge you to help put a stop to the C-5A's and the 24 hour flights at Westover

Thank you

Philip G Brocklesby

H-87

09Feb87

Dear Mr Grady Maraman,

I'm writing this letter to state my opposition to the stationing of sixteen C-5A's at Westover Air Force Base. I am also opposed to the implementation of 24-hour use of Westover for commercial enterprise.

There are many environmental concerns that haven't been answered completely by the E.I.S. Some of these concerns are;

① The increased cancer rates for the area surrounding Westover haven't been discussed in the E.I.S. Why not? What effect will stationing these planes here have on the current abnormally high cancer rate? The areas surrounding Otis A.F.B. and Westover have the highest cancer rates in Massachusettes. I'm sure its not mere coincidence and this subject should be addressed.

② The increase in noise pollution will have an adverse effect on the health of local residents near Westover. This concern was already stated by the EPA as printed in The Holyoke Transcript-Telegram on 28 JAN 87. The article quotes Elizabeth Cogram, Assistant director of environmental Review who stated, "We believe those impacts are severe, and we will be objectionv to the 24-hour operation as proposed

② (Continued) What will be done to compensate homeowners not just for their property depriciation but the adverse effect on their health? Noise is a proven contributor to stress and high blood pressure.

③ Air pollution would increase slightly but would add no significant amount to the already-stressed air quality in the Pioneer Valley as claimed in the E.I.S. How many "small contributors" are responsible for the existing air pollution? At what point does the camels back break? DEQE in Massachusettes has already denied a permit to an incineration project on the grounds that it would add to the current Air pollution.

④ As noted in the E.I.S. stationing sixteen C-5As at Westover decreases the likelyhood of an accident but increases the catastrophic results if one were to occur. Opening the base for 24-hour WMAC commercial flights will increase the chance of an accident. As any mathematician will tell you two negatives added together don't equal a positive. If you add the two statements in the E.I.S together the result is an increase in the chance of a catastrophic accident.

H-88

I urge you to consider your actions care fully and ask yourself if you can honestly believe the EIS.

Please don't station the C-5 As here. They are a white elephant is search of a home, and as far as opening Westover for commercial use, where 80% of the flights will occur between the hrs 2200 - 0000 and 0500 - 0700, the bad far outweighs the good.

Thank you.

Philip H. Bucklesby
42 Naomi Street
Chicopee, MA 01020

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: _____

Mailing Address: _____

Please check one of the following:
Landowner ___1___ Business person _____ Other _____

Check here if you wish to:
ask a question ___X___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS ___1___ draft _____ final

Area of question or comment (check all that apply):
Air Quality _____ Public Services and Facilities ___1___ Water Quality _____
Health Hazards ___1___ Biological Impacts _____ Visual Impacts _____
Geology/Soils ___1___ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS You may use this sheet to submit a written comment in the space provided below Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet Written comments may also be submitted in a letter or other format

- How will [illegible] use [illegible]
property [illegible] by Dec [illegible]
- [illegible] for [illegible]

Mail to: Dr. Grady Naraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

William A. Carroll
284 Frontenac Street
Chicopee, Mass. 01020
February 6, 1987

Dr. Grady Maraman
HQ AFRES/XPFV
Robins AFB, Ga. 31098

Dear Sir,

I have never used any form of public media in which to express my opinions on any matter in the past. In regards to the possible arrival of the C-5 aircraft at Westover AFB, however, I feel I must now make use of the extended public comment period and speak my piece.

I fully support the proposal to base the sixteen C-5 aircraft at Westover AFB in Chicopee. Further, I believe that extended civilian use of the runway, tower and other base functions would bring long term benefits to Western Mass.

At 36 years of age, I am a lifetime resident of Chicopee, having grown up with the B-52's and related tankers. My present location on Frontenac Street is approximately 2.6 miles and virtually on centerline from runway 05. It is no exaggeration to say that the aircraft on final approach fly directly over my house and at times I can count the bare spots on the tires. I would think that because of this proximity to landing aircraft, I am in a better position than most to offer an opinion on matters of noise and air pollution.

During my childhood and adult life in Chicopee, and especially the past 14 years on Frontenac Street, I believe I have seen almost every type of aircraft within the military inventory land or take off from Westover, except perhaps the SR-71. Of all, certainly the loudest was the B-52 and early model KC-135, especially during an alert when several would take off with minimum separation. We all got used to it even though it was loud and distracting and times. Even the C-123 with its two outboard jet engines was quite loud. In contrast to those and also other types of aircraft, there is no one who will ever convince me that the C-5 is loud or annoying on takeoff or <u>especially</u> while landing. Those that oppose the C-5 and who sometimes state that "normal" conversation is impossible when a C-5 is overhead, <u>have</u> to be standing on the very end of the runway to make that ridiculous statement. Your people would not believe the amount of wrong information floating around Chicopee in regards to the C-5 and most of that information, I'm sure is being passed out by opposing groups.

I wish to comment also about one of the leaders of the group(s) opposing the C-5, A Mr. David Keith of Sunderland, I believe. In addition to living in Chicopee, I am a state trooper assigned to a barracks in Northampton. The Town of Sunderland is a part of my patrol area and I know it well. This Mr. Keith made quite a deal of his concern for the noise and air pollution problem which might affect his area, when he made his public comments several weeks ago at Bellamy School in Chicopee. I can honestly state to you that on the quietest morning of the week, a Sunday, and at approximately 6:00 to 6:30AM, either from the center of Sunderland or any part of the town, there isn't anyone on earth who would be able to hear a C-5 taking off from Westover and further, one would need a good pair of binoculars just to see a plane which, by then, would have to be several thousand feet high.

This Mr. Keith also moans about air pollution. Well, Route 91, the interstate highway which runs from Connecticut, thru Mass. and up into Vermont, passes just a few mile <u>west</u> of Sunderland center. It is my humble, unscientific opinion that due to the generally west to east prevailing winds, Sunderland receives more air pollution from the constant and heavy truck, car and bus traffic on Route 91 in one month than it could possibly receive from aircraft at Westover in a year or more. In addition, there are several truck terminals located in neighboring South Deerfield and a fuel oil company complete with tractor trailer tankers in Sunderland itself. It seems to me that the air pollution from these companies alone would be of much more concern to Mr. Keith and his organization than a Reserve air base many miles away, not to mention, of course, the potential hazards from leaking diesal fuel, motor oil, etc. If your people are looking closely at the questions which Mr. Keith and his group insist on getting answers to, even a normal, prudent person could easily see that Mr. Keith is using the noise and air pollution as a smokescreen and that he is quite adamantly anti-military. It would be quite interesting to know his reaction if the powers that be decided not to bring the C-5 in to Westover and then turned around several weeks later and announced that, instead, they were going to double the number of C-130's now assigned to Westover. Mr. Keith and his group, I'm sure, would scream bloody murder!

I don't doubt that there are some residents living even closer to the runway than I who might be somewhat annoyed by the sounds of any type of aircraft engines because it probably disturbs their television program or the radio. These people will never change their minds under any circumstance. And I will never believe anyone who states that the sound of a C-5 actually <u>hurts</u> their ears unless they admit they have been standing right next to one for weeks on end with its engines running and not wearing ear protection for themselves.

There is also a local real estate agent who is on the side of Mr. Keith and who is getting quite a bit of local press due to his opposition to bringing in the C-5. His main reason is that local property will be devalued. Well, in early 1973 I bought my house on Frontenac Street for $20,000. It's a small cape. I have since been offered just over $50,000 to sell it to another real estate concern (not the agency opposing the C-5) To me, that does not appear to be a devaluation. My wife and I do not intend to move anyway but if we did, I am quite certain we could easily sell our house for over $70,000, C-5's or not.

This letter was supposed to be just a comment, either a "yes" or "no" to the proposed changes at Westover. But the tilted coverage from some of the local media has gotten me angry enough to want to make my humble opinions known and to advise that your side is getting a raw deal from the media, in general.
I trust that your decisions will be based on the mission of the Air Force, the good of the overall community and, believe me, the overwhelming support of the vast but silent majority and that all 16 of the C-5 aircraft will be based at Westover starting later this year.

Sincerely,

William A. Carroll

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: CHESTER J. CHANDRACE

Mailing Address: 45 EAST ST BOX 207
CHICOPEE MASS. 01013

Please check one of the following:
Landowner ✓ Business person _____ Other _____

Check here if you wish to:
ask a question ✓ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS ___✓ draft ___✓ final

Area of question or comment (check all that apply):
Air Quality_____ Public Services and Facilities _____ Water Quality_____
Health Hazards ___✓ Biological Impacts _____ Visual Impacts ___✓
Geology/Soils _____ Cultural Resources_____ Land Use _____
Other (specify): _____

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Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

CLEAR ZONE RUNWAY 05 HAS BEEN ADDRESSED.

WHAT HAPPENS AT OPPOSITE END OF RUNWAY 23?

WHAT ALTITUDE IS PRESENTLY USED FOR LANDINGS

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

I

Arthur H & Cecile M. Champagne
188 East Street Box 215
Granby, MA.
Mass. 01033
Jan. 14, 1987

Dr. Grady Maraman
HQ AFRES/ DEPV
Robins AFB.
GA. 31098

RE: Draft enviromental impact statement
Westover Air Force Base
Chicopee, MASS.

Dear Dr. Maraman

May I call to your attention the following information taken from the draft enviromental impact statement.
See Attachments
Page 66
4.2.2.2.Population exposed to aircraft noise. Paragraph 3-
For both military actions, the highest DNL levels """""

Appendix C
Page C-1
Paragraph 2
Page C-2, Table C-1
Page C-4, Table C-2

In view of the foregoing information, it appears that the residents of the above areas would be most negatively affected by the proposed use changes at Westover Field.

The resultant change in use will have a negative impact on the quality of health and life, and also result in loss of values to the properties within the above described boundaries.

We, therefore, propose that the Air Force seriously consider offering to purchase, at replacement cost, the properties affected by this change in use.

Thank You for your consideration in this matter.

Very Truly Yours,

Arthur H. Champagne

Cecile M. Champagne

cc:
Congressman Silvio R. Conte
2300 Rayburn House Office Bldg.
Washington, D.C. 20515

Congressman Edward T. Boland
2426 Rayburn House Office Bldg.
Washington, D.C. 20515

Senator Edward M. Kennedy
Sr-113 Russell Senate Office Bldg.
Washington, D.C. 20510

Senator John F. Kerry
Sr-166 Russell Office Bldg.
Washington, D.C. 20510

Westover Metro Politan Development Corporation
ATT: Mr. A. Blair
3911 Pendelton Ave.
Chicopee, MA. 01022

Board of Selectmen
Kellogg Hall
Granby,
MASS. 01033

Mr. Frank & Mrs. Shirley Warren
193 East Street
Granby,
Mass. 01033

H-92

greater than 65 dB(A) would be approximately 20 to 30 sec. Peak noise levels during the overflight may exceed 100 dB(A) for brief periods.

DNL contours expected to result from aircraft operations for the proposed and alternate military actions were generated by the Air Force Engineering Services Center using the methodology described in Sect. 3.2. The predicted ground-level contours are indicated in Figs. 4.1 and 4.2 for the proposed (16 C-5As) and alternate (8 C-5As) military actions respectively. As indicated in Appendix D, the proposed military action would result in an increase of approximately 176% in the area exposed to noise levels in excess of 65 dB DNL (from approximately 3.3 sq. mi. to approximately 9.2 sq. mi.). Implementation of the alternate military action would result in an increase of approximately 71% (to approximately 5.7 sq. mi.).

Because local training activity would take place only approximately 4 days/week and would occur during a period of 5 hr, 5-hr equivalent noise level (Leq-5) contours for typical local training sorties with operations on runways 23 or 05 were prepared and analyzed. The contours and area calculations are presented in Appendix D. Approximately 17.3 and 16.4 sq. mi. would be exposed to Leq-5 levels >65 dB by operations on runways 05 and 23 respectively.

4.2.2.2 Population exposed to aircraft noise

As indicated in Sect. 3.2.1, only about 100 people live in areas with DNL levels above 65 dB as a result of current aircraft operations; none of these residents are in areas where DNL levels are greater than 70 dB.

To provide an estimate of the number of area residents who would be affected by aircraft noise, the noise contours illustrated in Figs. 4.1 and 4.2 were used in combination with census data to determine the approximate number of persons within each contour interval. The results of this analysis are presented in Appendix D. If the proposed military action (16 aircraft) were implemented, the number of persons exposed to DNL levels >65 dB would increase from the current level of less than 100 to about 3,550. Approximately 30 persons would be exposed to DNL levels >75 dB (the maximum level considered discretionarily acceptable for residential use). Implementation of the alternate military action would result in exposure of about 1,600 residents to DNL levels >65 dB; none would be exposed to levels >75 dB.

For both military actions, the highest DNL levels in residential areas would occur in the approach zone for runway 23 in the area of Granby bounded by East, Taylor, and Truby Streets. This same area is most affected by current operations. The maximum levels (approximately 77 dB and 73 dB) would occur on East Street where it is crossed by the extended runway centerline about 1500 feet east of Sherwood Drive.

The same technique used to estimate the population residing within the various DNL contour intervals was used to estimate the population residing within the 5-hr Leq contours. The results of these estimates are presented in Appendix D and indicate that approximately 16,200 persons would be exposed to Leq-5 noise levels >65 dB by operations on runway 23 (expected to occur 80% of the time). Because operations on runway 05

APPENDIX C

GUIDELINES FOR CONSIDERING NOISE IN LAND-USE PLANNING AND CONTROL

Department of Housing and Urban Development (HUD) Program and Policy

The major purpose of the Department of Housing and Urban Development's (HUD) noise regulations (24 CFR Part 51 Subpart B) is to ensure that activities assisted or insured by the Department achieve the goal of a suitable living environment. HUD also supports the efforts of other agencies in noise control.

The regulations generally apply to all HUD actions and provide minimum national standards to protect citizens against excessive noise in their communities and places of residence. The basic policy is that HUD assistance for construction of new noise sensitive uses is generally prohibited for projects with "unacceptable" noise exposures and is discouraged for projects with "normally unacceptable" noise exposure. Unacceptable noise exposure is defined as a noise level above 75 dB [Day/night-average sound level (DNL) in decibels]. A "normally unacceptable" level is one >65 dB but not exceeding 75 dB. These noise levels are to be based on noise from all sources, highway, railroad, and aircraft.

Attenuation measures are normally required before projects in the "normally unacceptable" zone can be approved. Attenuation measures that reduce the external noise at a site are preferred, whenever practicable, over measures that only provide attenuation for the interior spaces. HUD's noise regulations also apply to modernization and rehabilitation. For major or substantial rehabilitation projects in the "normally unacceptable" and "unacceptable" noise zones, HUD will actively seek incorporation of noise attenuation features into the project. In the "unacceptable" noise zones, HUD will strongly encourage conversion of proposed sites to more compatible land uses.

HUD also requires that Comprehensive Planning Assistance grantees give adequate consideration to noise as an integral part of the urban environment, with particular emphasis being placed on the importance of compatible-land-use planning in relation to airports, highways, and other sources of high noise. Recipients of community development block grants under Title I of the Housing and Community Development Act of 1974 must also take into consideration the noise criteria and standards in the environmental assessment process.

Land-Use Compatibility Guidelines

Table C.1 classifies noise levels into a set of noise zones according to the most commonly used environmental noise descriptors. Noise zones are identified in order of increasing noise level by the letters "A" through "D." The DNL descriptor can be used for all noise sources. The Equivalent Sound Level (Leq) is included because some highway noise data can be expected to be in terms of an equivalent sound level for the highway "design hour;" see Table C.1 for a description of when Leq (design hour) is equivalent to DNL for planning purposes. The Leq descriptor itself is not unique to highways and can be applied to any noise source.

Table C.1. Noise zone classification

Noise Zone	Noise Exposure Class	Noise Descriptor: DNL[1] Day-Night Average Sound Level	Noise Descriptor: L_{eq}(hour)[2] Equivalent Sound Level	Noise Descriptor: NEF[4] Noise Exposure Forecast	HUD Noise Standards
A	Minimal Exposure	Not Exceeding 55	Not Exceeding 55	Not Exceeding 20	"Acceptable"
B	Moderate Exposure	Above 55[2] But Not Exceeding 65	Above 55 But Not Exceeding 65	Above 25 But Not Exceeding 30	"Acceptable"
C-1	Significant Exposure	Above 65 Not Exceeding 70	Above 65 Not Exceeding 70	Above 30 But Not Exceeding 35	"Normally Unacceptable"[5]
C-2	Significant Exposure	Above 70 But Not Exceeding 75	Above 70 But Not Exceeding 75	Above 35 But Not Exceeding 40	"Normally Unacceptable"[5]
D-1	Severe Exposure	Above 75 But Not Exceeding 80	Above 40 But Not Exceeding 85	Not Exceeding 45	"Unacceptable"
D-2	Severe Exposure	Above 80 But Not Exceeding 85	Above 80 But Not Exceeding 85	Above 45 But Not Exceeding 50	"Unacceptable"
D-3	Severe Exposure	Above 85	Above 85	Above 50	"Unacceptable"

[1]CNEL — Community Noise Equivalent Level (California only) uses the same values.

[2]HUD, DOT and EPA recognize L_{dn} = 55 dB as a goal for outdoors in residential areas in protecting the public health and welfare with an adequate margin of safety (Reference: EPA "Levels" Document.) However, it is not a *regulatory* goal. It is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community.

[3]The Federal Highway Administration (FHWA) noise policy uses this descriptor as an alternative to L_{10} (noise level exceeded ten percent of the time) in connection with its policy for highway noise mitigation. The L_{eq} (design hour) is equivalent to DNL for planning purposes under the following conditions: 1) heavy trucks equal ten percent of total traffic flow in vehicles per 24 hours; 2) traffic between 10 p.m. and 7 a.m. does not exceed fifteen percent of the average daily traffic flow in vehicles per 24 hours. Under these conditions DNL equals L_{10} -) decibels.

[4]*For use in airport environs only; is now being superceded by DNL.*

[5]The HUD Noise Regulation allows a certain amount of flexibility for non-acoustic benefits in zone C-1. Attenuation requirements can be waived for projects meeting special requirements.

Source: DOT 1980.

Table C.2. Suggested land use compatibility guidelines

Land Use: SLUCM No.	Land Use: Name	Noise Zones/DNL Levels in L_{dn}: A 0-55	B 55-65	C-1 65-70	C-2 70-75	D-1 75-80	D-2 80-85	D-3 85+
10	**Residential**							
11	Household units.							
11.11	Single units — detached	Y	Y*	25[1]	30[1]	N	N	N
11.12	Single units — semidetached	Y	Y*	25[1]	30[1]	N	N	N
11.13	Single units — attached row	Y	Y*	25[1]	30[1]	N	N	N
11.21	Two units — side-by-side	Y	Y*	25[1]	30[1]	N	N	N
11.22	Two Units — one above the other	Y	Y*	25[1]	30[1]	N	N	N
11.31	Apartments — walk up	Y	Y*	25[1]	30[1]	N	N	N
11.32	Apartments — elevator	Y	Y*	25[1]	30[1]	N	N	N
12	Group quarters	Y	Y*	25[1]	30[1]	N	N	N
13	Residential hotels	Y	Y*	25[1]	30[1]	N	N	N
14	Mobile home parks or courts	Y	Y*	N	N	N	N	N
15	Transient lodgings	Y	Y*	25[1]	30[1]	35[1]	N	N
16	Other residential	Y	Y*	25[1]	30[1]	N	N	N
20	**Manufacturing**							
21	Food and kindred products — manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
22	Textile mill products — manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
23	Apparel and other finished products made from fabrics, leather, and similar materials — manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
24	Lumber and wood products (except furniture) — manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
25	Furniture and fixtures — manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
26	Paper and allied products — manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
27	Printing, publishing, and allied industries	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
28	Chemicals and allied products — manufacturing	Y	Y	Y	Y[2]	Y[3]	Y[4]	N
29	Petroleum refining and related industries	Y	Y	Y	Y[2]	Y[3]	Y[4]	N

*The designation of these uses as "compatible" in this zone reflects individual Federal agencies' consideration of general cost and feasibility factors as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Sherrie L. Champagne

Mailing Address: 110 Mosier Street

South Hadley, MA 01075

Please check one of the following:

Landowner ___X___ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___X___

Check here if you wish to receive an EIS _____ draft ___X___ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

January 16, 1987

Dear Dr. Grady Maraman,

I am very disappointed and disturbed that the Military is painting such a good picture of bringing the C-5's into Westover, when it is not letting the public know the whole story. I was very angry that the EIS draft was kept from the public and that I had to know someone in the local government to even see that draft.

That draft is going to change Westover and all the surrounding areas into a noisy, polluted wasteland. This part of Massachusetts is rich in history and in the beauty of this land. Both are constantly being destroyed by human carelessness, and a few are trying to preserve this. Wildlife is already decreasing in this area and the C-5's would have a devastating effect on all animals.

Also bringing the C-5's in is going to change the level of pollutants and have an effect on the ozone layer. Is the Federal Government ready to take all the responsiblity for the increased number of cancer and health problems that follow this change? This area is densely populated and too many health problems could occur.

Bringing a plane in that has been called a " turkey" by military personnel does not say anything reassuring about it. In an area like Westover,the dropping of airplane parts and record of mechanical failure of these planes, is putting everyone in danger of a major crash. Is the government willing to take full responsiblity of a crash something of the extent of the August crash of the Air-Mexico flight and the private plane in the Los Angeles area?

On Wednesday January 14, 1987 Mayor Lak of Chicopee invited a C-5 to fly over the area for two hours. The C-5 flew directly over my house and it felt like an earthquake was occuring. The noise and vibrations rocked some of my valuable figurines and china. If something would have broken it would have been submitted to you for full reimbursement. The noise was totally overwhelming and it frightened my young son.

Also there are many schools in the community and that type of noise makes it hard to concentrate and to try and learn. Children and teachers of today have enough problems without the C-5's adding to that.

For the record I want it to show that I am totally against bringing the C-5's to Westover and I think they should be placed elsewhere. I am very happy with the community the way it is and also with the C-130's at Westover.

Sincerely,
Sherrie L. Champagne
Sherrie L. Champagne, C.A.

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Francis Charron
Mailing Address: 76 Coakley DRIVE
Chicopee, Mass. 01020

Please check one of the following:
Landowner X Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS. _____ draft X final

Area of question or comment (check all that apply):
Air Quality X | Public Services and Facilities _____ | Water Quality X
Health Hazards _____ | Biological Impacts _____ | Visual Impacts _____
Geology/Soils _____ | Cultural Resources _____ | Land Use _____
Other (specify): NOISE, Devaluation of our property

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Just over a year ago, my wife and I bought our home in Chicopee. It's within walking distance of Chicopee State Park and this' partly, close to Runway '05' at Westover. (less than 1 mile away) We're all very concerned in our area with the Air Force's proposal of basing 16 C-5A cargo planes. Along with our small but spirited neighborhood, a new housing development has been established even closer to your runways. The Air Force has said they need improvement in their airlift capabilities on the East coast. Now, you have C-5A TRANSPORTS stationed at Dover AFB in Delaware. I've been out of school for a while, but it seems to me Delaware is on the East Coast. Let these huge planes remain there where they're better suited, and let us try to live our lives with a nice neighborhood, a quiet and non-polluted park, and a peace of mind that these flying giants won't drop a part, dump their fuel, or crash down upon us.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-96

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Joan COCKS

Mailing Address: 44 main St Hatfield MA 01038

Please check one of the following:
Landowner ✓ Business person ____ Other ____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS ____ draft ✓ final

Area of question or comment (check all that apply):
Air Quality ✓ Public Services and Facilities ____ Water Quality ✓
Health Hazards ✓ Biological Impacts ✓ Visual Impacts ✓
Geology/Soils ____ Cultural Resources ✓ Land Use ✓
Other (specify): Preserving what's left of the relative tranquility of Western Mass.

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am completely opposed to the use of C-5's at Westover - already planes from Westover disturb us here in Hatfield - Sometimes planes have flown over us at such a low altitude and with such a horrendous noise that I literally thought WWIII had begun. Many of us here are extremely critical of what these planes are being used for ie U.S. foreign intervention in the 3rd world.

Even more immediately ongoing is the plan to build up a Civilian airport at ~~Barnes~~ Westover. One of the wonderful things about west. mass is the fact that there is a shred of rural tranquility left. Although the developers are doing their best to destroy it. I grew up around a passenger-cargo airport, and it wasn't until I came to Hatfield that I knew what it was like to be able to see the Stars, to see a truly blue sky, to not be assaulted by the noise of planes every 15 minutes. Leave our region alone - we happen to like solitude. We're not enamored of over-development - we're trying to save our farmlands and we want to save our air + skies as well.

P.S. I'm not at all impressed with Westover's record in dealing with hazardous wastes - nor the record of industry and the U.S. government in general.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

Dec 21, 1986

Dr. Grady Maraman,

I am a very concerned citizen, terribly worried about the C 5A's coming to Westover Air Base.

I cant believe the mayor of Chicopee would even consider this. Jobs are important but one can find one elsewhere. Our homes cannot be moved elsewhere. We are located near the park, our children went up seeing cows, live in a nice section - they forgot about the noisey planes - its too noisey now, never mind more - the helicopters are the worse.

A young couple was planning to move to this area and now they have second thoughts.

Please consider the people with homes around the air base. I and sure the people who want this do not live close to the base.

Concerned
Citizen

H-97

Collins Electric

19[illegible] • OUR 80TH ANNIVERSARY • 19[illegible]

53 Second Avenue Opp Mass Ave Exit 6 Chicopee Falls Mass • Mailing Address Post Office Box 3311 • Springfield, Mass 01101 • Telephone (413) 592 9222

February 11, 1987

Dr. Grady Meraman
H.Q. - AFRES/DEPV
Robins Air Force Base
Georgia 31098

Dear Doctor,

Collins Electric's place of business in Chicopee is located just east of the flight path of planes taking off to and landing from the south.

This close proximity makes us very conscious of the noise of large planes using the airport. We are so close that when the B-52's were here we couldn't converse on the phone when a plane was taking off.

Despite this, we strongly support the addition of the C5A's to Westover as well as the twenty four hour operation of the airport.

We believe the economic value of the above additions totally outweigh any inconvenience which we are sure we will suffer.

Please let us know if you'd like any further information.

Very truly yours,

The Collins Electric Co., Inc.

By: [illegible]

WAC/m

H-98

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: JEREMIAH CONNORS

Mailing Address: 30 COCHRAN ST

CHICOPEE

Please check one of the following:

Landowner _____ Business person _____ Other ✓

Check here if you wish to:

ask a question ✓ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS: ___ draft ✓ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

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WHY IS THERE PROVISION FOR PROBATIONARY IMPLEMENTATION LET US FEEL OUT THE OPERATION IF IT GOES INTO EFFECT 6 MO 1YR.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

68 Homestretch Drive
Ludlow, Massachusetts 01056
January 21, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dr. Maraman:

As a resident of Ludlow, MA I am very concerned about possible changes at Westover AFB Chicopee, MA. I live approximately 1.875 miles from the small run way that heads in an east/west direction. I have a copy of the environmental impact study and as far as I can tell will only be marginally affected by takeoffs and landing on runways 5 and 23. I might add that the study is very wordy and difficult to comprehend. Unfortunately, I do not have time to go through it as thoroughly as I would like.

In any case, what will affect me are the 5 hour sorties of the C5As. I am unclear as to just how loud the noise will be. In one part of the study it seems to indicate 65 db, whereas in another it looks more like 100db. I'm sure you'll agree this is a significant difference. I have contacted the public affairs office at Westover to request that a shortened sortie be flown at a realistic altitude so that I may observe the noise impact. I have not received a response. If noise levels will not be adverse then the Airforce should demonstrate this by announcing testing for area residents. It is my understanding that C5As have been brought in and out of Westover recently. This serves no purpose unless residents are notified so they can be home. I do not think any sorties have been flown.

I have noticed that Chicopee is gaining the most (economically) and losing the least (noise wise) in this venture. Chicopee has been pushing to develop Westover yet most planes will takeoff toward Granby so as not to disturb Chicopee State Park. In addition, why do the sorties loop into Ludlow? Reverse the loop and let them fly over Chicopee. It seems to me that Chicopee wants their cake and to eat it too.

C130s go directly over my house and have since I bought it 7 years ago. They are enjoyable to watch and no bother. I do not think I will be able to say the same thing about the C5As. We purchased this house when Westover was already scaled down and would not have purchased it otherwise. If noise levels are as loud as I suspect, we are faced with moving immediately or losing property value. My children are both nearing college age and moving would be a hardship.

I find all of this, especially the lack of good information, extremely annoying. Surely a little more time to analyse these changes is needed.

Sincerely,

Suzanne E. Costa

Suzanne E. Costa

H-99

Feb 5, 1987

Dear Dr Grady.

I am opposed to any development of the air services at Westover AFB. I think this area is too populated to use the base as an airport. The chances of an air disaster is enhanced each time an airplane takes off and lands. I also am concerned because the planes fly over my home. Each time a plane flies over, it causes me to feel such anger I could scream. I thought my home in Ludlow because it was a small QUIET Town I want it to stay that way. I'm sure that the people of Chicopee would object to these air service (the C-5 and civil) if their homes were in the flight path, this includes Mayor Lek.

Mayor Lek want to bring revenue to Chicopee and also more jobs. Let him find another way to do this. I don't think Chicopee should prosper at my expense.

H-100

Every time an aircraft passes over my home I pray to God to take them away. I feel that the A.F. has already made a decision and I'm not happy with it. Let the AF thought awakes area with these planes.

Sincerely
Darlene Costa

Enclosed please see an article by David Keith. I agree completely with his views

Safety is main issue for Westover projects

Regarding the story headlined "Glamour offsets C-5 jet noise" in The Morning Union Jan. 16: "Glamour" is not a word often associated with this plane, which has been called "Moby Jet," the "Edsel of the airways" and "the big tin balloon." More surprising is use of this word on the same day a front-page headline read: "Midair collision over Utah kills 16; town hit by debris."

Please go to that town and make a "random telephone sampling" of four people. Ask if they worry about air traffic. Go to Cerritos, Calif., and ask any four survivors in the neighborood destroyed by the crash of an Aeromexico jet if they like life in the flight path.

Mayor Lak and the Air Force have apparently succeeded in limiting debate about Westover noise. Noise from the C-5s in the day and civilian cargo planes at night should indeed be reason enough to stop this proposal. But the much more serious question involves safety. Airports should not be located in densely populated areas.

Worse still, the Westover project calls for mixing general aviation (small planes), civil cargo and eventually passenger aircraft, and the C-5s — all of which are to be guided by radar from Bradley Field. Both the previously mentioned crashes were midair collisions, and at least one C-5 was almost downed by collision with a flock of geese. Mixing increased flights of different types of aviation over densely populated areas isn't a plan — it's a plot.

Since annoyance from sound is cumulative, the Air Force's cynical "test" of flying a C-5 to try to attract complaints proves the despair people feel about the likely response to their complaint. The insensitivity to the people who will be affected and the deviousness of using them as guinea pigs does not speak well of the Air Force as a good neighbor. It does, however, fit well with the one straight answer I heard at the Bellamy School hearing, which was that, no, the Air Force would not guarantee that it will stick to a limit of four five-hour series a week.

Both proposals (civil and C-5) are described in the environmental impact statement as having the "unavoidable adverse impacts" of "increases in the potential consequences of an aircraft accident." It is not an abstract question to ask what will happen should the football field-sized C-5 with its 6½ train-carloads of fuel smack into Baystate or Mercy hospitals. It will regularly fly over them at low altitudes. Before we compare opinions about glamour, I want to hear more about emergency contingency plans to deal with that "adverse impact." I want those "potential consequences" defined.

DAVID KEITH
Sunderland

Darlene Costa
301 Holyoke St
Ludlow Mass
01056

PM
9 FEB
1987

LOVE
FOR A
POWERFUL AMERICA
USA 22

18 FEB 1987

Dr. Grady Maramon
HQ AFRES/DCAV
Robins AFB, Ga.
31098

H-101

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: John P. Crean Priv. Resident

Mailing Address: 45 Granby Heights
Granby, Mass. 01033

Please check one of the following:

Landowner ✓ Business person ✓ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities _____	Water Quality _____
Health Hazards ✓	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

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Sirs:

As a resident of 45 Granby Heights, Granby, Mass., please be advised that I not only feel safe but honored that the U.S.A.F. Reserves are flying out of Westover AFB Chicopee, Mass.

We have been residents of Granby, Mass., for 14 yrs. and, although, we have seen the older aircrafts on their missions, we have not encountered anything that caused loss of sleep, environmental problems or stress to my family or to our neighbors.

Westover AFB would be a strong arm of NATO.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: CAROLIVE K. CROOKS

Mailing Address: 62 PARADISE ST.
CHICOPEE, MA. 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

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I am not strongly against the C-5A, neither am I in stronq favor of them. As an american citizen I am concerned with national security and trust the government to be honest and reveal any hazards connected with the C-5A's.

I am against any further commercial flights at the base or cargo carriers

I realize that the Westover Metropolitan Development Corp., has a huge investment there, but if they try harder I'm sure they could find alternative industry to locate there.

It seems the residents of Atlantic City, N.J. thought gambling was going to re-vitalize their city, and it doesn't seem to have done what politicans said it would either.

These 1100 or so jobs the additional carriers will bring to the

(over)

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-102

ROBERT J. CROKEN
251 CRANE HILL ROAD
WILBRAHAM MA 01095

February 9, 1987

Dr. Grady Maraman
HQ AFRES/DEVP
Robins AFB
GA 31098

Dear Dr. Maraman:

Please register me as opposed to basing C5As at Westover.

It is clear to everyone, and I believe even to the Air Force, that the noise level of the C5As is such that they should not be based near populated areas.

It is also obvious that the administrators of schools, hospitals, institutions, and industries in the area of Chicopee, Ludlow, Granby, Springfield, and scores of other communities are not yet fully aware that the quality of their lives -- and their livelihood -- is threatened by the C5As noise annoyance.

Technology, as represented by the C5's, has necessitated changes, but the Air Force doesn't seem to recognize this. The C5As are not suitable for any conventional airport but are appropriate only to be based at locations where they land and take off over water.

Any plan to have these planes at locations where they use runways which involve flying at low levels over populated areas does not recognize that the technology that has developed the C5As has outstripped the Air Force's simple understanding that these planes should not be located near residential areas.

The proposal to base C5As at Westover is nothing short of an outrage. If technology can develop these planes, and the Air Force can arrange to have them built, it only follows that the Air Force should find isolated locations to base them.

Yours very truly

Robert J. Croken

Lester A. Deauseault
819 Britton Street
Chicopee, MA. 01020

To Whom It May Concern:

We live at the end of Britton Street, where we built a new house last year. We live with the inconvenience of hearing the planes warming up, the plows clearing the runways, and planes flying overhead. Planes fly over the area where my children play every day and I worry about the higher average of C-5's dropping parts.

Hundreds of new homes were built in Chicopee and surrounding towns in the last few years, and has become thickly populated. The W.M.D.C. does not even have a plan to deal with the loss of property value of those properties that surround the base.

Chicopee has massive dumps and Monsanto that stink and pollute. We don't need to add to this pollution from more plane exhaust or more noise pollution. We have more than we can deal with now! The cancer rate is high in Chicopee as it is now!

W.M.D.C. is supposed to be a non-profit organization, but I'm sure some will make a lot of money, while thousands of hard working people and the elderly will lose money as well as peace and quiet.

Please, vote NO for the C-5 to come to Westover.

Please, vote NO for Chicopee-based civilian airport.

Sincerely,

Lester A. Deauseault

Lester A. Deauseault

Laura Deausault

Deanna Deausault

Amy A Deausault

Jessa Deausault

H-103

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Richard Devrin

Mailing Address: 5 Hingey Dr.
Chicopee Mass 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ___	Water Quality ___
Health Hazards ✓	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): _____

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Dr. Marxman I really like to know more about the emissio from the plan C 5 B I am boy does it stay in the air down there is an appli is it more one lot I until day or night this invisible if is in motion - Would be a or application in the air when I live Combining the 3 5 B and air traffic air cargo all night Another thing more would both Combat, C 5 B and air cargo day and night or a person leaving like a baby growing up that outside playing while is happen to the baby during [illegible] from growing right

Thank you very much for listening
Richard Devrin

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: GERALD DRZEWNOWSKI

Mailing Address: 21 McDONALD DRIVE
CHICOPEE, MA 01020-4993

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question X offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. X draft X final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards X	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

1. WILL REDUCTION IN PROPERTY VALUES (OF THOSE AFFECTED) BE COUPLED WITH REDUCED PROPERTY TAXES.
2. DOUBLE FUEL USAGE, HOW MANY GALLONS? HOW LONG WOULD IT BURN IF IT WERE TO CATCH ON FIRE, AREA OF QUESTION, ETC

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-104

January 14, 1987
91 McDONALD DRIVE
CHICOPEE, MA 01020-4943
413 - 592-9320

Dr GRADY MAHATHAN
HQ AFRES/DEPV
ROBINS AFB GA 31098

Dr MAHATHAN:

ENCLOSED IS A COPY OF A MAP (FIG 4.4), PER REQUEST OF LT COL. MATT C. BRISTOL III. REF: 1/8/1987 PUBLIC HEARING. PROPERTY OWNED BY MYSELF AND SPOUSE IS LOCATED AT ABOVE ADDRESS AND FURTHER IDENTIFIED BY MAP 00CC0437 LOT 00000104 STATE CLASS 101 CLASS R BY THE CITY OF CHICOPEE, MASSACHUSETTS. THIS PARCEL ABUTS LAND OWNED BY CITY OF CHICOPEE (PENDLETON AVE AND/OR CHICOPEE GOLF COURSE), WHICH IN TURN ABUTS WESTOVER AFB. PLEASE PROVIDE TO ME THE FOLLOWING: A DETAILED MAP SHOWING MY PROPERTY AND THAT OF THE NEW CLEAR ZONE FOR RUNWAY 05 AND THAT OF THE STATE PARK OF CHICOPEE AND THE PROPERTY OF CHICOPEE MUNICIPAL GOLF COURSE. INCLUDE ALL PROPOSALS SHOWING LAND TAKING (IF ANY) DECIBLE LEVELS FOR THE AREAS AND ANY OTHER CHANGES (IE REMOVAL OF TREES) FOR THE FORENOTATIONED AREAS. KINDLY SHOW BOUNDARIES OF BASE, RUNWAYS, STATE PARK, GOLF COURSE, MY(OUR) PROPERTY. IF PERMITTED DUE TO THE BEST INTERESTS OF NATIONAL DEFENCE, ALSO SHOW FUEL STORAGE AREAS, CURRENT AND PROPOSED ABOVE AND BELOW, IN RESPONSE TO QUESTION OF GROUND LEVEL

(OVER)

VULNERABILITY SHOULD AN EXPLOSION OCCUR.
YOUR TIMELINESS IN PROVIDING THIS INFORMATION TO ME WOULD BE MOST APPRECIATED DUE TO THE DEADLINE OF 1/23/87 IMPOSED BY YOU.

SINCERELY;

Gerald Drewnowski

GERALD DREWNOWSKI

SHOW ONL CONTOURS (IF POSSIBLE)

H-105

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: (Raymond E. Dwinnell)
Mailing Address: 37 Tanglewood Dr Chicopee Mass 01020

Please check one of the following:
Landowner ✓ Business person _____ Other _____

Check here if you wish to
ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):
Air Quality ___ Public Services and Facilities ___ Water Quality ✓
Health Hazards ✓ Biological Impacts ___ Visual Impacts ___
Geology/Soils ___ Cultural Resources ___ Land Use ___
Other (specify) _____

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I oppose the increase of any community because of environmental conditions that pollutants across Change in our Physical Environment, and Cause increase in Cancer Incidence.
Believe Radiological particles of Hydrocarbons into the air Considered as Carcinogens which Increase the risk of Cancer for our Children, Every body is at risk in our Area this is fact, not Conjecture. It has been proven in Laboratory Tests, Incinerators, Effects of the base pollutants Discharge must take in Factory on Quality of Life Just in Chicopee, Westover Need your Statistical data We don't Need the Detrimental Noise Levels, which is a primary concern, along with pollutions Incidents of Hours of Noise. We have a good ground Test Base at the present Time We don't need the Incineration of any properties Accident Need additional data for out of City residents to Base for some of the Area to pollut.

(over please)

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

I have stated my feelings in town
I know that no matter what I say
will make no difference in your judgement.
I know what the political climate is and
how they operate.
It is the people of the Western Area are of the
minority. The politicians will soon rush this
project through,
I have no faith in any of you.

Sincerely Raymond E. Dwinnell

P.S. I had just counted a 22 cent stamp
and my previous train in writing to closed
mind

H-106

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Basilie Dupont

Mailing Address: 30 HOWARD ST

HOLYOKE MA 01040

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS ✓ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

How will the air quality be effected?

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: ARMAND J. DUSEAU JR.

Mailing Address: P.O. Box 68 FLORENCE MASS.

Please check one of the following:

Landowner _____ Business person X Other _____

Check here if you wish to:

ask a question ___ offer oral comments X submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources X Land Use _____

Other (specify): ECONOMIC EFFECT

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

AT A TIME WHEN WESTERN MASS. FACES A DETERIORATING ECONOMIC BASE, THE JOB POTENTIAL REPRESENTED BY AN EXPANDING WESTOVER AIR BASE IS A WELCOME SIGN FOR OUR AREA.

I CAN SEE NO SIGNIFICANT DECREASE IN THE QUALITY OF THE ENVIRONMENT.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-107

Barbara DeCarolis
RFD #1
Hyde Road
Ware, Ma 01082

Dr. Grady Maraman
HQ AFRES/DEPV
Robins Air Force Base, GA 31098

Dear Dr. Maraman,

I would like to go on record as supporting the efforts of relatives and friends who are opposed to the expansion of Westover Air Force Base, Massachusetts.

I am employed at a business which is on the Westover Flight path and find the current level of noise disruptive. Noise is a very real pollutant. It will definitely have a negative impact on the quality of "country life" in the affected towns. Furthermore, any proposal which would subject 11,500 people, as compared to the 100 currently, to noise levels of over 65 decibels is extremely distressing.

I am confident that you will consider all opposition carefully and agree that 24 hour use of the Air Base by both the Air Force and Westover Metropolitan Development Corporations is unacceptable.

Sincerely,

Barbara DeCarolis

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman,

This letter is regarding the proposed actions under review for the Westover Air Force Base in Chicopee, Mass.

From my viewpoint, the proposed actions would be extremely disruptive to people living near the base and under the flight path in neighboring towns where decibel levels reach high proportions (Ludlow, Granby, Belchertown and Chicopee).

One of the Major problems would be the increased noise levels due to the C5As and to the civilian expansion. More frequent flights and a schedule change to 24 hours per day of operations would dramatically increase the level of disruption for thousands of people. I strenuously object to this occuring: i.e. to having my sleep disturbed, my conversations interrupted and to having the quiet of living in a small town destroyed.

Other problems to which I object are the accident potential (including dropped objects and fuel), hazardous waste disposal, pollution increase and decreases in local property values.

I oppose the proposed actions and I urge you to help protect the lifestyles of many people by deciding against the proposed actions.

Thank you.

I've just moved to Belchertown because it is a nice quiet town.

I feel that the people in this area should have more say in this matter.

Sincerely,

Thomas J Edgar
P.O Box 637
Palmer MA
01069

H-108

NORMAND J. EVON
183 HOLYOKE AVE.
CHICOPEE, MA.
1-7-87

DEAR DR. MORAMAN:

PLEASE PUT MYSELF
+ MY FAMILY AS
BEING STRONGLY OPPOSED
TO THE NEW TYPE
OF AIRCRAFT DUE TO
BE DEPLOYED AT WESTOVER
FIELD AFB IN CHICOPEE
MASS. IN THE NEAR
FUTURE. THANK YOU;

YOURS TRULY
Normand J. Evon + family

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: IRVING I FARBER

Mailing Address: 402 IRENE ST
Chicopee, MA 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

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I approve of the plan to base C-5A aircraft at Westover AFB
I approve of plan of WMDC to extend operation to 24 hr period
I live close to base. Noise has never been a problem during the 27 years of my residence
I urge the approval of the two proposed site C-5A aircraft and 24 hour operation of flying at Westover AFB, MA

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-109

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: MAUREEN FILIPE

Mailing Address: 50 LABELLE DRIVE
CHICOPEE MASSACHUSETTS 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities ✓ Water Quality ✓
Health Hazards ✓ Biological Impacts ✓ Visual Impacts ✓
Geology/Soils ✓ Cultural Resources ✓ Land Use ✓
Other (specify): NOISE FACTOR ; property devaluation

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am writing to express my concerns over the additions of the C-5As and the proposed 24 hour operation at Westover airport. I live within 2 miles of Westover and have been a homeowner for the last 9 years. The noise factor and environmental factors literally scare me. Are we going to be able to live a normal life or are we going to have to live around the C-5As and possible 24 hour operation? I consider that an invasion of my rights. I sincerely hope my house does not suffer physically or monetary due to the C-5As flying above. Are you ready to guarantee our life, as we know it, will not be altered by any of this? So far all we have gotten is the run around when questions concerning flight patterns, altitude, etc. are asked. Before bringing these C-5As in - answer the questions! The test flight which occured on Wednesday morning between 10:30 am and 12:00 noon showed the mentality we have been dealing with - totally inept. My family was not home during that time nor were many of our neighbors. Try bringing in the 16 C-5As and doing maneuvers for a few days and see what type of feedback you encounter. I have seen and in fact been inside one of this type of aircraft so I know what we are being asked to deal with.

In closing, I strongly urge the Airforce to review the facts and question the communities who are going to be directly affected feel about this. Take time to listen.

Thank you,

Maureen A. Filipe

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Cont. on reverse side

Comments must be received by January 21, 1987

H-110

Mrs. Joseph Fellion
224 EAST ST
Granby, MA 01033

February 4, 1987

Dr. Shady Merriman
HQ. AFRES/DEPV
Robins Air Force Base
Georgia 31098

Dear Dr. Merriman,

I am writing this letter to express to you my opposition on the Westover airbase expansion. As a resident of East Street in Granby, one of the communities which will be highly effected by this proposal of expansion, I don't feel my husband and I along with our one month old son should have to cope with the increased noise and pollution this will bring to our community. We have owned our home for two years and are very happy here. We feel that because we are located so close to the runways that will be used most frequently by the C5's, it will be virtually impossible to continue living in our home.

I do not want my child to be fearful & playing in his own backyard when he sees these huge planes come so close to our home as they come in for a landing. I'm sure there must be a more remote area where these planes could be stationed.

Both my husband and I realize that during wartime it is necessary for Westover to be used to its fullest potential but during peacetime we feel it is unnecessary to expect the residents of the area to have to cope with the noise and pollution the proposed expansion will bring.

Thank you for your time and consideration.

Sincerely

Mrs. Joseph Fellion

H-111

761 Federal St
Belchertown, MA
01007
Feb 9, 1987

To Whom it May Concern,

I am writing to oppose the use of Westover Air Force Base for C-5's and all night flights in their expansion, due to noise pollution & safety problems.

Sincerely,

Debbie Fish

H-112

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: [illegible] + Charles J. Ryan II

Mailing Address: [illegible] 96 Wilbur St

[illegible] Chicopee, Springfield, MA 01104

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ____ offer oral comments ____ submit written statements ____

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): The Future of the United States of America.

Please turn in this sheet as requested by the hearing officer. ("United We Stand, Divided We Fall.")
[-A.Lincoln-]

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

As an interested, objective observer of the Jan. 8, 1987 Public Hearing, I wish to congratulate the Air Force for its protocol and diplomacy in dealing with diverse interests present there.

My sense of patriotism was reinvigorated by the example of these true gentlemen who represented the United States of America on this occassion, while the debate centered around "noise". I believe the visual sensations confused many of the public-goers. The noise levels "threatened" by the C-5's are no greater than those presently experienced with Gerry's fleet of DC-8's. Frankly, living under the flight paths, I haven't heard one yet.

The real issue is the future of the United States of America. I will remind the naysayers, "Ask not what your country can do for you, Ask what you can do for your country."
[-J.F.K.-]

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: John FitzpaTrick

Mailing Address: 44 Beauchamp Terr
Chicopee 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ____ offer oral comments ____ submit written statements ____

Check here if you wish to receive an EIS. _____ draft ✓ final ✗

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

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at Upon [illegible] no recommended by this four
2.14 should be ignored at 24 hr

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: John M Flis JR

Mailing Address: 420 Pleasant Ave
Chicopee MA 01020-2949

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ✓ submit written statements _____

Check here if you wish to receive an EIS _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ✓	Water Quality ✓
Health Hazards ✓	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): Safety from Flight

Please turn in this sheet as requested by the hearing officer.

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Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: John FRYSINBERG

Mailing Address: 93 Church St - Chicopee Chamber of Commerce
Chicopee MA 01020

Please check one of the following:

Landowner _____ Business person X Other _____

Check here if you wish to:

ask a question ___ offer oral comments X submit written statements X

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities !	Water Quality _____
Health Hazards ✓	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): Economic

Please turn in this sheet as requested by the hearing officer.

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Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Mrs. Roberta B. Fuller

Mailing Address: 217 Hopkins Place
Longmeadow, Massachusetts 01106

Please check one of the following:
Landowner X Business person X Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. X draft X final

Area of question or comment (check all that apply):

Air Quality X	Public Services and Facilities ___	Water Quality X
Health Hazards X	Biological Impacts X	Visual Impacts ___
Geology/Soils X	Cultural Resources X	Land Use ___
Other (specify): ___		

Please turn in this sheet as requested by the hearing officer.

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Although I am not a resident of Chicopee, I am a resident of a nearby community and am most concerned about the environmental impact of the C-5s that are being assigned to Westover AFB in the near future unless enough opposition to the plan is voiced. At present we are subjected to Bradley Airport traffic noise and pollution and I do not believe that our area needs to be subjected to more of the same--50 times per day more!! I cannot believe that the introduction of this type of aircraft will enhance our lovely, relatively quiet town and it will surely have a noise factor that is almost incomprehensible! Please reconsider this proposed aircraft assignment!!!

I AM VERY HAPPY I DO NOT LIVE IN CHICOPEE!!!

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: LEONARD GAGNON

Mailing Address: 121 ALFRED ST. LUDLOW, MASS. 01056

Please check one of the following:
Landowner ✓ Business person ___ Other ___

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards ___	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___
Other (specify): Land values & noise pollution		

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I don't think it's fair that 24000 people suffer the noise levels of loud depressions. I feel these should be paused. I feel that there's got to be a better way of creating a few part time jobs and generating construction money. Those who live on the outskirts of the base are going to be affected more than most of the people in Chicopee and therefore should be granted another hearing. A lot of people were unaware of the meeting until the last minute. I feel it only fair to give everyone a chance to ask their own questions & those written. I would like if possible a map depicting the noise decibels in the increments from the end of the runways to the outlining community. This would help us understand the noise levels that I would be concentrating

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-115

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Mary Degnan

Mailing Address: 121 Alfred St
Ludlow, Ma 01056

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS: X draft X final

Area of question or comment (check all that apply):

Air Quality X | Public Services and Facilities _____ | Water Quality _____
Health Hazards X | Biological Impacts X | Visual Impacts _____
Geology/Soils _____ | Cultural Resources _____ | Land Use _____
Other (specify): Land value depression, noise level

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am very concerned about the proposed C-5A aircraft and 24-hr flight operations & question the severity of a possible accident with regard to the power plant, explosives company and the many gulls that fly near the runway. I am also concerned about possible dropped fuel & airplane parts and the added pollution, especially since we live so near a high canyon area. Also, I believe the noise levels from both the C-5A's & the 24-hr airport will be extremely irritating & will affect a large number of people. I'm also afraid the value of our houses will depreciate and our quality of life will be affected.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: LINDA M. GILL

Mailing Address: 176A Westover Rd.
Chicopee, Mass 01020

Please check one of the following:

Landowner _____ Business person _____ Other Retired R.N.

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements _____

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ | Public Services and Facilities _____ | Water Quality _____
Health Hazards _____ | Biological Impacts _____ | Visual Impacts _____
Geology/Soils _____ | Cultural Resources _____ | Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I have been living outside W.A.F.B. base for over 40 of my adult years. Felt sad when S.A.C. left here in 72 Happy to hear more will be added if this important base. Flying patterns accustomed to B52's. The noise of C5's is of no consequence to me, my family & my neighbors with whom I have discussed all this. As for possible "Drops" from the planes, no place on earth offers 100% safety. Welcome to U.S.A.F.R. increased activity. Good luck & God Bless our Air Force!

P.S. Brought up 3 children during this time. C-5's are not noisy & unsafe. B52's are not missed since their leaving.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-116

Gregory J. Gillespie
P.O. Box 1244
Belchertown, MA 01007

January 17, 1987

Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Mr. Maraman:

I attended the hearing last week concerning the two Westover proposals. I want to add my voice to those people who are against the proposed expansion of this airfield.

I am opposed to the Air Force bringing C5's to this field because of the environmental impact to the entire area. Although the Air Force currently expects to lower the number of flights each day, they were unwilling and unable to guarantee any limit to the number of flights in the future. The other day I heard an especially loud airplane and discovered that it was a C5.

I am also greatly opposed to the night-time use of Westover by commercial airlines. There are many studies indicating that, even if we get used to the airplane noises at night and are able to sleep through the takeoffs and landings, the physiological effects of the noise will still take their toll on our health. And for many of us, the noise will cause many sleepless nights.

I hope you will give this matter your careful attention and proceed with caution. This decision will affect the health and well-being of all of us who live in the vicinity of Westover Air Force Base.

Thank you for your consideration.

Sincerely Yours,

Gregory Gillespie

Gregory J. Gillespie

H-117

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: ROBERT GLADDEN

Mailing Address: LUD-BU CHAMBER OF COMMER
P.O. BOX 136 LUDLOW MA

Please check one of the following:

Landowner _____ Business person _____ Other ✓

Check here if you wish to:

ask a question ___ offer oral comments ✓ submit written statements ✓

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): Economic Impact

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

(413) 787-1551

LUDLOW CHAMBER of COMMERCE MASSACHUSETTS

THE LUDLOW CHAMBER OF COMMERCE ■ LUDLOW, MASSACHUSETTS 01056-0136

January 6, 1987

Statement of Robert F. Gladden, Manager
Ludlow Chamber of Commerce

The Ludlow Chamber of Commerce enthusiastically supports the expanded use of the airport facility at Westover and the development of the airpark. The benefits of a fully-functioning airport for the entire region are very exciting.

The Ludlow side of the park is only 5 miles from the terminal, and that is a tremendous advantage in attracting new development. The importance of this transportation facility to businesses relocating or expanding in our area cannot be overstated.

At this point in time, with plant closings and the dislocation of significant numbers of workers threatening the economic vitality of the region, it is especially important that job creation strategies be vigorously pursued. We look forward to supporting development efforts at Westover particularly for that reason, and we thank you for the opportunity to make this statement.

H-118

1146

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Michael Holzmann PRIVATE

Mailing Address: 514 APIDUR DR
CHICOPEE MASS 01013

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question _____ offer oral comments ✓ submit written statements _____

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities _____ Water Quality _____

Health Hazards ✓ Biological Impacts ✓ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

The MAYOR OF CHICOPEE has sought to destroy the lives of 30,000 people by 1) Hooker development (20,000 people) 2) Noise at 12 hrs to 5:00 pm depriving people of their sleep.

2) the original "air port" public meeting promise made not to have traffic at night

What will Nuclear dump at first sounds?

Our forces can't be believed - "Semper Volti"!! remember

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

Evelyn L. Glass
624 Springfield St.
Williamsham, MA
01095

Dear Sirs:

Please do whatever necessary to keep Westover open and growing. It is important to the area economy and future development.

Sincerely,
Evelyn L Glass

H-119

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-8000

Name: Frank & Sandy [illegible]
Mailing Address: 411 Wilson St Ludlow, Mass. 01056
PO Box 34

Please check one of the following:
Landowner ✓ Business person _____ Other _____
Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ✓
Check here if you wish to receive an EIS. ✓ draft ✓ final
Area of question or comment (check all that apply):
Air Quality _____ Public Services and Facilities _____ Water Quality ✓
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): LAND DEPRECIATION – NOISE LEVELS
Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I hardly object to the use of Westover as a full time operation. Esp. especially night flights. I think this operation will be very disruptive.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-8000

Name: Marion Gawlik
Mailing Address: 44 Wilson St. PO Box 34
Ludlow, MA 01056

Please check one of the following:
Landowner ✓ Business person ✓ Other _____
Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ✓
Check here if you wish to receive an EIS. ✓ draft ✓ final
Area of question or comment (check all that apply):
Air Quality ✓ Public Services and Facilities _____ Water Quality ✓
Health Hazards ✓ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): Depreciation of property, Noise level, Environmental health & well being.
Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I strongly object to the C5a operations at Westover. I also object to a commercial air port at Westover and 24 hr operations. The plane noise is loud enough now. We don't need to be irritated by additional planes. The few civilian jobs that would be available is not worth the noise pollution and depreciation of our homes and disruption of our peace and quiet. The expansion of Westover is not suitable for the area because of the ever increasing population increase in the last 25 years. Safety is a serious factor. One year of plane crashes. Stress and health issues.

Thank you

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-120

5572951

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Chester J. Gdula

Mailing Address: 42 Lord Terr
Chicopee Ma. 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards ✓	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am opposed to the increase in hours of airfield operations with the resulting WMDC development and request it to go to 24 hours/day. I feel the potential reduction in property values & risk and the possibility of 24,000 people being involved, the financial loss created by these two factors must far outweigh the gains in revenues & new jobs and business.

You said to expect ten dollar gain & income gains to ten dollars lost from electricity, breakage & losses in property, & opportunity income due to stressed and tired workers and general decay in the quality of the communities surrounding the base.

I am not opposed to the C5 A's

I believe general aviation will create a greater hazard than anticipated. The increased air discipline involved general aviation (small, light planes) colliding w/ larger commercial planes.

Conclusion

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

Set your Priorities! You call the shots:
1. Military planes, C5A ok
2. Limit Commercial aviation
3. No General aviation

Response Requested!

C. Gdula

PARAGON STEEL CORP.

468 MORGAN AVENUE BROOKLYN, N. Y., 11222

EVERGREEN 7-8211-2-3

R.F. Gilliam
58 Rich St.
Chicopee, Ma
01020

Dear Sir,

As a home owner, with three young children, living in the proposed flightpath, I would like to go on record as being opposed to any increase in air traffic at Westover Field. I am concerned about, noise, accidents, and property de-valuation, which certainly would occur, should either of the proposals be approved.

Respectfully,
R. Gilliam

H-121

DEAR, DR. GRADY MARAMAN

I'd like to express my Full support of the proposed deployment of 16 C-5A GALAXY AIRCRAFT to WESTOVER AIRFORCE BASE in CHICOPEE MASSACHUSETTS. AS A BUSINESS owner/operator in CHICOPEE and A Resident at 61 SOMERSET ST. IN SPRINGFIELD MASS. I AM glad to see the U.S government making use of A under utilized facility. WESTOVER, once the pride of western MASSACHUSETTS is a fine facility just waiting for additional usage.

IN closing, noise levels are of little or no concern to most of us since we are used to current air traffic and it is my UNDERSTANDING that the actual number of sorties will decline.

SINCERELY,
CHRIS GONZOUNIS
CHRIS GONZOUNIS

10 Monrovia St.,
Springfield, Ma. 01104

JANUARY 13, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robbins AFB, GA 31098

Dear Dr. Maraman:

Our home, which we own, is in the flight path of Westover Field. Many times in the past we were unable to continue conversations on the telephone because of the noise of KC135's and B52's after the planes left the runway and gained altitude. Would it be possible for the C5A's to use the Granby runway to avoid this Metropolitan area?

We are also concerned for the status of Chicopee State Park. This is the only safe area for year round recreation including swimming, picknicking and fishing. Many of us walk through this park, twelve months a year, as it is devoid of traffic and fumes from cars and trucks. We enjoy the wildlife including birds, hawks, ducks, geese and animals.

We are very aware of 82 decibals being the limit of not damaging the human ear. We understand the C5A's are in the 85 decible plus range.

We are against the C5A's using Westover Field because of the enviornmental changes that will occur. Also property values will diminish.

Very truly yours,

Richard A. Grimard
Alice L. Grimard

Richard A. Grimard
Alice L. Grimard

H-122

Jan. 19, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

I write to submit questions and offer comments regarding the Westover AFB Draft Enviornmental Impact Statement prepared by the Oak Ridge National Laboratory - Martin Marietta Energy Systems DEV-84-05,AM2.(The proposed Air Force Reserve Mission change- C130 to C5A Aircraft and Westover Metropolitan Development Corp. - Expansion of Civil Aviation Operations through 1995. Nov. 1986.)

Although the obvious threats of noise pollution are handled with extensive maps and technological data, the life-threatening aspects of air,ground and water pollution are not investigated in the depth they deserve. Specifically,—

1) The disruption and even safety of the bathing beach and picnic areas at Chicopee Memorial State Park by their location in the Clear Zone is partially dealt with by a proposed relocation of runway 05 by 1988. What of the more serious possibility of water and soil pollutants in this area? For over 40 years, operations at WAFB generated millions of tons of hazardous waste materials, many of which were longlived, like DDT,PCBs,asbestos,dioxins, heavy metals,and radioactive materials.On-base sites were used for 30 of those 40 years, making WAFB potentially one of the biggest waste dumpsin Western Mass. (second only to Monsanto-Indian Orchard.) Your draft report mentions only two past studies; CH2M Hill, 1982, and Weston, 1984, neither of which was comprensive enough to even begin to address these significant pollution threats.(The April 1985 EPA-Mass.DEQE investigation did not concern past practices, although it did find current handling of hazardous wastes in violation of Mass.law.) Question: Are there any other pollution studies of the WAFB which are more complete than the two cited? Any on-going? Why not include maps of all known landfills,open burning sites and incinerators, Industrial Waste Treatment Plant,Bldg. 7052, all former building sites(and year demolished)for the use of adjoining communities who share a concern for longterm effects of poor waste disposal practices?

2) Regarding water pollution, are results available from a testing and monitoring program involving the entire WAFB storm drainage system, including Stony Brook, Cooley Brook, Williamsett Brook and the Chicopee Reservoir for persistent chemicals like DDT, PCBs,heavy metals or toxic residues of organic solvents? (Note: A recent enviornmental study at the University of Mass. detected PCBs in the Connecticut River near Chicopee.)

3) The report seeks to document hazardous chemical waste produced by current operations at Westover AFB by reproducing a Table from Hall, 1982. Of 24 waste materials listed, only 3 chemical names are given. It is imperative that identification include proper specific and not generalized information. For example, hydraulic oils are listed. What types? Do any contain terphenyls? What are RTECS numbers for PD 680 type II;

Engine oil; alkaline cleaning solution; cold tank stripper; polyurethane paint thinner; B&B chemical 3100; synthetic turbine oil; JP-4; preservative oil; penetrant; emulsifier???

4) Civilian workers at WAFB have complained in the past of pollution of drinking water, asbestos in demolished building sites, and a lack of concern for the general health and work-related hazards at WAFB. Most importantly, fears of excessive rates of cancer have also been expressed. Question: Did your investigation include any reports of follow-ups regarding such employee concerns? Have any epidemiological studies of mortality experience of WAFB civilian personnel been made? Military personnel?

5) Recent cancer incidence surveys by the Mass. DPH have pointed tothe town of South Hadley and city of Chicopee as appearing to be 'hot spots' of certain types of cancer. Since the residents of both towns are presently being asked to consider expansion of polluting activities at WAFB, is it not possible to allay their fears by presenting results of epidimiological studies of WAFB itself? If none are available, would one be recommended as soon as possible?

In conclusion, may I request a copy of the Draft EIS, the Hill and Weston reports, or your suggestion as to how I could obtain them.

Yours in health and safety,

Ruth G. Griffith

Ms. Ruth G. Griffith
70 Chatham St. Apt. 2
Chicopee, Ma 01013

DISASTROUS WESTOVER PLANS

A The C-54's and Civilian Cargo port plus passenger service on 24 hr. basis this will damage the environmental stability pertaining to noise and air pollution surrounding city and Towns next to Westover Air possibility of a disastrous crash of the south runway which heads directly into densly populated Springfield just 3 miles from the end of Runway.

B Civilian Cargo port and passenger service which annoyance from noise and air pollution 24 hr. basis will be detrimental to health and freedom factor.

C Conflict of Interest — Major Richard Tak also a Air force Col. Reserve promoting these Westover plans for the base is violating the State law. 14 cities and Towns around Westover should have the Right to vote on these Westover plans and not Mayor Tak alone.

Joseph A. Grimek
72 West Bay Path Ter.
Spfld, Ma. 01109

Dear Grady, I have a few questions, and a comment for you concerning Westovers expansion. I don't really care whether you send me your answers. Because your answers are for you.

2: Do you think that one mans ideas are worth more than anothers? Explain.
2: Which emotion did you feel, immediately after you discovered that Westovers civilian neighbors would suffer, various and significant, losses due to the plan.
2: Do you think ignorance is bliss? Explain.
2: Which is limited: human life or money? Explain.
2: Do you think there is a difference between educated and enlightened? Explain.
2: Do you believe people need to be controlled? Explain.
2: Do you think money is freedom? Explain.
2: Do you think fear ought to be used for social control? Explain.

Comment →

You know, Doc, its only a matter of time before people start realizing that terms like, "inalienable rights", freedom, and "the persuit of happiness" are merely alternate definitions for extortion. These are the enlightened eighties, Doc. That means, there are no more fools to fool. It means, Doc, people understand how they were made to feel like fools in order to be fooled. It means, History will no longer repeat itself. It means, only an asshole can be bought — and assholes are empty spaces, nothing. If I've offended you in any way, you ought to ask yourself, how.

— As always —

Kevin J. Krohe

H-124

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: V FRED HABER

Mailing Address: 189 BEAUCHAMP TER
CHICOPEE MA 01020 (IN LINE WITH THE LONGEST RUNWAY)

Please check one of the following:
Landowner V Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. ___V___ draft ___V___ final

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use _____
Other (specify): NOISE POLLUTION		

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Are C-5A's, on take off to be at a low altitude when going over the Chicopee area, and their way is prompted by, used on the take off.

I am against allowing 24hr operation, not all carriers have 3rd gimbal on jet engines (like DC8). Cargoes using this airport should have jet engines like the Evening Freight airplane currently in operation here. -

Having live for over 33yrs on love with the South West take off runway I am aware of the excessive noise pollution when B52's & KC135 Tanker were here on duty flying missions on a 24 hrs alert basis -

Property Devaluation is sure to be a direct result of 24hr commercial operation if allowed to run beyond 11pm -

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

666 NEWBURY ST
SPRINGFIELD, MASS 01104
JANUARY 14, 1987

REF: C-5A AT WESTOVER AFB

Dear Dr Haraman

We live in Springfield Mass about 4 air miles south of Westover AFB and in line with one of the take off / landing strips. After listening for 20 years to the B52's and KC-135 tanks take off and land over our home, it was a great relief to us when SAC was moved away in 1974. Not only was the noise annoying, but the fear of an aircraft crashing during take off, especially after a KC-135 crashed in a ball of fire at 12:30 A.M. in June of 1968. It was one of (4) tankers that were leaving for England non-stop and taking off over our home.

Our feelings are that a plane as huge as the C-5A should not be stationed in a heavy populated area. On the same take off pattern that we live in are (2) large hospitals, schools, nursing homes and a shopping plaza.

We hope our comments will be taken into consideration.

Sincerely
Mr & Mrs Edward Habrowski

H-125

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Walter A. Hamilton

Mailing Address: 12 Florence Ave.
Holyoke, Mass 01040

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): Noise levels

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Without any actual experience with the C-5As landing and taking off on their planned schedule, I find it impossible to decide what impact they would have regarding noise.

With the resources of the Air Force what they are, I can't see why not a pre-published final actual noise plan over the scheduled flights can't be arranged.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: WILLIAM F. HARRIS

Mailing Address: 69 GREENWOOD TERRACE
CHICOPEE, MA. 01022

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities _____	Water Quality _____
Health Hazards ✓	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I feel that the existance of C-5A Transport planes at Westover A.F.B. will result in a reduction in the quality of life for nearby residents due to noise pollution and other pollution.

Westover A.F.B. is located in a thickly, densely populated area. Have you considered the negative impact C-5A pilots will have on school children, hospital patients, and the elderly who are confined in rest homes or nursing homes in this area?

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-126

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Janet E. Holt

Mailing Address: 64 Meadowlark Lane

Chicopee, MA 01022

Please check one of the following:

Landowner XX Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements XX

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards XX Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify): Property Value

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Please see attached sheet.

Mail to: Dr. Grady Harman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

My opinions on the C5A's and the 24 hour flight proposal are as follows:

1. I feel the Airforce and the State are combining these proposals into one to have the public focus on the C5A's and not the 24 hour flight proposal. The 24 hour flight time would be a lot more bothersome than the C5A's for obvious reasons as continuous noise 24 hours a day.

2. I thought I lived in a democracy. From what I perceive, the public is not informed of these proposals until the last minute (when nothing can be done) and when inquired on more hearings or more time to pursue adequate information, they were denied. That to me is more of a dictatorship.

3. The issue of these proposals creating 1000 more jobs is minor compared to the some 12,000 people who will be adversly affected. The statement of creating more jobs is just to add some positive to very negative issues.

4. Westover Airforce Base may be equipped to handle commercial flights 24 hours a day but the area surrounding the base is too populated and problems will arise continuously from this.

Janet Howard
12 Country Lane
Belchertown, MA 01007

January 20, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

Property values are estimated in the Draft Environmental Impact Statement to decrease in surrounding communities one percent for each decible over 55 DNL. I would like to know which areas will be receiving over 55 DNL from proposed Westover traffic.

According to the EIS, fewer than 100 people are now exposed to over 65 DNL from Westover air traffic. The implementation of the two proposals in the Statement will mean that 11,500 people will be exposed to over 65 DNL and that "approximately 2,750 persons would be expected to be highly annoyed by cumulative aircraft noise."

This will create 693 jobs, but reduce the value of properties in the surrounding communities and have a substantial negative effect on the quality of life here.

It is stated on page 52 that this area has had a below average unemployment rate since 1974. Growth in employment has been more positive in the region since 1976 than for the U.S. as a whole, and is expected to continue to grow. Therefore, these jobs are not vital to the health of the region.

In refering to the need for the WMDC proposal (Section 1.2), it is stated that WMDC needs the tower open 24 hours to increase development of civil aviation. I do not feel the EIS sufficiently addresses whether there is a need in the region for this proposed increase in air traffic. Bradley Airport is half an hour away and can service most of this region's business and passenger needs.

The original Air Force proposal was to base eight C5As at Westover in place of the sixteen C130s there now, with ten hours total flying time per week. Though it would still increase noise levels residents would be exposed to, this seems a more reasonable proposal.

Dr. Grady Maraman
Robins AFB, GA 31098

2.

Such a compromise, with a very limited increase in civilian air freight use of Westover (well under the 82 arrivals and departures estimated now) would be better suited to the area, especially considering that Bradley Airport is half an hour away.

I also feel that using one runway, runway 23, for 80% of the air traffic puts unreasonable stress on the people living under that flight path. Other runways should be used a greater percentage of the time.

Sincerely,

Janet Howard

Janet Howard

January 14, 1987

Dr. Grady Maraman
HQ AFRES-DEPV
Robins AFB, Ga. 31098

Dear Dr. Maraman:

This letter is in regards to the C-5A Jets and the 24 hour civilian airport at Westover AFB in Chicopee, Massachusetts.

We are now in the flight pattern of the C130's planes. We can just about stand that noise, without the noise polution, the air polution and the danger of these new additional jets flying overhead. Also the fact that a 24 hour civilian airport would not be fair to our area homes, with planes flying all day and night, when other large airports stop flying by 11 pm.

This project would not create jobs for our area people, it would create jobs for reservist or military people.

The reason it does not bother you people is because you do not live in this area. I'm sure you would object to this plan too. We should have a say in this matter.

Please consider my plea because we will fight hard to stop this project.

Sincerely,

Mrs. Dianna Hoynoski

Mrs. Dianna Hoynoski
120 Breckwood Circle
Springfield, Ma. 01119
Tel. # (413) 783-4474

TORY HUGHES

(413) 586-2939
52 Crescent St Northampton, Mass 01060

JAN 16 1988

DR MARAMAN

BECAUSE OF THE MANY ENVIRONMENTAL PROBLEMS ASSOCIATED WITH THE EXPANSION OF WESTOVER A.F.B AND THE DEPLOYMENT OF C5-A'S AT THIS SITE, I URGE YOU TO RECONSIDER YOUR ACTIONS; AS A TAXPAYER I DO NOT FEEL THEY ARE SAFE AND DO NOT WANT THEM IN MY AREA.

THE INCREASED LEVELS OF HAZARDOUS WASTES (WESTOVER IS CURRENTLY OUT OF COMPLIANCE WITH HAZARDOUS WASTE FEES, AND HAS BEEN FINED TWICE IN 2 YEARS)

H-129

THE E.P.A.) AND OF OZONE PRODUCTION(WESTOVER IS ALSO CURRENTLY OUT OF COMPLIANCE W/ OZONE REDUCTION REGS, AND THE C5's WILL INCREASE NOX PRODUCTION, LEADING TO MORE OZONE. ADDITIONALLY THE PLANES WILL INCREASE NOISE LEVELS UNACCEPTABLY HIGH AT THREE LARGE AREA HOSPITALS IN THE FLIGHT PATH, AND WILL ALSO THEREBY REDUCE PROPERTY VALUE BY MILLIONS OF DOLLARS.

THE PLANE DOESN'T WORK THE WAY IT WAS BUILT, EITHER.

DR. MARAMAN, THIS IS NOT A POPULAR PLAN. YOUR REVIEW PERIOD ENDS ON THE SAME DAY THE CANCER STUDY FOR THE WESTOVER AREA IS DUE TO BE PUBLISHED CANCER RATES AROUND OTIS/CAMP EDWARDS AFB ARE EXTRAORDINARILY HIGH. BY NOT EVEN EXTENDING THE REVIEW PERIOD YOU JEOPARDIZE THE LIVES OF THOSE YOU ARE

TORY HUGHES

(413) 586-2939
52 Crescent St. Northampton, Mass. 01060

SWORN TO PROTECT. I DON'T PAY MONEY TO THE GOVERNMENT TO HAVE MY CHANCE OF GETTING CANCER INCREASED.

PLEASE, PAY ATTENTION TO PUBLIC SENTIMENT UP HERE. THE LEAST YOU CAN DO IS EXTEND THE REVIEW PERIOD SO WE, THE CITIZENS, CAN HAVE ACCESS TO ALL THE INFORMATION NECESSARY IN ADDRESSING THIS ISSUE. THEN YOU CAN LOOK AT THE FACTS AND SEE IF YOU'D WANT THIS IN YOUR NEIGHBORHOOD, WITH ALL THE PROBLEMS THAT HAVE PLAGUED THE C5A SINCE YOU ALL WERE HORNSWOGGLED INTO PAYING LOCKHEED FOR IT. AND SAY NO, AS WE

H-130

DO (2) WE DO NOT WANT THE C5's AT WESTOVER. THEY ARE UNSAFE, DANGEROUS AND INEFFICIENT.

THANK YOU FOR YOUR TIME.

Tony Ross

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Agnes Jamison

Mailing Address: 126 Presidential St
Springfield, MA 01104

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities _____ Water Quality _____
Health Hazards ✓ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): noise

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I have lived in this area for over 30 years.
There was a lot of noise when the B-52 planes were at Westover. I have a nice crack in my kitchen ceiling which I saw crack when one of the B-52's went over.

I do not feel we should have to put up with the noise and air pollution from the C-5A transports for training purposes at Westover.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

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SPRINGFIELD DAILY NEWS

Editorials

THURSDAY, JANUARY 10, 1957 PAGE 10

Westover Terminal

Westover Air Force Base was opened to civilian aviation in 1951, and since that time it has been used by corporate and general aviation and by air freighters.

That use, however, has been strictly limited, both by hours of operation (from 7 a.m. to 11 p.m.) and by lack of other necessary facilities to handle traffic.

• • •

CONSIDERING THE POSSIBILITIES offered by Westover, which boasts one of the greatest runway systems and aviation refueling facilities anywhere in the world, it has been something like scheduling back-league baseball in Yankee Stadium.

One of the hurdles to expansion of civilian aviation has been Westover's lack of a personnel building, but now that hurdle is being removed. The Westover Metropolitan Development Corp., the organization guiding the base's development for civilian purposes, announced this week it has asked for bids on the conversion of a building into a terminal. The job is expected to be completed by next August.

At long last Westover will then offer a real door passengers, and over the citizens, counters, and employees needed to carry on a civilian air traffic business.

• • •

IN ITS ANNOUNCEMENT, the WMDC emphasized that the building of a terminal has nothing whatever to do with the other questions now involving Westover, the possible assignment here of 16 C-5A transports for the Air Reserve wing, or a proposal to open the base to 24-hour-per-day operation for aviation use, and over which public hearings are now being held.

But, obviously, the addition of the air terminal will have great impact if the Air Force eventually does approve around-the-clock operation.

The terminal unit to be constructed in a building admirably located for the purpose near the southern end of Westover's 11,500-foot runway formerly known as the "main hole" when it was used by B-52 crews on standby alert.

• • •

IN MARCH, 1954, when the state approved $500,000 in bonding for the terminal, Chicopee Mayor Richard S. Lee, at Westover for the announcement, commented, "We can feel something great beginning to generate out here."

The mayor used a youthful Westover slip in the middle of a market area — about a 25-mile radius — of almost 650,000 people, offering attractive business possibilities to cargo carriers.

In 1956, according to travel agent data, some 343,000 of Bradley International Airport's passengers were from three of the Western counties — Hampden, Franklin and Hampshire. And surely, a portion of these travelers would look, instead, to nearby Westover as an originating point for commuter travel.

• • •

WE BELIEVE, WITH MAYOR LEE, and with other civic and business leaders of this area, that Westover's potential economic value to the region is enormous.

But first, the terminal. The rest will then follow.



Argues Against Pay Raise for Congress

I find it very interesting that a salaried commission has recommended that Congress give itself a raise.

For those unacquainted, Congress is the branch of government that chooses our money (that's ours, as in yours and mine).

It is the branch of government that raided the Social Security funds ($22 billion in the red. Obviously deserving of a raise!)

Our U.S. senators and representatives are only paid $30,000 annually now. The proposed raise would increase this to $125,000. Of course, we should remember that they are actually off for several months during the year due to holidays and recesses. In addition, most of these Honorable Gents hardly bother quite a bit through speaking engagements and such.

While they were busy spending as much as you and me again into the red, they managed to spend $2.5 million on themselves. That's only about $500 million more than they spent on themselves in 1955. And an increase of only about 25% percent since 1870 — 250 percent in just 86 years.

Of course, but we really feel sorry for these big spenders, let's not forget their "perks" the cabinets to free trading stamps, they have what amounts to unlimited travel allowances, or free travel, free medical care, free barber and beauty shops, elaborate gymnasiums and restaurants, and free plants and flowers.

Again, lest we forget, whenever you see the word "free" then really means that you and I pay the bill.

The retirement package for Congress as it looks different than it is for most of the rest of us. Of course, they declared out to join Social Security. Instead they have their own program. There reported by are over 30 members who have retirement funds in excess of $1 million.

In a way wonder our government is in such debt.

Of course, this pay raise is only a proposal at this point. Maybe we should write to our congressmen and let them know how we feel about it.

MARTIN P. BARRETT

Bowers Road,
East Longmeadow.

MAILBOX

Letters must be brief, legible, and written on only one side of the paper. All letters MUST have the name and address of the writer and should be signed. Pen names are used occasionally, but then only at the discretion of the editor.

A 'Golden Opportunity' With C-5s at Westover

The proposed use of Westover AFB as a base for the C-5A transports is a golden opportunity for the "economic" of our community and Western Massachusetts.

Westover will have the opportunity to become the best cargo air freight base in the world.

This is not something new. It has been discussed all over since the end of World War II. Since that time many people have worried about what is going to happen to Westover.

Let's be thankful that the Westover Metropolitan Development Corp. is doing what it is doing right now.

Back in 1946 when the first workers were assigned to Westover, the citizens of Chicopee were blessed with the many jobs and business serving in the armed forces. Most of these locals Chicopee their homes and stores are still doing here.

Westover has been honored by the government for the many contributions of service it has given to our country. I have talked to many residents of the "Home Town" and each expresses a gratitude that Westover is part of the City of Chicopee.

The 10th anniversary of Westover will be observed in 1958. We would like to see the Chicopee Chamber of Commerce with the Chicopee Chamber of Commerce in the position that Chicopee officials will request the Department of Defense on this theme.

In behalf of our founding fathers, who had the foresight to overlook the government that the "Cabbage Patch" in Chicopee would be the best location for an air base, I take this opportunity to say that I favor the proposed 1,000 or more jobs that will be generated by the C-5A.

I was honored by the Chicopee Chamber in 1954 to serve on their chairman for the observance of the 25th anniversary of the founding of Westover Air Force Base.

I can't forget the 11,000 people who turned out for the Saturday celebration at Look Park. I can't forget the more than 60,000 citizens who visited Westover.

These people love Westover. It is part of their life. We need the C-5s to remain on the west plane of Westover.

NICHOLAS A. SADES

Chicopee

40 Worthington Street
Caledonia, MA 01020-1515
14 January 1957

* Should Sir read, but the United [illegible] *

I attended the January 1, 1957 MEETING at the Bellamy School in Chicopee, Ma. This was in regards the Air Forces C 5A's and the expansion of Civil Aviation Operations at Westover Air Force Base.

I, personally welcome the C 5A's and am sorry to see the C 133's leave.

Not so for the Civil Aviation, with the potential of a seven day operation around the clock, twenty four hours daily.

It was disgusting to me, to hear some of the remarks said at the meeting, to ridicule the reps of the Air Force.

Seems it was a lets go after the Air Force. In my eyes the big culprit of noise and air pulution will be the Civil Air Operations, not the Air Force. These air lines will be in here for a seven day a week operation on a twenty four hour operation. This will keep the air space in this area saturated which their planes. No concern for the people in this area. This would be with profits in mind.

Let the Westover Metropolitan Development Corp. keep it as first mentioned, a commuter type of operation with day LIGHT flight operating hours only.

The United States Air Force will try to work out our complaints. Keep in mind, the Air Force has what they call Holding Pattern, for the lay person, this means limited or no operations during these periods.

A party at the hearing claimed it was hard to believe that a vacuum running in the house was worse than a fly by of a C 5A. I can tell you this, when my sisters her vacuuming I leave the room or the house, I dont take the pain. I would just as soon go outside and listen to a plane fly by.

For the noise specialist in the audience that spoke on the effect of a fly by on children. I ask of you, have you ever spent time at a check out line in a Super Mkt.? Cottles and cans clinking, register clicking, conveyor running, people talking and most of all a child screaming or throwing tantrums because his mother dont buy him a candy bar, at the same time the mother is giving the child a whack screaming shut up or I will hit you again. Can you imagine the decibels being hurled by the child, and us adults are captive to this for ten or fifteen minutes. Give me a fly by of any military air craft over that scenario.

[illegible] of the United States Air Force [illegible]

Sincerely,

Peter Karetka

Peter Karetka

Sir, this is a copy of what I am sending to the local newspapers requesting it be printed in their speak out columns.

H-132

40 Worthington Street
Chicopee, Ma 01020-1015
1 / 13 / 87

Dear Sir,

I am one thousand percent in favor of my Air Force bringing in the ~~Fifthex~~ C 5A's into Westover. I am looking forward to their arrival.

I did attend the last ten public meetings at Hollamy and spoke in favor of the C 5A's.

It was an unfortunate call for all, when Mr. Heath from Sunderland was called on to ask a question. He did in a well trained manner eat up the clock and get people walking out of the meeting, but his group stayed on to make it look like a majority in any applause for their cause. I was watching the clock, and getting frustrated as time went by. He did eat up the clock on innuendos, nothing relative to the C 5A's coming into Westover.

I am, the fellow that stood up one half hour of his eating the clock and asked for a motion to limit the time and questions.

When I finally was called upon to make my statement, I was so frustrated at what he pulled off, I did not complete my agenda. I could feel myself getting louder & louder and my arms going in motion. I cut myself short, before I started using shop talk. I did want to respond to the vacuum and noise ladies in the audience. The profit lust of commercial airlines to satisfy stock holders, the fewer flying days by the Air Force because they carry out Holiday routines, which means less flying.

When I arrived home my Wife was watching TV on the hearing. She told me she could sense me getting more responsive, and was glad when I left the podium. I, did go to Channel five today and requested a play back on my part. I must say I agree with my Wife on her comments, but I did learn from watching this on the monitor, stay low keyed and speak firmly.

Sir, if any other meetings do come up in any area, please let me know or give it public coverage. I would attend, be it a large or small meeting. If it is held up North or in the college towns, all the more reason I would attend. If I may suggest to your Sir, if any meetings do come up, ask the moderator to let t the comment peoples speak first, then the question period with time limits and two or three questions.

Sir, most of the people I have spoken with favor the C 5A's, but do not want to see this airfield become a seven day twenty four hour operation. Limit it to what was originally proposed, for commuter traffic.

Sincerely;

Peter Karetka

Peter Karetka

Rcvd 6 Feb 87 Gen

40 Worthington Street
Chicopee, Ma 01020-1015
30 January 1987

To whom It May Concern, Mr. Grady Mayonan, Mr. James Easterlight,

I, am strongly in favor of the C 5's coming into Westover Air Force Base.

I, am strongly opposed to the air field becoming a seven day twenty four type of operation with civilian flights. Let it become the type of operation they first proposed and the people accepted, namely a commuter type of operation sunrise to sunset.

My house windows rattle and at times our figurines look like they want to come to life, this does not bother us. It is my AIR FORCE flying over, and we appreciate them.

The local people are confused, this should have been two separate issues. The people dont object to the air foce flying, but they are picking on the AIR FORCE because they feel if the C 5's come in they will automatically get the twent y four hour seven day a week operation.

I have attended two public meetings on this issue and spoke in favor of my AIR FORCE coming in with the C 5's.

Please do not let it become a twenty four hour seven day a week operation.

As enclosing copies of letters to the editor type from local papers. One group from Sunderland, Ma. which is about thirty miles from the base sounds like they are concerned about our noise and air pollution in this area. Keep in mind this is college town people, and I have found, any thing the military want to do in this area, they are there objecting to it, with an organized force.

I know you will be receiving plenty of correspondence, and calls on the telephone from politicians, better presented than I can, in this issue for which they will favor the seven day twenty four hour operation, for their own status or political cronies getting better paying jobs and status, it wont be for the good of the people.

Am also enclosing copies of my letters published in the newspapers.

Please do not let it become a TWENTY FOUR HOUR SEVEN DAY A WEEK OPERATION.
THANK YOU.

Sincerely;

Peter Karetka

Peter Karetka

H-133

ERS 1-21-87

Air Force's proposal poses few problems

I attended the Jan. 6 meeting at the Bellamy School in Chicopee regarding the Air Force's C-5As and the expansion of civil aviation operations at Westover Air Force Base.

I personally welcome the C-5As and am sorry to see the C-135s leave. Not so for the civil aviation, with the potential of a seven-day, 24-hour operation.

It was disgusting to me to hear some of the remarks at the meeting ridiculing the Air Force representatives. In my eyes, the big culprit for noise and air pollution will be the civil air operations, not the Air Force. These civilians will keep the air space in this area saturated, with profits in mind.

Let the Westover Metropolitan Development Corp. keep it as first mentioned — a commuter type of operation with daylight operating hours only.

The Air Force will try to work out our complaints. Keep in mind that the Air Force has what it calls holiday routine. This means limited or no operations during these periods.

A party at the hearing claimed it was hard to believe that a vacuum running in the house was worse than a flyby of a C5-A. I can tell you this: when my wife starts her vacuuming, I leave the room or the house; I don't take the noise. I would just as soon go outside and listen to a plane fly by.

For the noise specialist who spoke on the effect of a flyby on children, I ask, have you ever spent time at a checkout line in a supermarket? Bottles and cans clinking, register clicking, conveyors running, people talking and a child screaming because his mother won't buy him a candy bar. Can you imagine the decibels here? Give me a flyby of any military aircraft over that.

PETER CÁRETKA

Chicopee

SPRINGFIELD UNION

Safety is main issue for Westover projects

Regarding the story headlined "Glamour affects C-5 jet noise" in The Morning Union Jan. 16: "Glamour" is not a word often associated with this plane, which has been called "Moby Jet," the "Edsel of the airways" and "the big tin balloon." More surprising is use of this word on the same day a front-page headline read: "Mildly collision over Utah kills 16; town hit by debris."

Please go to that town and make a "random telephone sampling" of four people. Ask if they worry about air traffic. Go to Carrlton, Calif., and ask any four survivors in the neighborhood destroyed by the crash of an Aeromexico jet if they like life in the flight path.

Mayor Lek and the Air Force have apparently succeeded in limiting debate about Westover noise. Noise from the C-5s in the day and civilian cargo planes at night should indeed be reason enough to stop this proposal. But the much more serious question involves safety. Airports should not be located in densely populated areas.

Worse still, the Westover project calls for mixing general aviation (small planes), civil cargo and eventually passenger aircraft, and the C-5s — all of which are to be guided by radar from Bradley Field. Both the previously mentioned crashes were midair collisions, and at least one C-5 was almost downed by collision with a flock of geese. Mixing increased flights of different types of aviation over densely populated areas isn't a plan — it's a plot.

Since annoyance from sound is cumulative, the Air Force's cynical "test" of flying a C-5 to try to attract complaints proves the despair people feel about the Utterly responses to their complaint. The insensitivity to the people who will be affected and the divisiveness of using them as guinea pigs does not speak well of the Air Force as a good neighbor. It does, however, fit well with the one straight answer I heard at the Bellamy School hearing, which was that, no, the Air Force would not guarantee that it will stick to a limit of four five-hour sorties a week.

Both proposals (civil and C-5) are described in the environmental impact statement as having the "unavoidable adverse impacts" of "increases in the potential consequences of an aircraft accident." It is not an abstract question to ask what will happen should the softball field-sized C-5 with its 6½ train-carloads of fuel smack into Baystate or Mercy hospitals. It will regularly fly over them at low altitudes. Before we compare opinions about glamour, I want to hear more about emergency contingency plans to deal with that "adverse impact." I want those "potential consequences" defined.

DAVID KEITH

Sunderland

HOLYOKE TRANSCRIPT

Resident prefers C-5 flyovers to wife's vacuuming, screaming kids

Editor, Safety Valve:

I personally welcome the C-5A's to Westover Air Force Base and am sorry to see the C-135s leave.

But I oppose the increase in civil aviation, with the potential of seven-day, 24-hour operations.

I attended the Jan. 6 meeting about increased base operations and was disgusted by some of the remarks ridiculing the Air Force.

Because it was "Let's go after the Air Force." In my eyes the big culprit of noise and air pollution will be the civilian cargo business, not the Air Force. These air lines will saturate the air space with their planes. Their only concern will be profits, not people.

Let the Westover Metropolitan Development Corp. stick to its original proposal — a commuter-type operation with daylight operating hours only.

The United States Air Force will try to work out our complaints. And keep in mind the Air Force has what it calls "holiday routine" operations [illegible] or no operations during holiday periods.

A speaker at the hearing claimed it was hard to believe that a vacuum cleaner in the house was worse than a flyby of a C-5A. I can tell you this: when my wife starts her vacuuming, I leave the room or the house; I don't take the noise. I would just as soon go outside and listen to a plane fly by.

Besides, have you ever spent time in a check-out line in a supermarket? Bottles and cans clinking, register clicking, conveyors running, people talking. Most of all, children throwing tantrums because their mothers won't buy them a candy bar, and their mothers screaming, "Shut up or I'll kill you again." Give me a flyby of any military aircraft over that scene.

Peter Karetka

Chicopee

H-134

96 Reservation Road
Sunderland, MA. 01375
Phone: 413/665-7944

January 20, 1987

Dr. Grady Karaman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Karaman,

The following concerns the Draft Environmental Impact Statement for expansion of Westover AFB.

I believe the enclosed questions were submitted for consideration at the public hearing at the Bellamy School on January 8, 1987. I am resubmitting them with this request for written answers.

These are questions I and many others had hoped would be answered at that hearing so that we could use the answers for more informed public comment on the EIS. Obviously, the one hearing format does not allow either time or access to information sources to adequately deal with complex issues. Ideally, those questions not answered in a first hearing should be researched and responded to at subsequent hearings-- still allowing a long enough review period for comment on those results.

The current hearing/review process is inadequate and will lead to detrimental effects-- adverse impacts-- that might otherwise be avoided. The interests of people have been sacrificed to the interest of haste.

Finally, I want to go on record as being opposed to stationing C-5s at Westover. These planes are dangerous, unreliable, noisy, economically disastrous, and should never be flown over populated areas. Their military usefulness and performance have always been questionable at best. At the same time the Air Force claims they are vital to defense, they want to send over a billion dollars worth of them to train Westover's reserves. At the four five-hour sortie per week rate given in the EIS, each plane will fly only five hours a month. I say these planes are being dumped at Westover because the Air Force doesn't dare or can't afford to actually use them. This is no basis for spending taxpayer money or risking lives.

Sincerely,

David Keith

David Keith

(Over for Overnight Mail slip)

VALLEY CITIZENS FOR A
SAFE ENVIRONMENT
SCORE SHEET

WHAT'S THE SCORE? The Air Force released this draft Environmental Impact Statement (EIS) just in time for holiday confusion. It has refused requests from several towns for extension of the review period and refuses to hold or even participate in other hearings. Rather than hold more hearings, the Air Force response is to limit speakers to three minutes. Do they seek real inquiry toward informed decisions, or fear an informed public?

WHERE'S THE DUKE? Last fall several members of the Governor's Department of Public Health quit in protest over inaction on a study showing high cancer rates in the towns surrounding Westover. A more thorough study is due to be released January 23rd-- the last day of the review period.

Other studies at Westover, the abominable environmental record of other bases such as Otis on Cape Cod, two EPA citations for hazardous waste handling violations, as well as this EIS all point to Westover as a contributor to the cancer problem. Yet neither Dukakis' DPH or his Secretary of Environmental Affairs, James Hoyte, have asked for extension of the review period so that the new cancer study can be considered.

While Dukakis is busy running for president, his DPH is better known for hiding cancer statistics than researching causes. Scapegoating David Gute doesn't change this policy. It is the responsibility of the state to intervene on behalf of its citizens to be sure their health and welfare is being served in Federal issues. We want Dukakis to do his job. He seems more concerned with maintaining Pentagon contracts to big business defense companies in this state than in protecting our health.

Westover is currently in violation of EPA hazardous waste procedures, yet it wants to handle four times the waste it is currently mishandling. The Springfield area is currently "out of compliance" with ozone reduction requirements, yet Westover wants to increase emissions of NOX (which contributes to ozone) by 111% just for the C-5s. "Increases in the potential consequences of an aircraft accident" are cited in the EIS as "unavoidable adverse impacts" yet there is no mention of emergency contingency planning.

Noise levels alone should stop this project, but Westover has certainly earned no credibility in hazardous waste handling and when emissions include parts of the plane, it is time for the state to intervene.

We at Valley Citizens for a Safe Environment offer this score sheet to help you decide whether the health and welfare of Valley citizens is being protected. Remember that since this is the one and only hearing, any question not fully answered tonight will not be answered in time for your consideration and comment. You keep score of those questions (A) answered to your satisfaction, (B) hedged or not answered, and (C) not asked because the Air Force isn't allowing enough time.

NOISE

1) Studies cited on page 64 of the EIS show up to 2.6. reduction in property value per decibel as sound levels rise over 55 db DNL. The

H-135

EIS also says (p. 83) there are 75 residences in areas where noise will be greater than 75 dB DNL, 1,000 with dB DNL over 70, and 3,125 will receive over 65 dB DNL. Assuming a modest average value of $60,000 per home, the loss in value of all 4,200 homes would be at least $74,490,000. When land is taken by eminent domain, the owners are comensated. Are there plans to compensate the owners of these homes? A___ B___ C___

2) Do you consider a $74,000,000 loss an economic boon? A___ B___ C___

3) It should be remembered that this loss in dollar value only reflects the loss in quality of life-- the desirability of living in those homes. No matter what the actual value of the home, the quality of life diminishes just as much for all economic levels. Is this quality of life value insignificant just because it is not numerical? A___ B___ C___

4) The EIS projects that the area where Day/Night Levels will exceed 65 dB will increase to include 11,500 people (currently 100 are so exposed). The EIS also shows this level is above the "minimum standard" (louder than allowed) for Housing and Urban Development subsidized housing. The EIS does not reveal that this is a full ten decibels over the EPA noise limit for residential neighborhoods. How many is too many to be annoyed (11,500 people or one mayor)?

5) More scientifically, your figures for the likely number of people to be highly annoyed by noise over 65 dB DNL varies from about 19 to 23%. This would seem to be derived from Schultz or Kryter's interpretations of various studies including EPA surveys. More recent studies (see Fidell, et al., J. Acoust. Soc. Am. March 1985) indicate that the number of people highly annoyed from aircraft noise near relatively small airports like Westover is likely to be 50%-- more than twice as many as predicted in the EIS. Once again, how many is too many?
A___ B___ C___
Noise levels that interfere with spoken communication for up to 25 seconds and possibly as often as every 6 or 7 minutes for five hour periods are more than just annoying. Aside from studies showing increased stress related health effects, slower language development in infants, and poorer classroom performance in noisy environments, this much speech interference is hazardous simply because sometimes we need to hear what is said. Some of the highest noise levels listed are at area hospitals.
6) Was speech interference considered as an annoyance or as the safety and health hazard that it is? A___ B___ C___

7) of equal sound energies of audible noise, the noise with higher pitch-- frequency-- is considered more annoying. Why are no frequency comparisons presented in the EIS?

8) The EIS states on page ix that up to "24,000 persons could be awakened by one or more aircraft operations during the period between 10 p.m. and 7 a.m." by operations on the runway which the EIS predicts will be used "80% of the time." As if taxes aren't bad enough, now area citizens are being asked to pay with their sleep-- not for national defense, but for military protection of Emery Air Freight ("And theft of costly air freight, according to Blair, is a 'daily occurrence' in large urban airports."-- Valley Advocate, 1/8/87). By exactly what scientific standard is awakening 24,000 people several times a night deemed acceptable for such a dubious return? A___ B___ C___

C-5s

Since well before the first C-5A rollout, the Air Force has been a conspirator in the C-5 fraud. When Pentagon analysts tried to blow the whistle on outrageous pricing fraud and more importantly, basic design changes that "flimsied up" the plane (see "The High Priests of Waste), they were fired. Today, the Air Force expects credibility-- or credulity.

When yet another whistleblower at Lockheed told Congress the first C-5A "roll-out" was a dummied-up phony, the Air Force reply to the General Accounting Office was that "it was aware of the aircraft's condition and of Lockheed's plan to install flyable replacements after rollout." (GAO 904280, Nov. 22, 1972) They admitted being partners in deceiving the American people and Congress (when funds were at stake).

Yet now they ask us to believe them. They say they have "ironed out the bugs" from this plane that was delivered missing hundreds of parts, that had a breakdown once each flying hour, that has never lived up to the most basic design specifications the Air Force paid for, that had a major breakdown once each flying hour, that had 3,327 landing gear failures in one six month period, that requires up to 74 maintenance manhours per hour of flight to maintain a pathetic operational readiness, and that cost more than five 747s.

From April 1983 to May 1985 the very C-5s that would come to Westover dropped 46 parts and last April a C-5 failed in its demanding mission of taking local media for a public relations ride. As a local paper quoted Pentagon analyst Ernest Fitzgerald last October, "I think it is generally acknowledged that it's a turkey."

So tonight the Air Force seeks our trust. They ask us to sacrifice for a plane they know very well is too unreliable to use for any mission with a schedule and which a Congressional committee determined could only be defended for its ability to carry "outsized cargo" (such a folding scissors bridge) not where it may be needed, but only to prepared and protected runways well behind the "forward edge of battle area" these planes were supposed to supply. We want to know:

1) How many planes per five hour sortie? A___ B___ C___
1A) If only one, each of the 16 C-5s would only be flying 5 hours a month. Why bring 16? Are they planned for other flights not listed in the EIS?
1B) If more than one (see page 69: "Depending on... the number of aircraft in the pattern..."), aren't all the other numbers for emissions, average noise levels, departures and therefore dropped parts grossly underestimated? (1A or 1B) A___ B___ C___

2) Will the Air Force guarantee that once the $46 million is spent upgrading the base, it will not in peacetime increase the number of or duration of sorties? A___ B___ C___

3) Exactly how often in the last five years have C-5As dumped fuel? A___ B___ C___

4) How many have had on-board fires? A___ B___ C___

5) How many have nearly crashed because of striking birds? A___ B___ C___

6) Westover participates in war games and is touted as a staging area for European and Middle-Eastern operations. Will you guarantee

C-5s will never fly over this area with explosive or hazardous cargos such as missiles? A___ B___ C___

7) Regardless of whether or not cargo is explosive, the planes carry up to 318,100 pounds of fuel. What cash amount is the Air Force prepared to be liable for should one crash in one of the densely populated areas the EIS shows it will most commonly fly over up to twenty times each sortie?

8) What is the size and fuel capacity of the C-5 compared to the Aero-Mexico jet that disintegrated in a neighborhood in Southern California? A___ B___ C___

9) Does this not relate to the definition of "Increased in potential consequences of an aircraft accident?" Please describe emergency procedures that have been planned to deal with this so-called "unavoidable impact." A___ B___ C___

9A) Sound exposure levels for five area hospitals show they are under the flight path. Do the emergency plans consider these hospitals as potential crash sites? A___ B___ C___

10) Col. Gates, who will come to Westover if the C-5s do, received a Flying Cross for landing a C-5 after geese caused one ingine to explode and another to overheat. The EIS describes two rare species of birds on the base as well as the threat posed by birds from seven dumps near Westover. How will you deal with this BASH (Bird-Aircraft Strike Hazard)? A___ B___ C___

11) Why has the Air Force linked the opening of the control tower 24 hours to the acceptance of the C-5 proposal when the C-5s won't fly at night in either case? A___ B___ C___

POLLUTION

1) Is Westover a "Transportation, Storage and Disposal" site, a Generator or both? A___ B___ C___

1A) Westover has been cited twice recently by the EPA for improper handling of 1,500 gallons of hazardous waste per month. Exactly what changes are planned for the proposed handling of an added 4,500 gallons per month? A___ B___ C___

2) DEQE denied a permit for a garbage incinerator in this area because pollution and lung problems are already significant. This EIS turns that argument on its head by saying that because there is already so much pollution, anything Westover might contribute would be an insignificant percentage of the total. By this reasoning, the worse the air, the more you can pollute. How many contributors to Valley pollution could claim they only add "insignificant" amounts? A___ B___ C___

3) This area is already out of compliance for ozone reduction. The EIS shows emissions of NOX which contributes to ozone will increase. Were air quality modelling studies performed? A___ B___ C___

3) Describe fire-fighter training. Were the waste flammables considered in air quality? A___ B___ C___

WHAT'S THE SCORE? LET YOUR OFFICIALS AND NEWSPAPERS KNOW HOW YOU FEEL.
LET'S ASK THE GOVERNOR TO DO HIS JOB. WRITE !
CALL US AT 413/665-7944

John C. Kelwick
149 Hermitage Dr.
Spfld., MA 01129

Dr. Grady Maraman
Hq AFRES/DEPV
Robbins AFB, GA 31098

Dear Dr. Maraman,

I'm writing to let you know that I fully support the idea of having the C-5A's at Westover. I am also in full support of having a 24 hour civilian operation there. I live about three miles SE of the main runway. The benefits of these operations are obvious -- jobs, future development, and money spent in local communities. Not to mention putting valuable government property to good use instead of letting it stand idle.

As far as I can tell the main reason a few people are opposed is the "noise" issue. To be polite that's a crock. When SAC was here, there was never a complaint about noise. And they had a much larger operation and were flying all the time. Please ask the City of Chicopee if they ever had any complaints of noise. This entire region was more than happy to have SAC here! When they left, we fought like hell to keep them! If noise was such an issue, why did we fight to keep them?

Sure, there was some noise, but it wasn't bad at all. In fact, it was kind of comforting. I was just a kid, but I can remember laying in bed at night listening to the B-52's warming their engines. It was kind of like listening to trains go by at night. I miss this, and so do many others! We also miss seeing the large planes overhead.

Recently, I was in a home in Granby less than ½ mile from the end of the main runway. I asked if the noise ever bothered them. Their answer was "No, you get used to it." I asked if they'd like the B-52's to come back, and to my surprise they said "Yes, we really miss them!" In my opinion, people living directly at the end of a runway are the only ones who should be able to complain about noise! Not people located 20 miles away in Sunderland!

As to the property value issue -- well, Westover was there long before real estate companies built homes within its flight paths. If property values are affected (this has not been proven), then it is the developers fault -- not Westovers!

Dr. Maraman, please take into consideration one fact before making your decision. Massachusetts is a very "liberal" state -- full of protesters, trouble makers, hippies, etc. They are ready to fight anything associated with the military at the drop of a hat -- no matter how beneficial it may be. These are the type of people who will pack your public meetings -- just because they like to protest. However, they are by no means representative of the general population! They may get all of the attention and press, but believe me they are a minority which is outnumbered at least 100 to 1. To get an unbiased accounting of approval/disapproval for the Westover plans -- please ask for a vote by the registered voters of all cities and towns involved. You will then see that the vast majority of people support the C-5A's 110%!!!

Please do not punish this entire region because of a few loudmouths.

Sincerely,

John C. Kelwick

John C. Kelwick

If you have any questions or comments, please feel free to contact me anytime (413) 783-8683.

Jack Keough Insurance Agency

737 LIBERTY STREET
SPRINGFIELD, MASSACHUSETTS 01104
413 - 732-8697

January 16, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

RE: WESTOVER CONVERSION TO BASE C5A's

Dear Sir:

I attended the public hearing on January 8, 1987 regarding the proposed change of mission at Westover Air Force Base and planned to speak in favor of this change but was unable to do so due to the format and lateness of the hour.

First, I would like to formally say "Thank You" to the Department of the Air Force for the opportunity to participate in a fact-finding tour to Robins and Dover Air Force Bases to witness the operations at both bases. This type of actual first-hand witnessing of the operations is a far more accurate criteria for measuring the proposed future operations at Westover than some of the unfounded fears I heard expressed at the January 8th hearing.

I believe that the increased activity at the base will be very good for the economy of the area and look forward to playing any small part I can to influence cooperation between the Air Force and the adjacent communities.

The Air Force is to be commended for the wide-open process used publicizing and encouraging the conversion. I feel that they have addressed the legitimate concerns of the people and have confidence that they will continue to do so.

As a business owner and resident of the Hungry Hill neighborhood in the City of Springfield which is in the flight pattern, I wholeheartedly endorse the proposal as planned to base 16 C5A's at Westover.

Also, as Chairman of the Hungry Hill Neighborhood Council and Civic Association I presented the proposal at a recent meeting of both groups and received their full support.

Very truly yours,

John J. Keough, Jr.

H-138

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: JOHN J. KEOUGH JR.

Mailing Address: 732 LIBERTY ST.
SPRINGFIELD, MASS 01104

Please check one of the following:

Landowner X Business person X Other X PRES., HUNGRY HILL NEIGHBORHOOD COUNCIL, PRES., HUNGRY HILL CIVIC ASSOCIATION

Check here if you wish to:

ask a question ___ offer oral comments X submit written statements ___

Check here if you wish to receive an EIS ___ draft X final

Area of question or comment (check all that apply):

Air Quality ___ Public Services and Facilities ___ Water Quality ___
Health Hazards ___ Biological Impacts ___ Visual Impacts ___
Geology/Soils ___ Cultural Resources ___ Land Use ___
Other (specify): ___

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Robert J. + Cynthia J. King

Mailing Address: 77 Putting Lane
Chicopee, Mass. 01020

Please check one of the following:

Landowner X Business person X Other ___

Check here if you wish to:

ask a question X offer oral comments ■ submit written statements X

Check here if you wish to receive an EIS. X draft X final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities ___ Water Quality ___
Health Hazards ___ Biological Impacts ___ Visual Impacts ___
Geology/Soils ___ Cultural Resources ___ Land Use ___
Other (specify): ___

Please turn in this sheet as requested by the hearing officer.

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(1) What is the decible level for my residence?
(2) How will this decible level affect my property value?
(3) How will the air quality be affected by C5A + 24 hr. civilian air service?
(4) We are violently opposed to 24 hour air service.
(5) We are opposed to the C5A's being brought to Westover because of the noise levels, the air pollutants, and the danger of dropped parts and fuel dumping.
(6) How will we be compensated for the devaluation of our property? Please send specific instructions as to how we apply for this compensation.
(7) I would like actual test flights of C5As and night flying done prior to implementation.

Cynthia J. King
Robert J. King

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-139

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: RICHARD W KLETT

Mailing Address: 124 MADISON ST
CHICOPEE, MA. 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

AFTER LISTENING TO THE SPEAKERS ON BOTH SIDES OF THIS ISSUE, I BELIEVE THAT THE AIR FORCE (AND THE CIVILIAN AIRPORT GROUP) HAVE CONTRIVED TO PREVENT AN OPEN, HONEST, AND INFORMATIVE MEETING. SUBTLE INTIMIDATION HAS BEEN UTILIZED TO DISSUADE INTELLIGENT, IN-DEPTH QUESTIONING. I MUST SAY THAT I AM ASHAMED, GREATLY DISAPPOINTED, AND ANGRY AT THE AIR FORCE FOR THE MANNER IN WHICH THIS ISSUE WAS HANDLED. ESPECIALLY INSULTING WAS THE A F COMMENT THAT "WE WANT TO BE GOOD NEIGHBORS" ... THEN THEY PROCEED WITH A CONTRIVED ONE-TIME MEETING DESIGNED TO SIDE-STEP THE SPECIFIC QUESTIONS!

I ALSO BELIEVE THAT THE NOISE AND AIR POLLUTION WILL BE SUFFICIENT TO AFFECT THE ALREADY TOO-HIGH LEVELS OF CANCER INCIDENTS IN OUR COMMUNITY. CERTAINLY, MORE TIME, MORE DIALOGUE, AND MORE HONESTY IS NEEDED TO ARRIVE AT AN INTELLIGENT DECISION. I AM AGAINST TRANSFER OF C-5's AND THE CIVILIAN AIRPORT PROPOSED FOR WESTOVER!

Richard W Klett

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: SHIRLEY M. KLETT

Mailing Address: 124 MADISON ST
CHICOPEE, MA. 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I FEEL, BASED UPON WHAT WAS PRESENTED AT THE MEETING, THAT GREAT HARM WILL COME TO OUR ENVIRONMENT AND, CONSEQUENTLY, OUR CHILDREN. PLEASE REGISTER MY CONCERNS WITH THE GOVERNING BODY.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-140

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: BARBARA J. KOKOSZKA

Mailing Address: 37 PALMER AVE.
CHICOPEE, MA 01020

Please check one of the following:

Landowner _____ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____
Health Hazards ✓ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources_____ Land Use _____
Other (specify): PROPERTY VALUES

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

1. I am concerned, primarily, with the noise factor and how the additional noise will add to stress and affect the health of Chicopee residents and residents in other affected communities. In Delaware, the C5's take off and land over swamp land and sparsely populated areas. In Chicopee, landings and take offs are over heavily populated areas. *
2. Two newspapers mentioned that Westover would become a "transfer point" for military toxic waste. I would like to know exactly what that means. Will toxic waste be flown in from other locations? Will it then be transported through our city in trucks? Or flown to another area?

* In the event of a crash at take off or landing, which are the most dangerous times, these heavily populated areas would be in jeopardy. Why not choose a military airport that ~~is near~~ would have the planes take off over the water.

Mail to: Dr. Grady Hareman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

over

over

3. I think it is very wrong and very unfair to people who have put their entire lives into their homes, only to have something like the C5's coming to Westover cause their property values to plummet.

H-141

37 Palmer Avenue
Chicopee, MA 01020

February 10, 1987

Dr. Grady Haraman
HQAFRESD:PV
Robbins AFB, Georgia 31098

Dear Dr. Haraman:

RE: Westover Air Force Base, Chicopee, Mass.
Stationing of C5A Transport Planes at this Base

Westover Metropolitan Development Corporation
24 Hour Operation of Base

I wish to go on record against the above two proposals. Many environmental, health, and safety questions have not been answered satisfactorily by either the Air Force or the WMDC.

C5A's — I am deeply concerned about the statement that Westover will become a "transfer point for hazardous military waste."

Also, with regard to the noise factor, the area around Westover is a very thickly settled residential neighborhood and state park, whereas in Delaware where the C58s are currently stationed, the planes take off and land over swamp land and an industrial park.

WMDC — This 24-hour airport simply is not needed, since we are only a half hour from Bradley Airport. There are many more negatives to this proposal than there are positives, including the additional stress placed on the residents of this area, due to noise pollution and the ultimate health problems that will occur.

I believe it all boils down to the quality of life that we now have and the fact that it will drastically change for the worse if these two proposals are approved.

Very truly yours,

Barbara J. Kokoszka

Barbara J. Kokoszka

H-142

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: John R. Krawczyk

Mailing Address: 27 Orchard St., Chicopee, Mass. 01013

Please check one of the following:

Landowner _____ Business person _____ Other private citizen

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS X draft X final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify): In support of the C-5A Galaxy.

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

In regards to the C-5A's coming to Westover, I'm for it all the way. The first one I saw several years ago going into our base really had me excited. It was just like watching Springfield's 350th fireworks display---spectacular!

I've lived in Chicopee all my life and I remember when the B-52's would go thundering overhead. They were a sight to see and hear.

Now some people are concerned about the noise the C-5A's will make and their safety. Well compare them to the B-52's and they'll find that they're a lot quieter. Besides, when the B-52's were stationed here, no one complained about them, and as far as safety goes, I don't remember there ever being any kind of accidents. And this being a military base, people living near it should have realized a long time ago that something like this (the C-5A's) was bound to happen. If they can't accept it, they'll just have to move somewhere else.

Not too long ago we had a squadron of fighter jets from a New Hampshire air base stationed here at Westover while their runway was being repaved. I was amazed at how they performed, and how at night you could see an orange

(over)

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

flow coming from the tail of each jet, (which was something I had never seen before). They were noisy and no one complained about them.

My parents, who are in their late sixties, share my views. They also mentioned that during World War II the bombers at Westover were constantly landing and taking off. They feel the same way now as they did then, "Thank God they're ours."

I believe having the C-5A's here will be a big boost for the city of Chicopee. It will provide many new jobs for people that need them and add a big plus to the economy. This is an opportunity that we can't let pass by.

I'm proud to have Westover Air Force Base as a part of our city.

Hoping for That Day,
Sincerely,
John R. Krawczyk
John R. Krawczyk

P.S. My letter appeared on the editorial page of the Springfield Daily News on the night before the meeting at Bellamy School. The newspaper also favors the C-5A's arrival.

H-143

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Joseph Kusiak

Mailing Address: 327 East St.
Chicopee, MA 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ___ submit written statements ____

Check here if you wish to receive an EIS. _____ draft ___✓___ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify): _____

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Will the C-5A's be involved in any air cargo flights locally?

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

JOSEPH E. KUSIAK
ATTORNEY AT LAW

JOSEPH E. KUSIAK
CARMEN A. PINTADO, N.P.

327 EAST STREET
CHICOPEE, MASSACHUSETTS 01020

TELEPHONE
(413) 593-5440

30 January 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

RE: EIS - C5 conversion, 24-hr operation, Westover AFB, MA

Sir:

Newspaper coverage of the public forum held at Bellamy School on 8 January 1987, implied that everyone present was opposed to the C5 conversion at Westover. I wish to state that I, and many others, were present because we are interested in, and in favor of, the conversion.

Westover AFB has been in existence for over 40 years. For people to say that airports don't generate some noise is foolishness on their part. New houses in the Burnett Road area should have no real grounds for complaint, since they bought or built their homes with the airport already in existence.

I, however, lived in my parents' house on Lester Street, in Chicopee Falls, which was built long before Westover. My parents and I lived through the age of the B-52 and the KC-135. It was noisy to the extreme, and while we had many negative comments among ourselves, we never thought of making any official complaints. My mother's plate collection was damaged, our windows cracked, the ceiling fell down onto my bed (luckily while I was not in it), etc. A KC-135 crashed in 1957, about 1000 yards, and in a direct line from my house. We didn't move. We didn't complain. Call it patriotism, or whatever. It was our airbase, our people flying planes for us.

In 1984, I did move, but not very far. I moved up the hill, in that same line from the long runway on Westover. I have such a beautiful view, that I have found artists parked in my driveway drawing sketches of planes landing and taking off. I enjoy my house, and its view of the planes. The DC-8s from Emery and Consolidated Air Freight have never bothered me, and I seldom notice their passing overhead, at probably under 1000 feet altitude. C5s have flown overhead numerous times. One time last summer, there was a group of about 5 or 6 flying around and landing. They were noticeable by their distinctive sound, but they were not at all objectionable.

In summary, I love planes, and welcome the expected arrival of the C5 and 24 hour service at Westover Metropolitan Airport.

Sincerely,

Joseph E. Kusiak

Joseph E. Kusiak, Esq.

H-144

June 1987

Dear Mr. D. Masterson

After reading the Environmental Impact Analysis Review I have some concern with a few of items contained with in which could cause potential harm to the wild life in the Eastover area.

During May thru Nov 1985 I made the Dept of Environmental Quality Engr. in regards to fuel spillage at Eastover and a Stephen F. Joyce explain that the S.P.C.C. plan. The Plan itself is a good one but it seems that with the C-5A action that the plan would not be effected and required even when the fuel storage capacity is increased and fuel transfer is 10 times as much and the oil-water separator between Eastover and Cooley Brook was out-dated when it was installed to confine the B-52 spillage. These oil-water separators are a great idea but need to be up-dated in regards to the C-5A action

I am a local sportsman and Cooley Brook is the <u>last</u> natural native Brook trout nursery in Chicopee. All other brooks, streams etc that once held native brook trout have

been discharged for the sake of improvement which is similar to the CSA action.

The draft (EIS) does not mention the impact on fish in the area, or the state wildlife management area at the end of the run way and uses a broad stroke again to go around specific orders 11988 or 11990 and does not mention any violations of state laws on wildlife protection.

Also Mr. Joyce stated that maintenance of the new aircraft will not be done at Westover but on page 98 (EIS) they are installing a new maintenance corrosion control facility again without revision of SPCC plan.

Sincerely

MR. RONALD N. LAPLANTE JR
64 EDGEWOOD AVE
CHICOPEE, MASS
01013

H-146

Jan 30 1987

Sir;

After reading the E.I.S. I have a number of questions I wish you would answer. What is the study for? Is it from time to time a Federal law which requires the Air Force to make one? But what are the guide lines used in the study? What would be right and what would be wrong in regards to the study? How much noise, air and water pollution would it take to effect my environment? Why was the April 1986 hearing postponed? Was it because of the aborted flight of a C-5A full of reporters? With all former impact areas of west one transfer to private use, is it unsafe to operate run ways with less than original design impact areas? The wild-life study in the EIS proved to be little or no noise due to the lack of a complete study of all wild life in the area such as fish, birds, animals and insects etc. Why was not a complete wild-life study done? Is there some serious impact now done to the wild-life in the EIS area? Was there a study done on the additional CO_2, Hydro carbon, etc that would be generated in the valley once with the C5A plus the private flights? Will all the

Cetters, etc. be avaible to the public in regards to the EIS and the C5A issues? Who is the person or person who had the idea to transfer the C5A's to westover? What is the total cost to date of the C5A project transfer to Westover?? Who opposes the original finding of this project. Will Chicopee ~~Airport~~ any Federal monies if the C5A's project fails to come to Chicopee?? What is the dollar value of the above project??

Thanks

RONALD N. LAPLANTE JR.
64 EDWOOD AVE
CHICOPEE, MASS
01013

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: RONALD H. LAPLANTE JR

Mailing Address: 64 EDGEWOOD AVE
CHICOPEE, MASS.

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments X submit written statements ___

Check here if you wish to receive an EIS. _____ draft ___X___ final

Area of question or comment (check all that apply):

Air Quality X Public Services and Facilities ___ Water Quality X
Health Hazards ___ Biological Impacts ___ Visual Impacts ___
Geology/Soils ___ Cultural Resources ___ Land Use ___
Other (specify): WILDLIFE IMPACT

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

WILDLIFE IMPACT DUE TO FUEL SPILLAGE,
AIR QUALITY & WATER QUALITY

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Keith + Virginia LARAMEE

Mailing Address: 235 TAYLOR ST
GRANBY, MA. 01033

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities _____	Water Quality _____
Health Hazards ✓	Biological Impacts _____	Visual Impacts ✓
Geology/Soils ✓	Cultural Resources _____	Land Use _____

Other (specify): _____

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We are strongly opposed to the "Expansion" of WAFB. for the following reasons.

① Health - The noise is hazardous to ourselves + future family. ie hearing, high blood pressure, cancer(?), stress...)

② Property devaluation - Six months ago we invested our life savings into buying our house - It is devistating to learn how our property value will decline w/ the expansion.

③ Wildlife protection - Animals are even more sensitive to noise than humans we feel the wildlife in Granby (deer, wild turkey, coy dogs...) will be driven away - very unfortunate for those of us who care!

④ Annoyance - We can barely tolerate the present activity level To be waken up at night - I feel that this is just not necessary.

PLEASE CONSIDER OUR VIEWS!
PLEASE RECONSIDER!

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: June B. LaRue

Mailing Address: 220 Greenwood Terr.
Chicopee, MASS. 01022

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

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I am not in favor of the expanding of the AFB (Westover) for private use. It would be too much trouble at all hours night and day. Plus air quality would be bad.

Thank you
June B. LaRue

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-149

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: NORMAND G LARUE

Mailing Address: 220 GREENWOOD TERR
CHICOPEE MASS 01022

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

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Dear Sir:

I am not in favor of the expanding of the private sector, I am afraid of from air quality from to airplanes, also the noise it would created at all kind of hours, plus the extra fumes from large heavy trucks.

Thank You.

Normand G LaRue

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: KENNETH A. LECONTE

Mailing Address: 33 BONNETA CIRCLE
CHICOPEE, MA 01020

Please check one of the following:

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Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

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Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-150

Feb. 7, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, Ga. 31908

Dear Dr. Maraman:

Citizens of Granby, Mass. are opposed to the stationing of the huge C-5 jets at Westover AFB. We do not think that these huge planes belong in a heavily populated residential neighborhood. Most of us live in Granby because we value the quiet, and freedom from noise and pollution which this area offers. This country has attracted many new homes and is a prime area for real estate development. One of these planes flew over our house this winter, and the noise was unbelievable. We also are concerned that Westover has been cited as one of the sites of toxic waste dumps, which pollute streams flowing into the Granby water system! A few new jobs in Chicopee will not make up for the loss of property value, the noise, the pollution, and possibly danger to our lives from huge planes flying over our rooftops in bad weather.

We hope the airforce will think again about the idea of bringing these planes to the Conn. valley. They would do better in the far west, where there is more open space and less possibility of causing damage to the environment. Granby, and South Hadley are primarily residential areas. We do not want these huge and dangerous planes.

Sincerely,

Elizabeth Lindquist Cock

Dr. Elizabeth Lindquist-Cock

Estelle and Jussim

Dr. Estelle Jussim
P.O. Box 132
Granby, Mass. 01033

RECEIVED
JAN 21 1987
OFFICE OF THE SECRETARY
ENVIRONMENTAL AFFAIRS

MEPA 05

RECEIVED
JAN 20 1987
OFFICE OF THE SECRETARY
OF ENVIRONMENTAL AFFAIRS

H-151

To the Holyoke Transcript-Telegram

191 Huntington Street
Greenfield, MA 01301
Jan. 11, 1987

To the Editor:

I am from Greenfield and therefore an "outsider" according to someone at the hearing Jan. 8th at the Bellamy School in Chicopee, a hearing on the proposed expansion of the civilian part of Westover to increase their air freight transportation and to do so on a twenty-four hour basis. The Air Force was proposing a change in the type of planes to be used at Westover, a change from the C-130's to the much larger C-5A's. If the planes flew just over Chicopee and the hazardous waste stayed just on Westover Field, then I probably would think these proposals were none of my business.

However, the planes do not stay just over Chicopee. Their noise and their exceedingly poor reputation in the past make them dangerous and annoying wherever they fly. The review period for the change at Westover ends Jan. 23rd, the very day that a study of the high cancer rates in the towns around Westover is to be released.

I am always suspicious when proposals are pushed without adequate time for study. The state should take action to ensure that people in Western Massachusetts are protected from possible dangers to their health and their environment. Governor Dukakis should demand more time for study.

Our country is becoming increasingly dependent on the military for its economy. Our huge deficit shows that this policy is not working. Other countries' governments subsidize "real" goods that bring a return, and those countries are doing much better without the huge "dead" weight of military spending. Eisenhower warned against the military industrial complex. The complex has now exceeded his worst fears.

Copy

Virginia Low

Virginia Low

Tel- 773-7531

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: _____ Virginia Low
Mailing Address: _____ Huntington Circle 19A
Greenfield, MA 01301

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ___	Water Quality ✓
Health Hazards ✓	Biological Impacts ✓	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): _____

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A state study of cancer rates is due to be released Jan. 23. I believe it will be totally irresponsible of the Air Force if the review period is not extended to allow time for consideration of this study as well as several other matters that need further investigation.

Virginia B. Low

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Romeo Lyszczhyn (413) Ph No 4679617
Mailing Address: 218 East St
Granby, Mass 01033

Please check one of the following:

Landowner ___ Business person ___ Other ___

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities X	Water Quality X
Health Hazards X	Biological Impacts ___	Visual Impacts ___
Geology/Soils X	Cultural Resources ___	Land Use X

Other (specify): Physical Safety, Noise Level

Please turn in this sheet as requested by the hearing officer.

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I am enclosing some copies of correspondence both to and from (executive directors) Vincent McGovern (Note the underlined) also enclosed is a copy of a portion of a drawing showing the approximate location of my dwelling in relation to runway 7-25. You will note that the greatest of my home has been shown to be much further out from the centerline of the runway than it actually is. I have marked the location (signed) which is the more accurate location of my home. When the planes warm up their engines on the runway, I can, then, and only then, hear them. Some of the planes come in so low, my two young children would run to either grandfather and/or my dog. This is not true with all the planes, but quite permanent aware of the fact when

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

that my dwelling was located in line with this runway, nor was I aware that Westover would some day become active again. If I had been informed of this, I would not have bought the home. We have had debris fall from at least one military plane, onto the roof of our home and surrounding grounds. The debris was picked up by the Granby Police and I believe returned to Westover at our request.

As I have stated before I am not opposed to progress and economic expansion. I am in fact for it. But I also believe that I and my family should not be forced into a position which will cause us to sacrifice our health and suffer economically for order to improve the the Political standing of Elected Politicians. We as citizens pay their salaries. They are supposed to do what we ask or get out of office. If any of us as citizens were to intrude into their lives or do anything which would infringe on their personal property, we would be locked up.

Very truly Yours

Romeo M. Lyszchyn

Westover Industrial Airpark
Westover Metropolitan Development Corp.

August 11, 1980

COPY

Mr. George M. Beauregard, Esq.
Resnic, Beauregard, Resnic & Waite
302 High Street
Holyoke, Massachusetts 01040

Dear Mr. Beauregard:

I wish to acknowledge receipt of your letter of June 20, 1980 expressing concern on behalf of Mr. Romeo M. Lyszchyn, 218 East Street, Granby, Massachusetts, with the proposed commercial aviation development at Westover Air Force Base, Massachusetts.

We respect Mr. Lyszchyn's concern as well as others living in the Westover area. One of our major objectives is to assure that every possible measure is implemented to minimize noise impact on the local community. I have talked with Mr. Lyszchyn, prior to receipt of your letter, and have visited the East Street area to acquaint myself with the location of Mr. Lyszchyn's home in relationship to the runways at Westover (Attch. 1). We are confident at this time that the proposed commercial aviation development at Westover will be conducted well within the criteria established for military operations for the base.

Commercial aviation traffic will consist of arrival and departures with no local training. Approximately 80% of the commercial traffic will land on runway 230° because of the prevailing wind. Aircraft normally turn onto final approach to the runway at approximately three miles and descend with reduced engine power to the touchdown point on the runway. As shown on attachment 1, aircraft will normally be in a descending mode when in the vicinity of Mr. Lyszchyn's home. Take-offs and landings on other runways will have a lesser noise impact on the East Street area.

Our Development Plan, which has been approved by the City of Chicopee provides for an Advisory Committee, appointed and approved by the Mayor and the Board of Aldermen, to monitor aviation development. The Advisory Group was established for the express purpose of assuring that environmental considerations are adequately addressed.

H-153

Attorney Beauregard August 11, 1980

We would be most happy to have Mr. Lyszchyn visit with us at his convenience to discuss this matter further so we can belie many of his concerns based on a better understanding of the specifics of the proposed development.

Very truly yours,

Vincent M. McGovern
Executive Director

VMM/ljc
attachment
cc: Hon. Robert J. Kumpf, Jr.
Mayor, City of Chicopee
Federal Aviation Administration
Mr. Romeo M. Lyszchyn

RESNIC, BEAUREGARD, RESNIC AND WAITE
ATTORNEYS AND COUNSELORS AT LAW
308 HIGH STREET
HOLYOKE, MASSACHUSETTS 01040
Phone 413 — 536-0033

DANIEL RESNIC
GEORGE N. BEAUREGARD
DUSTON G. RESNIC
G. BARRY WAITE

MARK BEAUREGARD
JAMES A. DRISCOLL

August 13, 1980

COPY

Mr. Vincent M. McGovern
Executive Director
Westover Industrial Airpark
Westover Air Force Base
Chicopee, MA 01022

Dear Mr. McGovern:

Thank you very much for your letter of August 1 concerning Romeo M. Lyszchyn of Granby. Your response is appreciated. I hasten to point out, however, that the concern of Mr. Lyszchyn and his family goes beyond the problem of noise. An incident which occurred approximately two years ago. Debris from a plane fell on the Lyszchyn home and was scattered about the yard. It should be noted that the Lyszchyn home is closer to the runway center line than shown in the plan which you sent to me.

As I stated in my previous letter, the importance of developing Westover can not be minimized. However, the rights of individuals who are presently located in the immediate vicinity have to be recognized, I believe, and provisions made to protect them.

Very truly yours,

George N. Beauregard

GNB:kam
29,480
cc Mr. Romeo M. Lyszchyn
218 East Street
Granby, MA 01033
cc Federal Aviation Administration
New England Region Headquarters
12 New England Executive Park
Burlington, MA 01803

H-154



COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Neil Major

Mailing Address: 26 Bonaby Ave
Chicopee

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ✓ submit written statements ___

Check here if you wish to receive an EIS. ✓ draft _____ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards ✓	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ✓

Other (specify): Economic Impact

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Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

9feb87

Mr. Mayoman:

As a member of the local school system - (Vocational Division Placement) - I endorse w/o qualification the words of Mr. John Frykenberg —*(See other side)— dealing w/ employment placement - full-time - for our vocational program students, I am aware of the positive impact both proposals would make on our local job market. Directly affected would be the vocational opportunities which accompany transportation / materials handling fields — it would mean more — new - different employment potential. Also, my home is situated in Chicopee - close proximity to Westover — and I understand the potential fallout problems - noise - pollution - etc - etc - etc - record my vote As being in favor & in support of John Frykenberg's sentiments.

Thankyou, Clyde McClelland



Department will play if indeed this materializes.

According to the city's current set of laws, the Law Department is expected to render impartial decisions and judgments on the best interests of the city. Not the mayor, and not the aldermen. The city.

The Law Department, therefore, remains in a legally binding situation in which it is expected to be fair to all sides. The aldermen, meanwhile, are talking about retaining a legal counsel expected to simply represent them.

The problem with the Law Department as a perceived adversary is that many of its members are normally selected soon after a mayor takes office. It's one of this mayor's first major decisions, and it's very hard to make a quarrel with the choices of mayor as well.

There is a fourth, and better, option available. The aldermen could choose not to retain its own counsel and risk turning such significant disputes over procedure into a legal battle. To do otherwise would splinter the government by openly admitting that neither the mayor nor the Board are as concerned about governing as they are about retaining their own share of the power.

Given the conciliatory nature of a recent meeting between the aldermen and the Law Department, this doesn't seem impossible, even after all the battles of the past.

It is hoped here that this is the approach taken. The city needs time and sensible workmanship between the two branches, as amendments work out only the word but the spirit in which its been were put together. Interagency competition is rarely beneficial to city government, and legal competition on a regular basis will only prove costly.

City of Chicopee
HILOPEE COMPREHENSIVE HIGH SCHOOL
VOCATIONAL EDUCATION
Windsor Street
Chicopee Mass 01020

CHICOPEE PUBLIC SCHOOLS
VOCATIONAL DIVISION

CLYDE R. M. McCLELLAND
VOCATIONAL PLACEMENT COORDINATOR

WINDSOR STREET
CHICOPEE, MA 01020

TEL (413) 592 6111
EXT 557

The Chicopee Herald
53 Springfield St., Chicopee
P.O. Box 120 Chicopee, MA 01014
592-9441

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Leaders huddle on trash crisis

Continued from page 1

According to the state, cities and towns cannot be forced to accept the trash from other communities, meaning that cities and towns without proper landfill space will have to consider long-distance shipping charges and realize dependence upon what Connecticut or Eastern Mass. landfill owners charge.

The problem is particularly severe in Holyoke, where a trash-burning plant was originally scheduled to be built. The DEQE stopped the project due to its becomes proposal of Berkshire and Main Streams, and Pronto says that at the time, there is no viable alternative - especially with landfill space filling up so quickly.

Holyoke is hoping to have the decision on the trash-burning plant reversed, though local officials are quietly pessimistic about the chances of that.

LETTERS

To The Editor:

My name is John Frykenberg. I am President of The Chicopee Chamber of Commerce, 93 Church St., Chicopee. Tonight I am speaking on behalf of the Chamber's elected Board of Directors and 500 commitment member firms in the city of Chicopee.

Let me begin by saying that the Chamber played a key role in securing the Department of the Air Force and our elected congressional delegation to bring the C-5A's to Westover Air Force Base, knowing full well those landmen and problem areas which would result.

Given the economic climate of Western Mass., the loss of 15,000 manufacturing jobs in the past five years, the early loss of 2,000 jobs at the Uniroyal Plant in Chicopee, the shutdown of Strategic Air Command operations which cost 10,000 jobs and the most recent lay-off of 1,000 employees at United Technologies Diesel Systems...have left Chicopee and the entire area somewhat beleaguered.

Local families have suffered economic hardship and loss of self worth and real deprivation that go far beyond the inconvenience of living with a little more noise, a fraction of less than 1 percent additional pollutants in our atmosphere or the highly improbable chance that a falling object will hit someone. We deal with greater pollutants, safety hazards and chance of injury if local car dealers have a good year...which would hardly be justification for returning to the 1930's.

Moreover, the economic boom that has so dramatically impacted upon Eastern Massachusetts never quite made it here. Indeed, the northwestern tier of our state has the highest unemployment rate in the state. The C-5A's and increased DC 8 air freight business can help by providing jobs...some now and more in the future.

Plainly put, we cannot afford the luxury of halting the encroachments of the 20th century. There will be noise and suffering somewhere, but the common good of all our people demands that we move forward, reasonably, carefully, but forward nevertheless.

In deference and consistency to both our environment and well of the community, the Air Force has agreed to shut landing patterns and shorten the usable runway to decrease noise. The safety clear zones at the end of the runway will not alter the current detail use of our state park, and night operations which might disturb people's sleep are not planned.

Insofar as the permanent use of WAFB by civilian DC 8's at night is concerned, it is noteworthy that there has not been one complaint in a year and a half because of the super quiet planes 3 engines of these aircraft.

Is there risk, is there danger, is there probability of problems with more and larger airplanes in our skies? Yes, there is, just as with the existence of the automobile - but we cannot turn the clock back nor would we want to; for a future filled with promise, aided from misery for many, the addition of a major, new healthy component to our economy and the prospects of a better future for our children is the realizable goal of this hearing.

Editor, Chicopee Herald:

The big story at the annual meeting of the U.S. Catholic Bishops in Washington was the Bishop's pastoral letter on "Economic Justice for all" a letter on Catholic teaching and the US economy.

The pastoral letter gives credit to the theological, moral and philosophical thinking of the American Bishops and their advisors.

This is a classic example of the American Bishops coming to grips with the U.S

Continued on page 10

H-156

103 Boynton Street
Chicopee, Mass. 01020

January 14, 1987

Dr.Grady Maraman
HQ AFRES/DEPV
Robins AFB, Ga., 31098

Dear Dr. Maraman:

I wish to present my opposition to the proposed changes at Westover AFB. This letter is written after much consideration. I have read and listened to every bit of information which has been available to me. I have listened to the pros and cons of the issue and have thereby reached my decision. I watched the televised hearing on January 8, 1987 right to its conclusion. I was very pleased to realize that so many other people are as concerned as I and my family about this two-fold problem.

With regard to the inception of the C5As to Westover, I feel they are a threat to our safety, health and general well-being. They have a very poor safety record, are noisy and the emmission into the atmosphere is much greater than that from the C130 that is now based here. The plane is also a monster in size. I know this for a fact because this morning one of these C5As flew over my home for about an hour and a half. I called the base and they confirmed the fact. It was on a training flight from Dover, Delaware. My home is right in the flight path of these planes and I am naturally very concerned on all counts. I was told they were practicing taking off and landing. Is this encouraging? NOT TO ME!

With regard to the WMDC Civilian Flights I am also against this proposal because of the twenty four hour flight plans. This will give no peace to those of us living in the path of these planes. They will be flying all night and all day and the number of planes and flights will naturally increase. This in turn will increase the noise, pollution, hAZAHDS AND STRESS TO THOSE OF US BELOW. The environment will suffer as will wildlife in the area. There are wetlands involved in this matter. Also our property will be devaluated. This was acknowledged by members of your panel at the hearing. We cannot afford to have this happen. We have worked too long and too hard to acquire it. In addition the jobs which have been touted by all and sundry have no bearing on the general public. These jobs are Reserve. Another fallacy.

I hold fast to my opposition of this proposal and thank you for your attention to this letter.

Sincerely Yours,

Ruth E. McNulty (Mrs. Raymond)

H-157

102 Royalton Street
Chicopee, Mass. 01020

February 9, 1987

Dr. Grady Maraman
HQ AFRES DEPV
Robins AFB, Ga., 31098

Dear Dr. Maraman:

I am again writing to you with regard to the two Westover Field proposals.

We remain in firm opposition to these changes for all the reasons previously reported. SAFETY HAZARDS, AIR POLLUTION, STRESS ON THE HUMAN MIND AND BODY,FEAR AND NOISE POLLUTION. These are real and viable concerns. We people, who are in opposition are not foolish cranks, as some people in authority have claimed. We are concerned for our homes and families. You must realize that conditions as they exist in this area are not conducive to the type of Air Traffic that is proposed. This is a very heavily populated area. There is no Buffer Zone, as it is called between the Base and the homes involved. City officials say that we can live with the noise etc. However, I notice that most of these people do not live in the area of the flight patterns. This includes Mr. Allan Blair, who lives in Longmeadow, MASS., SEVERAL MILES AWAY. The Bases in New York state and in Dover, Delaware, have miles of open land around the Bases. This MUST BE TAKEN INTO CONSIDERATION. I truly do not know how I and my family will be able to cope with C5s training over our heads for hours and days on end and the WMDC twenty-four hour flights keeping us awake. These proposals if put into effect will be nothing short of mental and physical torture inflicted on innocent people. IS THIS AMERICA?

I am enclosing a clipping from one of our local papers..This is a letter written by one in opposition, and expresses most clearly how we feel.

I hope you and those involved, will reconsider these two proposals. Our fate and that of our children , lies in your hands.

Sincerely yours,

Ruth E. McNulty (Mrs. Raymond)

Enc: 1

Safety valve

Westover expansion needs tough examination before it's too late

Editor, Safety Valve:

Are you sure (staff writer) Cynthia Barchett doesn't work part-time for Westover? I felt like I had to read carefully between the lines to get a true picture of the "comparable" situation in Newburgh, N.Y. (T-T, Feb. 2,3)

There are three distinct issues involved in the proposed development of the air base property: (1) C-5As, (2) civilian commercial air traffic, (3) industrial park. The pros and cons of each are distinct and should be distinguished.

I don't know of anyone who opposes the industrial park and I don't know why anyone should. This is THE source of jobs. Unlike Westover itself, the industrial park property is subject to taxation and will therefore contribute its fair share to the extra municipal costs which always result from growth.

About 75 percent of the space in Ms. Barchett's first article gushed enthusiastically about the economic growth in Newburgh over the past three years. Only at the very end was it noted that the industrial park, NOT THE DEVELOPMENT OF THE AIRPORT, was the primary contributor. I would also mention the general economic growth in these years. Have you tried to get a carpenter or an electrician in the summer around here? Good luck. So how much of the prosperity is attributable to good economic conditions, and how much to the industrial park?

When we turn our attention to the airport, the similarity between Westover and Stewart is not very apparent. They have 20 commercial flights per WEEK. According to the Environmental Impact Statement, Westover is planning 20 take-offs and landings in 6 hours with the C-5As during training and significantly more than 20 commerical flights per week. Stewart has a five mile buffer zone at the end of the runway; Westover has none. Finally, Bradley International Airport is just completing a major renovation less than 20 minutes away. They have the capacity and the buffer zone that a commerical airport should have.

Even with the buffer zone and the infrequent flights, people report their houses shaking, interruption of telephone conversations, the inability to be heard outside, etc. These are not insignificant interferences with lifestyle. The mayor of the affected village said: "The noise pollution is unbelievable...The bottom line is we'd rather we didn't have them."

Economic development is always the carrot used to tempt us to do something which is not in our best interest. Most of the time the costs in these cases turn out to be vastly understated and the benefits overstated. Quality of life takes a back seat to dreams of material wealth. Spin the Wheel of Fortune and you will be happy. Nonsense.

A very healthy dose of skepticism is called for. We have more brains than a mule; we should use them. When the truth is finally known, it will be too late.

Larry D. Deores
Granby

44 David St
Springfield, Mass
Dec 10. 1986

Lt Grady Maraman
HQ AFRES/DEVP
Robbins AFB, Ga 31098

Dear Sir

I am greatly upset as I read in our local paper, the Springfield Union, the plans that are being contemplated for Westover AFB, Chicopee, Ma. That I have so much to close to thousands of people who live adjacent to it for a thing like that. That would be satisfactory if it were miles away from homes

I know what I am talking about because my home is in the flight path. As it is now, the planes fly right over my house and are so low I can almost see the cockpit

I also worked at Westover for many years and am familiar with the planes actually. It would be satisfactory if all the planes were small and made little if no noise, but these Jets - NO

I know when the 99th Bomb Wing was there the noise over my home was terrible. I could not talk on the phone without having to wait until the plane passed over, and it was impossible to even hold a conversation in your own back yard. Please, don't let this happen again. I just can't stand that again

I know some investors will be hollering for money, but money is less important than the well being of the persons surrounding the base. They don't live near the base, so they don't care.

The chance of accidents are not to be overlooked. There are so many homes the planes could land on.

Please don't let this materialize

Very truly yours
Doris P. Marlen
(Mrs. R.A. Marlen)

I ated
Newspaper article.

H-159

Flight changes could reduce Westover noise

By WESLEY BLIEY

CHICOPEE — Predictions that a proposed expansion of both military and civilian operations at Westover Air Force Base could mean repeated noise disruptions for thousands of area residents represent "actually the worst-possible case," officials learned yesterday.

Those predictions are the focus of a 300-page environmental impact statement on Air Force plans to turn Westover into a base for 16 C-5 Galaxy jet cargoplanes, a Supreme Headquarters Allied Powers Europe command post, and a new passenger terminal for the Massachusetts Port Authority.

The report, disclosed last week, was formally unveiled at a public hearing session conducted by planners that more 11,000 people would be exposed to daily average sound levels considered "generally not acceptable" for homes if nothing was done to expand the base. Another 30,000 would be exposed to less-than-acceptable noise levels, and 24,000 people would be awakened by a single early morning takeoff.

In addition, said Westover Base Commander Lt. Col. Thomas Keogh, steps may be taken to keep the C-5 operations planned for the airport indoors at night.

"Basically, when we first put this in perspective, it won't be as bad as it looks," said Keogh. "We operate the Air Force now with more than 50 commercial and civic leaders from Chicopee, Springfield, Granby and Ludlow to Dobbins Air Force Base in Georgia. That is where facility siting committees have been replaced on all but three of the military's 84 original, and most environmental, C-5s.

Tomorrow, the group will fly to Dover Air Force Base in Delaware to observe a working C-5 base, and to interview base military leaders and local leaders from communities there, said Westover public relations officer Frank Fenhaver.

"This is not a Chamber of Commerce tour — these are the people who are going to have respond to questions in their communities," said Fenhaver.

Among the questions with environmental ramifications were how the number of take-offs and landings for the C-5s will compare with the current C-141B transport operations at the base, and what role the state will play in the environmental review process.

The environmental analysis shows that while the number of monthly training sorties will increase from 30 to 0, sound intensity and landings will increase when each three-hour flight they produce are tallied.

Air Force officials disputed those numbers yesterday, saying that the report fails to show regional take-offs and landing already occurring.

In addition, Keogh said that it is unclear what effect a state environmental review will play. While the state will perform a parallel review that could conceivably block the proposed increase in airlines at Bradley, an state permits are required for the Air Force plan, he said.

"We don't regulate noise," noted Dennis Joyce of the Department of Environmental Quality Engineering.

Keogh said that Air Force officials are anticipating some public opposition to the increased activity. Several of those who received the report Friday said they were still attempting to analyze the highly technical issue data.

"What I question is the local promise of the study," said Sheila Leith of Southwick, who will join Hampshire County environmentalists in questioning Air Force officials at a planned meeting in Northampton Jan. 8.

"How do they know that the number of students will be limited to 0? That could change really fast. The sound levels based on planes that were empty, and will they really be operating empty planes here? How many people is it, 0, in each plane? Are they going to guarantee that? Are they really going to be filled by Air Force people?" asked Leith.

WMCC President Allen Blair, however said the obvious purpose of the proposed plans would bring up to [illegible] Air Force Reserve by 1991, and [illegible] long-term growth and stability.

A final decision on the two proposals is scheduled for April. A public hearing will be held Jan 8 at 7:30 p.m. at Holyoke Hotel in Chicopee. In addition, written comments may be addressed to Dr. Grady Haraman, HQ AFRES/DEVP, Robins AFB, GA 31098 and Fenhaver

[illegible] said that the proposed expansion — including an increase in average daily passenger flights to day by 1991 — may pose [illegible] problems.

In addition, Blair pointed out some problems can be mitigated. The noise reflected in the report, said Blair, are based on a Boeing 707 with loud "hush-kit" engines.

"The new engines produce much fewer engines. The hush kit Boeing DC-8s with those newer engines have been since August and haven't had any complaints," said Blair.

The fact that the number of sorties will be increased, say both Fenhaver and the report, will make Air Force Reserve operations under this year, including increasing the probability, is doubling of the amount of hazardous waste produced; and is yet not handled and is recommended by current procedures, says the report.

At the same time, however, the report acknowledges that identify and landings will increase, and that noise problems cannot be mitigated.

A C-5 crash, says the report, would be far more severe than a C-141 crash. And despite the assurance of the runway threshold, the Chicopee Industrial Park, Fairgrounds and planned areas will remain in an "Accident Protection Zone," under the advice of federal regulations. In addition, the amount of nitrogen oxide being released into the atmosphere will double.

In addition, the proposed expansion comes at a time of continued criticism of the C-5 program and performance in Washington, although the current report shows that the C-5 is expected to crash half as often as the C-141B. The range of most C-5s have had to be replaced, and the report acknowledges that some "dropout" from C-5s would be from about greater than from C-141s.

According to the study, the planes are being transferred to Westover as a money-saving measure to make way in the regular Air Force for 16 new C-5B planes. Those C-5As are now the subject of a Congressional investigation of an alleged $2 billion in overcharges by the builder.

Five other sites, all in the Northeast, were considered to receive the C-5s. Only Westover was found to have the right combination of land, location and available work force, according to the study. But the Air Force does in fact intend to [illegible] the number of [illegible] to have undergone such a conversion.

H-160

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: John R Martin

Mailing Address: 58 Sesame Dr
Chicopee, Mass 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): Noise levels and Property Values

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I live About 300 yards from the end of the Run way and I would like to know what Sound levels to Expect and what will happen to my Property Values now that I am going to be in the new Safe Zone.

John Martin

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

P.O.Box 662
Chicopee, MA 01021

January 8, 1986

Dr. Grady Mareman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maramans

This letter is to express total and unequivocal opposition to sanctioning or enabling the institution of a 24 hour civilian use of Westover Air Force Base for scheduled air carrier and scheduled all-cargo services.

I am sure no one would contest the Department of Defenses' right to place 16 C-5A's to replace the present C-130's.

An article from the Boston Globe dated December 18, 1984 showing a parallel situation in Boston, gives a hint of what 24,000 people can look forward to. Ask the people who live in Chelsea, Winthrop, and South Boston, what they think of commercial aviation.

What disturbs me more is that the Air Force published a legal notice before showing Ft. McPherson, Georgia as an address for attendance of the first hearing. If this hearing enabled the Air Force to authorize the Westover Metropolitan Development Corp. to use the tower and runways, then this shows direct collusion between the Air Force and a civilian contractor, and this matter should be brought to the attention of the Department Justice.

Yours very truly,

Michael R. Maslowski

Michael R. Maslowski

MRM/dm

Enclosure

cc: Department of Justice
10th St. and Constitution Ave.,N.W.,
Washington, DC 20530

ENL

Masport gets $1.7m to soundproof schools

The Federal Aviation Administration yesterday gave the Massachusetts Port Authority $1.7 million to soundproof 14 schools in Boston and Chelsea that lie in Logan Airport's flight path.

The schools will receive new windows that are designed to reduce noise levels by 20 percent, a reduction that Masport executive director David Davis said will make those schools four to five times as quiet as they are.

The grant was presented to Davis and Gov. Michael S. Dukakis at an assembly at the Bowditch School in Chelsea, one of three schools already soundproofed under a previous demonstration grant from the FAA. The other two are Winthrop Junior High School and a portion of East Boston High School.

Three demonstrations, FAA regional director Robert Whittington said yesterday, provided "the best results in the nation for a soundproofing program." The new grant is the largest yet awarded by the FAA for soundproofing.

More than 1,000 flights a day now use Logan, a 22 percent increase since completion three years ago opened the airport to more airlines. Masport has already announced another demonstration program, funded by the authority, to soundproof five residential homes around Logan.

If that works, Masport spokesman Patrick Moscaritolo said yesterday, "we'll be looking for an FAA grant to start doing more homes." Whittington said the FAA will likely look favorably on such a request but warned "it's hard to draw the line on how far to go with this."

The 14 schools affected by yesterday's grant will be soundproofed during the summer. They are the Kennedy, O'Donnell, Hurley, St. Mary's, Starr of the Sea, St. Lawrence and Dominic Savio High School in East Boston, Cardinal Cushing High School and St. Augustine in South Boston, Cathedral Elementary and Cathedral High School in the South End, the Downtown Middle School in Hanley and the Williams, St. Rose and St. Stanislaus in Chelsea.

Boston Globe 12/18/84

H-161

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Henry R Mason III Concerned Citizen

Mailing Address: 439 E Main St
Chicopee

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments X submit written statements ___

Check here if you wish to receive an EIS. _____ draft ___✓___ final

Area of question or comment (check all that apply):

Air Quality ___✓___ Public Services and Facilities _____ Water Quality _____

Health Hazards ___✓___ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): Increasing the Operational Hrs. To 24 as Requested By WMDC

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

226 Shutesbury Road
Amherst, MA
01002
January 13, 1987

Mr. Grady Maraman
HQ AF Res/DEPV
Robins Air Force Base
Georgia
31098

Dear Mr. Maraman:

I am writing to express my objection to the stationing of C5A transport planes at Westover Air Force Base and to the expansion of traffic at the base to round-the-clock use.

I believe it is inappropriate to house and fly C5As in an area as thickly populated as the Connecticut Valley. They will cause unacceptable levels of noise pollution and be a significant hazard. Although they may bring employment to some people, they will bring economic hardship to others, through property value losses.

I am also concerned at the constantly increasing control of airspace by the military, which already controls an area almost sixty times the size of Massachusetts!

I shall send a copy of this letter to Governor Michael Dukakis, State Representative Stan Rosenburg, Congressman Silvio O. Conte, and Senator John Kerry. I shall ask them to oppose the expansion of Westover and support legislation similar to that introduced in Congress last year to control the allocation of airspace for military use.

Yours sincerely,

Mary Matthews

Mary Matthews

H-162

February 7, 1977

Grady Haraburn, PhD
Chief, EID
HQ, AFRES
Robbins AFB, Georgia

Dear Dr. Grady:

As a taxpayer and property owner living under on of the proposed flight patterns for the C-5's and the 24 hour commercial terminal, I stremuously am opposed to this proposition.

As an individual who has been educated in Environmental Planning, I would have thought you would have been concerned about the hazardous wastes that are leeching into Cooly Pond and Stony Brook Pond. This problem was mentioned in the FIS Study in 1964, but still has not been addressed. Stony Brook runs into Granby. Granby does not have city water, and this continuing pollution of Stony Brook poses a serious health problem. There are other hazardous waste problems at Westover, and with the proposed increase of traffic planned, this problem will be seriously compounded. The Air Force is planning to do another Study, relative to the pollution of these ponds. Personally, I think the "buck"should stop being passed, and a safe solution initiated immediately!

The increased noise, environmental problems, as well as safety factors have not been seriously dealt with! You know and I know that the C-5 is an [illegible], gas guzzling, public aircraft that has a 5.07 [illegible] as opposed to the [illegible], as opposed to 4.47 for the C-141's. In addition to the strong possibility that fuel may have to be dumped from airborne planes.

In spite of what the Air Force is trying to convince our State Representatives, we Do have a large group of people objecting to this unrealistic plan! As a taxpayer, having to put up with the problems, as well as pay for the [illegible] of "Dead Man's Curve" that is poorly designed, I sincerely [illegible] will take [illegible] this

without any plans. I hope you will put your professional expertise to help insure that our health, safety, property values and important environmental issues are not "snowed" under by the pressure of the Air Force, The negatives for the C-5's coming to Westover, out weigh the positives.

Sincerely,

Clara J. Winter

P.S. The Air Force record at Otis AFB, regarding environmental and citizens welfare does leave a lot to be desired.

H-163

Wayne J. Mercy
130 LaBelle Circle
Chicopee, Mass.

Who pays for loss of Property or life in case of Aircraft mishap? Who compensates for loss of Property Valuations? And how about pilots + residue falling from aircraft overhead? Right now I have no insurance to protect myself, my family or Property!

For my part, I look some where else!

M. J. Mercy

Jan 20, 1987

To: the Air Force.

From: Richard H. Miner
191 Rolling Ridge Road
Amherst, Mass. 01002

Subject: Draft EIS for Westover AFB Expansion.

I have three points to make:

1. The Draft EIS consistently plays down the one factor that is of primary concern for Amherst: the annoyance factor. For example (p. vii, italics added): "The principal impact to humans would be annoyance to persons who find aircraft noise unpleasant and intrusive." I submit that virtually all people find aircraft noise unpleasant and intrusive. Indeed, the current flights out of Westover are not a matter of total indifference to many residents of Amherst (as a member of the Board of Selectmen--although this letter is written in my private capacity and does not speak for the Board--I have had occasion to learn of angry reaction to overflights). An overflight just this past week--in the depths of winter, with all windows and doors closed; in the late morning, not at dawn or dusk--stimulated expressions of concern. Again from the EIS (p. B-4): "Psychological annoyance from the effects of sleep interference from aircraft noise is probably more significant than the direct *physiological consequences.*" Psychological annoyance is every bit as real as physiological consequences.

2. The impact of the proposed changes goes far beyond the immediate Westover area. Amherst is a community with education as its major industry; the proposed changes can only hurt the conditions which make Amherst attractive to education.

3. The upgrading of the 439th TAW to the 439th TOW will focus student concern on Westover. I remind the Air Force that only 14 years ago there were massive arrests at the gates of Westover (including the arrest of the then-president of Amherst College).

For these reasons I urge extreme caution with any changes to the current operation of Westover.

Richard H Miner

H-164

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: John F Mowen

Mailing Address: 50 Emmett St
Chicopee Mass 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS _____ draft ___X___ final X

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

The C-5 Should be stationed at Westover

The Air Field Should be a 24 hour Operation

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Mrs. Joan Moriarty

Mailing Address: 1696 Carew ST
Springfield, Mass.

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use _____

Other (specify): _____

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If the C-5's were to come to Westover, WMDC operate a 24 hour a day freight service and certainly passenger service, the quality of life in this area should not only be diminished but completely destroyed.

In addition to the noise factor there is also pollution, hazardous wastes, danger of accidents decreased property values to consider.

Please reconsider and withdraw your proposals.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

PAUL A MUISE

Name: DORIS A MUISE

Mailing Address: 161 DAVIS ST

SYELD. MADDAY

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities ✓ Water Quality ✓

Health Hazards ✓ Biological Impacts _____ Visual Impacts _____

Geology/Soils ✓ Cultural Resources _____ Land Use _____

Other (specify): NOISE & REAL ESTATE VALUES

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

We strongly object to the use of Westover for the C-5A's & Commercial planes. It would create too much noise, affect air quality, disturb some aspects, possibly in daytime, nursing homes (of which there are several in this area), quality air quality. We have lived through it before and hate the effects. Springfield is known to be the City of Homes and it will affect our home values.

We certainly intend to stay with this issue until it is resolved. We have worked too hard & long to create a safe environment for our children & grandchildren to let this plan go through. The C-5A's & freight planes that are there now are enough to contend with. We attended the meeting last week and thought it was a farce. One colonel said we could insulate our homes better to help with the noise. Does that mean we could not open windows or enjoy our yards in the summer? Plus, it would not help the noise when the planes take off & land right over our homes. Please reconsider Westover for this plan. We have rights too.

Doris & Paul Muise

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-166

F. J. Kelly Commission

Doris & Paul Muise
161 Davis St.,
Springfield, MA 01104

Feb. 8, 1987

Dear Marion:

Here are some of the questions that we have for those who are pushing the expansion of Westover Field upon us.

1. Will we be guaranteed that the air quality will be s[illegible]e for the people in this area. We have many schools, nursing homes, hospitals and parks here and we would like to be able to get out in the good weather and be able to breathe clean air. With the amount of planes that they propose to fly out of Westover Field, this will be a high amount of pollution and will affect many thousands of people. We have an extremely high rate of cancer in this area now. There have been 10 people on our short street that have died of cancer in the past seven years. Five in the past two, we need some answers now.

2. The noise pollution will also be hazardous to those of us living in the vicinity of Westover Field. Can these people quarantee us that the noise level will be low enough for us to be able to open our windows and enjoy our yards in the good weather?We live directly in the flight pattern of these planes and we know what the consequences can be.

3. Will these people proposing the expansion of Westover Field provide us with an aerial photograph of the amount of homes, businesses, schools in this area? I would like to see how populated this area is right now. Several years ago my brother who was a pilot with the Air Force flew into Westover several times. He then said it was one of the most densely populated areas that he had flown over. It has been built up since then so let them send us some facts and pictures on this factor.

4. Is the City of Chicopee and the other cities in the area going to assure us that the property values will not decrease? When the B-52 planes were here we tried to sell our home several times and could not do so. We could have sold it for a much lower price but we put too much time and money in it so we stayed.

4. How many jobs will actually be given to the people in this area? They have already said that the majority will be given to the reserves. Even the proposed civilian airport will not require a large work force.

5. Where do the biggest majority of the people for the expansion of Westover live right now? Where do their children attend school, etc? How many of them intend to move into this area if their plans for Westover come to what they want them to?

Given a little more time I'm sure that we can come up with many more people who are against the plans being made at Westover. With the recent bad weather it has been difficult to get out and reach more people. I have not come against any people yet that disagreed with our cause. Most people that I talked to were at first afraid that they could not fight the government, but as I said to them "We are the government". We have every right to present our side of this serious issue.

Sincerely,

Doris and Paul A. Muise

H-167

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: James F. Murawski

Mailing Address: 365 Bow Ludlow Rd., Chicopee, MA 01020

Please check one of the following:

Landowner: X Business person: ____ Other: ____

Check here if you wish to:

ask a question: ___ offer oral comments: ___ submit written statements: X

Check here if you wish to receive an EIS. ____ draft X final

Area of question or comment (check all that apply):

Air Quality: ____ Public Services and Facilities: ____ Water Quality: ____

Health Hazards: ____ Biological Impacts: ____ Visual Impacts: ____

Geology/Soils: ____ Cultural Resources: ____ Land Use: ____

Other (specify): None of the above would be a problem.

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am in favor of the C-5A's coming to Westover Field, also. I am in favor of the civilian airport as proposed. I attended the meeting on 1-8-87, my residence is eight tenths (8/10) of a mile from WA-8 runway that is now being used by C-130's. The noise level does not interfere anyway at all and the C-5A will not be a problem.

The C-5A's are needed for the economy of Chicopee and surrounding communities. I, also, resent professional protestors from great distances dictating the economy and well being of the local people who have lived in harmony with Westover Field and the U. S. Air Force since 1939.

James F. Murawski

Mail to: Dr. Grady Mersman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

1

H-168

WESTOVER AIR FORCE BASE, MASSACHUSETTS

Name: Charlotte Murawski

Mailing Address: 365 New Ludlow Rd., Chicopee, MA 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS. _____ draft X final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): None of the above would be a problem.

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am in favor of the C-5A's coming to Westover Field, also, I am in favor of the civilian airport as proposed. I attended the meeting on 1-8-87, my residence is eight tenths (8/10)of a mile from WAFB runway that is now being used by C-130's. The noise level does not interfere anyway at all and the C-5A will not be a problem.

The C-5A's are needed for the economy of Chicopee and surrounding Communities. I, also, resent professional protestors from great distances dictating the economy and well being of the local people who have lived in harmony with Westover Field and the U. S. Air Force since 1939.

Charlotte Murawski

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

CENTER

Remarks were transcribed!

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Mrs. Alice S. Murphy

Name:

Mailing Address: 93 Academy St
Chicopee, Mass 01013

Please check one of the following:

Landowner _____ Business person ✓ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

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I'm for it 100 %
I grew up on U.S.O Station during World War II. Never minded the noises. Lived near by the base and I can honestly say as one in our family of 7 was afflicted deaf wise. In fact I am 72 yrs. like Dan 21 am still working hard as a hairdresser. My hearing is excellent. These people who complain about noise should look right in their own environment & see Loud Stereo's going that we can hear in the next street. Alice Murphy

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

My mother is 93 years old and is in good health. Believe it or not she does & mind the noise of the planes!!

H-169

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: GARY DOUGLAS MUZYKA

Mailing Address: 10 McDONALD AVE
CHICOPEE, MA 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

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I AM IN NO WAY CONVINCED BY YOUR PRESENTATION THAT YOU HAVE IN MIND THE INTERESTS OF THE POPULATION OF THIS CITY OR THE SURROUNDING COMMUNITIES. I AM OPPOSED TO ANY EXCAVATION OF ACTIVITY AT WESTOVER AFR BASE. LAST SUMMER (1986) WHEN PEASE A.F.B. WAS LOCATED BEFORE, THE NOISE OF THE C-5's AND E-III's WAS UNBEARABLE. AT TIMES IT WAS DEAFENING. I SEE NO NEED TO RETURN TO THIS BASE. BUILD ONE SOMEWHERE WHERE NOBODY WILL BE AFFECTED.

ALSO I FEEL THAT THE ISSUE OF A COMMERCIAL AIRPORT IS, AND SHOULD BE A COMPLETELY SEPARATE ISSUE. WHO DO YOU THINK YOU ARE TO ADD IN ON YOUR CHEAP TRICKS, AND FRANKLY I'M SURPRISED YOU LISTED THEM TO YOUR DETRIMENT. WE CERTAINLY DO NOT NEED A 24 HOUR OPERATION ROBBING US OF OUR SLEEP.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: MARIA NASCIMENTO

Mailing Address: 24 CLARK ST.
LUDLOW, MA. 01056

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities _____ Water Quality _____
Health Hazards ✓ Biological Impacts _____ Visual Impacts _____
Geology/Soils ✓ Cultural Resources ✓ Land Use _____
Other (specify): NOISE, devaluation of homes

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am against the C5-A coming to Westover because of the effect it will have on our lives. My first concern is the devaluation of our home. We have a lot of money, love, and time invested in them. Secondly is the noise level. I am in direct line with the landing runway of Westover and the noise level is bad enough now never mind when the C5's come by. I think the planes should be placed where there isn't as many homes.

I am also against the 24 hour operation of Westover AFB. If this happens we won't be able to sleep day or night we owe it to our children not to let this happen.

Thank You

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-170

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: JOSEPH L. PARENT

Mailing Address: 404 NEW LUDLOW RD.
CHICOPEE MA. 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards ___	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

My major concern is the possible loss of property valuation because of the noise & pollution when the C-5's are sent to Westover. I am willing to concede that it is probably essential that these planes be sent here for such military reasons. However I am strongly opposed to any increase in civilian air activity. Max Westover - 24 hr. a day operation of civilian planes at Westover would pose, in my opinion, very disruptive to the local working people of Western Mass. Further I strongly urge that Air Force Planners to deny 24 hr. dual use of Westover's runways to civilian air traffic. Air Force Planners up - Civilian Air - Nob

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Celeste Pasterczyk

Mailing Address: 65 McDonald Drive
Chicopee, MA 01020-4943

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality X	Public Services and Facilities ___	Water Quality ___
Health Hazards X	Biological Impacts X	Visual Impacts X
Geology/Soils X	Cultural Resources ___	Land Use ___

Other (specify): Noise levels

Please turn in this sheet as requested by the hearing officer.

H-172

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

We do not want C-5's in our area! As a mother of three small children, I worry about the noise level of these planes. My son woke up early one morning & said he couldn't go back to sleep because of the noise of the current planes. What is going to happen if the larger planes come? Aren't the stunting the development of our young children? They will not be receiving the proper rest - nor will the parents. Westover AFB is surrounded by residential homeowners - there is no ocean nearby as in Dover for the planes to fly over - just our homes! We will never be able to sell. The property values are declining just on speculation of the C-5's! Our health & the pollutants will be hurt. Is moving the C-5's to Westover worth it? Do we stand a chance of fighting the government - this is America

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

RECEIVED

JAN 16 1987

OFFICE OF THE SECRETARY
OF ENVIRONMENTAL AFFAIRS

Mr. Hoyt,

With you considering 24 hour operations at Westover air-field, you have to consider all the negative points, if they were put into a group it adds up to a questionable impact on all the communities involved.

At the meeting held on 1/8/87 in Chicopee they said they didn't do a study of any of the wildlife living in the area. If the military needs the flights that's one thing, but the WMDC doesn't need it. All the increase in pollutants will come from the civilian side. They are talking about the year 1995 of having 40 flight between 10 pm + 7 am, that could disturb up to 44,000 people to say nothing of the animals. Also nothing was said about whether it would have any effect on Quabbin Reservoir which is in the flight path.

Michael Kohanick

CENTERLINE

H-171

NUMI

3-CC-T 57%

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Salma Parker

Mailing Address: 75 6th Ave.
Chicopee, Mass. 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality X Public Services and Facilities _____ Water Quality _____

Health Hazards X Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): Evaluation on Homes ?

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Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: LUCY PELLETIERE

Mailing Address: 919 WEST ST
P.O. GRANBY MASS 01033

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ✓ submit written statements ___

Check here if you wish to receive an EIS. _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities ✓ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use ✓

Other (specify): ACCIDENT POTENTIAL ZONES

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Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-173 / T-174

Hearing Officer: Lt Col Matt C Bristol, III

Re: Westover Air Force Base, Chicopee, MA

Although I have lost the form passed out at the Public Hearing of 1/8/87 re Chicopee's Westover Air Force Base, I wish to submit the attached questions for your consideration.

Martha M. Phelps
79 Oakridge Street
Chicopee, MA 01020

Question #1 Why has the C-5 proposal been linked to the 24-hour operation of a commercial airport at Westover?

Question #2 What part of the environmental study applies to the 24-hour airport proposal at Westover?

Question #3 If the answer to Question #2 is none, will a new environmental study be made and published prior to any approval of 24-hour operations at Westover for a civilian airport?

Question #4 What is the descibel sound level in the area marked on the map enclosed for an area in Granby which is on Taylor Street and close to the Westover runways?

Question #5 Why haven't there been maps available to the public or published in our newspapers showing what descibel sound levels can be expected at points in each direction from Westover at 1/4 mile, 1/2 mile, 3/4 mile, etc., etc.?

Question #6 What is the descibel sound level required for acceptance for construction of federally funded housing?

Question #7 What areas would be above the level required in Question #6 if the C-5 proposal is approved?

Question #8 The 1/26/87 edition of U.S. NEWS & WORLD REPORT states that any level above 80 descibels is considered potentially hazardous according to the National Association for Hearing and Speech Action. Does the Air Force deny this finding? (see copy of article attached).

Question #9 Exactly how many flights is the maximum expected (both in and out) during any one day. One every hour? One every 1/2 hour? How many?

Question #10 What kind of monitoring will be done to insure control or limits so as not to allow deviation from safe noise levels, polution, etc.?

Question #11 Can you specifically name 12 new, immediate job openings to become available?

Question #12 How can you compare Chicopee and the surrounding area with Dover? The planes from Dover fly over marshland and head towards a Bay. Look at the enclosed pictures at Dover and tell me how many houses you see on the ground? How many trees? How many children playing in the streets and yards? Are there any eagles there? The television coverage showed an air view at Dover and all that I could see was a rather run down trailer park and wasteland.

Question #13 Do you think we need the C-5's and airport in this beautiful countryside, urban area?

Question #14 Are there alternatives that our politicians and Chamber should be considering that are just as valuable or more valuable to this community? Is there really any good reason to spoil our environment when there are other places more suitable? How much will it cost to replace what is spoiled or are some things impossible to duplicate?

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Robert R. Pino

Mailing Address: 2 River Ave. Long Ma. 01106
1304 Worcester St. I.O. Ma. 01151

Please check one of the following:
Landowner ✓ Business person ✓ Other _____

Check here if you wish to:
ask a question ✓ offer oral comments ✓ submit written statements ✓

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use _____

Other (specify): Golden opportunity for western Mass.

Please turn in this sheet as requested by the hearing officer.

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Have the residence in other towns living at the end of runways abandoned their homes? Are these areas ghost towns - have the property values diminished or have some former owners bought out and others moved in who are not sacrificial of the air craft noise - have learned to live with the air field

No time extension necessary for hearings

Jobs - Jobs - Jobs & a strong economy in this state is what we have but a little more is included in the package we can live with it as other communities have.

Mail to: Dr. Grady Meraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

WESTOVER HEARING JANUARY 8, 1987 7:30 P.M. Bellamy School

Robert R. Pino 2 Riverview Ave. Long. Ma. 01106

THIS BASE IS NOT BEING BUILT FROM SCRATCH...IT HAS EXISTED OVER 47 YEARS AND PAID FOR WITH TAX DOLLARS, AND SHOULD BE UTILIZED TO ITS FULLEST AS AN AIR BASE. THIS WOULD BE A GOLDEN OPPORTUNITY FOR WESTERN MASS. WE CAN BE AS BIG AS BOSTON IN 25 to 50 YEARS. WHAT SHIPPING DID FOR BOSTON THIS BASE CAN DO THE SAME FOR THIS AREA. EVERYBODY WANTS TO TRAVEL BY AIR INCLUDING THOSE HERE AND I'M SURE THAT'S THE TREND HERE.

ELLA GRASSO (FORMER GOVERNOR OF CONN.) COMMITTED $100 MILLION FOR EXPANSION OF BRADLEY AIRFIELD BEFORE SHE DIED ....BRADLEY HAS BEEN GOOD FOR CONNECTICUT SHE SAID.

WESTOVER CAN BE GOOD FOR WESTERN MAS BECAUSE BRADLEY IS STILL TOO SMALL TO HANDLE FUTURE AIR TRAFFIC AND WESTOVER IS NEEDED FOR BACKUP TO BRADLEY AND LOGAN.

JOBS AND A THRIVING ECONOMY IS WHAT WE CAN HAVE IF WE DO NOT THROW IT AWAY...WE CAN'T PLEASE EVERYONE.

IF THE PEOPLE OF BOSTON AND NEW YORK ETC., CAN LEARN TO LIVE WITH THE NOISE AT LOGAN, KENNEDY AND LAGUARDIA Bradley AIR PORTS WHY CAN'T WE IN THIS AREA.

OTHER STATES WITH HIGH UNEMPLOYMENT WOULD GIVE ANYTHING TO HAVE THIS AIR FIELD (BOUGHT AND PAID FOR)IN THEIR STATE.

THE C-5A REPRESENTS PROGRESS IN AVIATION AND IN THE NOT TOO DISTANT FUTURE WE OR OUR SURVIVORS WILL TRAVEL BY ROCKET AND NOT BY AIRPLANE....PROGRESS AGAIN!

I HAVEN'T HEARD OF ONE C-5A CRASHING AND IF PARTS HAVE FALLEN IN THE PAST IT HAS BEEN THE FAULT OF THE SERVICE PERSONNEL AND NOT OF THE PLANE ITSELF.

THE PEOPLE IN BELCHERTOWN AND GRANBY MUST HAVE KNOWN THAT THE AIR FIELD WOULD BE RE-ACTIVATED SOMEDAY AND IF SO, WHY DID THEY BUY HOMES AND LIVE IN THE FLIGHT PATH AREA. DO THEY EXPECT THE GOVERNMENT

H-176

NUM

S-CCC-A-57%

6

Robert R. Pino 2 Riverview Ave. Long. Ma. 01106

TO TEAR IT UP TO PLEASE A VERY FEW PEOPLE AT A TREMENDOUS COST TO THE TAX PAYER THAT PAID FOR THE FACILITY? FURTHERMORE, IT IS TOO DIFFICULT TO START BUILDING FROM SCRATCH ANYWHERE IN THIS COUNTY ANYMORE. WE ARE FORTUNATE TO ALREADY HAVE IT IN THIS PART OF THE STATE FOR USE.

RICHARD RUST, DIRECTOR OF TOURISM IN MASSACHUSETTS STATED THAT IT (TOURISM) IS THE SECOND LARGEST INDUSTRY IN OUR STATE NOW! $9. MILLION DOLLARS HAS BEEN SPENT TO PROMOTE OUR STATE TO ATTRACT TOURISTS....THESE TOURISTS FROM ALL OVER THE WORLD NOW HAVE TO LAND AT LOGAN AIRPORT TO VISIT MASSACHUSETTS, BUT COULD LAND IN THE CENTER OF MASSACHUSETTS HERE AT WESTOVER IF IT WERE RE-ACTIVATED AS A CIVILIAN FIELD AS WELL AS FOR MILITARY USE.

$46.0 MILLION FROM THE AIR FORCE AND $32.0 MILLION FROM THE CIVILIAN SIDE IS AN AWFUL LOT OF WINDFALL TO RECEIVE AND IT ONLY SCRATCHES THE SURFACE... A BEGINNING OF WHAT COULD FOLLOW.

TRAINS BLOW WHISTLES AS THEY PASS MY HOUSE MANY TIMES EVERYDAY, I GOT USED TO IT, I HARDLY NOTICE IT NOW.. SEA PLANES TAXI ACROSS THE RIVER FROM MY HOME MAKING MORE NOISE THAN C-5As --WE GOT USED TO THEM AS WELL. ALSO, I 91 IS JUST BELOW MY HOUSE AND THE TRUCK TRAFFIC NOISE TRAVELING FROM HOLYOKE TO CONNECTICUT IS DEAFENING....BUT WE HAVE LEARNED TO LIVE WITH THAT AS WELL .... ALL OF THIS IS A PART OF OUR ECONOMY. ALL OF THESE ANNOIANCES WERE THERE BEFORE I PURCHASED MY HOUSE AND SO I EITHER LEARNED TO LIVE WITH IT OR MOVE AWAY.... I STAYED AND HAVE BEEN THERE FOR 12 YEARS NOW.

MANY EXPENSIVE HOME OWNERS ALONG ROUTE I-91 EXPERIENCE THE SAME NOISE AND HAVE GOTTEN USED TO IT AND THERE ARE NO VACANT HOUSES IN THIS AREA.

WE COULD PREVENT AN EXODUS OF OUR ADULT CHILDREN FROM THIS AREA IF THE JOBS WERE HERE AND NOT ELSEWHERE.

Robert R. Pino 2 Riverview Ave. Long. Ma. 01106

PARTIAL LISTING OF INDUSTRIES LOST TO THIS AREA OR IN SERIOUS TROUBLE:

BOSCH

UNIROYAL

VANNORMAN

MOORE DROP (BASCO)

CRANE COMPANY

PACKAGE MACHINERY

SWEET LIFE FOODS

SPRINGFIELD FOUNDRY ON PASCO ROAD

STANDARD TIME

DIAMOND MATCH CO

REX CHAIN BELT

WICO ELECTRIC

TOOLCRAFT

QUINCY SHIP YARD....BATTLESHIP GROUP WANTED TO BERTH IN BOSTON

BOSTON NAVAL SHIP YARD

GUN CONTRACT WENT TO BARETTA (SMITH & WESSON)

AND HUNDRES OF OTHERS I'M NOT AWARE OF

16 Carolyn Terrace

Chicopee, MA 01020

January 20, 1987

Dr. Grady Maraman

Headquarters - AFRES/DEPZ

Robins Air Force Base

Georgia 31098

Dear Dr. Grady:

At the hearing of January 8, I was unable to ask a question which I have concerning the proposed expansion plans at Westover. After the draft environmental study was released, Lt. Col. Thomas Hargis the Westover commander said concerning any possible noise problems, etc., with the C 5's, "Basically, when we find out what is annoying people, we won't do it anymore."

My question is for Colonel Hargis. Specifically, what kinds of things would you do if people did complain?

I would like to have the same question asked of Mr. Blair of the Development Corporation.

I understand that my questions and the responses to them will become part of the public record. I commend those involved for that openness in this process and I do look forward to the responses to these questions.

Thank you in advance.

Sincerely,

Richard J. Pinkos

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Andrew & Micharline Placzek

Mailing Address: 360 Fuller Rd

Chicopee, Ma 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities _____ Water Quality _____

Health Hazards ✓ Biological Impacts _____ Visual Impacts _____

Geology/Soils ✓ Cultural Resources _____ Land Use ✓

Other (specify): Noise levels

Please turn in this sheet as requested by the hearing officer.

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We would like to go on record as opposing the C-5's at Westover and also the 24 hr operation of WMDC. We also feel the people of Chicopee & other surrounding communities should be allowed another meeting w/ officials before a decision is to be made. Unless there is something to hide, we see no reason another meeting cannot be held. We are concerned about noise levels and the cancer rate being affected by the C-5As, since we have property owners in direct line of the flight pattern.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-178

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Debra Placzek

Mailing Address: 39 LaBelle Circle
Chicopee, MA 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality X Public Services and Facilities _____ Water Quality X

Health Hazards X Biological Impacts X Visual Impacts _____

Geology/Soils X Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

The C5-A aircraft is not an appropriate aircraft to allow to fly over heavily populated residential areas - the noise alarming them and other aircraft the opportunity to fly 24 hours a day. I am opposed and fully concerned, as the expectant father and mother of two other sons, over the noise pollution, air pollution and definite devaluation of my property.

Other bases such as Dover, admitted that careful zoning of homes near the base has helped to reduce noise and air pollution from becoming an issue - such as not the case at Westover.

Keep the C5-A's at air bases where they will not endanger those whose property is so close to the base.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-179

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Michael Pacek

Mailing Address: 39 LaBelle Circle
Chicopee, Ma. 01020

Please check one of the following.

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality X	Public Services and Facilities _____	Water Quality X
Health Hazards X	Biological Impacts X	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

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My home is located on the edge of the proposed airport. I believe most of the C-5's
My home was built in 1924 after the
Air Force deactivated the base at Befine Civilian
use on a limited basis was allowed.
All of my neighbors homes were built
after the base was deactivated in an area
which was once considered a buffer zone
for safety reasons against (airport accidents)
When the base was first constructed it was built
on tobacco fields & farm land & was surrounded
by adjacent farm land, which is not
the case today. The city has allowed developers
to construct homes in this area & now we
are the ones most affected.
Further more I suspect we are not the only

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

issue, increased use of the airport will result in increased pollution to our environment, an environment which we are not certain is already not polluted sufficiently to harm our families.

The question my neighbors have been asking is not only whether or not they object to C-5's but whether they object to a 24 hour a day airport. The answer one receives is almost 95% of the time is that they object to a 24 hour a day airport & they fear the impact of this on their property values & the quality of life for their children.

I think that before you conclude your study that you should allow the residents residing on the edge of the air base the opportunity to hear what numerous flights of C-5's & other aircraft have on the quality of life in this area.

I think that environmental impact studies should be done with special regard to the people who reside on the edge of the base.

H-180

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: PAUL A. PLACZEK

Mailing Address: 89 LEALAND AVE
AGAWAM, MASS 01001

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ___	Water Quality ___
Health Hazards ✓	Biological Impacts ✓	Visual Impacts ___
Geology/Soils ✓	Cultural Resources ___	Land Use ✓

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Please see the attached letter 2 pages

Mail to: Dr. Grady Hansman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

As a property owner and member of a family who has resided in the path of the largest runway at Westover I do have concerns. The idea of huge aircraft and their accompanying problems are not new to us. We have lived under the constant noise and pollution of B-52's and KC 135 tankers for many years in the past. I've seen one tanker crash just 500 yds away and encinerate 10 acres of land as it exploded killing everyone aboard.

We never become accustomed to their intrusion and we were pleased to see them depart. Since their departure we have improved the value of the house, buildings and approximately 50 acres of land. The brook is no longer polluted by runway run-off — the native brook trout population has returned. We have also planted 14,000 4-yr trees and are concerned re the possible impact of leaded fuel particulate matter on their growth. All these things affect not only property values but the quality

H-181

2 of 2

of life.

I urge you to consider the adverse environmental impact that an operational airport will cause. This issue has not been explored sufficiently, and daresay there are those who see only economic gains and not what will the effects be on the quality of life.

Paul A Plaszek

property owner
377 & 400 Fuller Rd
Chicopee Falls

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: [redacted]

Mailing Address: [redacted]
JOSEPH A DILOUREE JR
[redacted]
CHICOPEE MA 01020

(Paul A Plaszek)

Please check one of the following:

Landowner ✓ Business person ____ Other ____

Check here if you wish to: I have only thanks to give

ask a question ____ offer oral comments ____ submit written statements ✓

Check here if you wish to receive an EIS. ____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities ✓ Water Quality ✓

Health Hazards ✓ Biological Impacts ✓ Visual Impacts ✓

Geology/Soils ✓ Cultural Resources ✓ Land Use ✓

Other (specify): The danger of airplane crashes that could occur

Please turn in this sheet as requested by the hearing officer. in entire community

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

The hearing of January 6 1987 at Bellamy School, Chicopee, Massachusetts, was a disgrace. Thanks to the press by the CSA's and promoters of economical expansion the dangers that these installations will bring to the citizens of Chicopee and the surrounding communities. The promoters failed to present these citizens with believable answers on a most crucial point, safety of life, both life itself on Hampden and Hampshire County. When spokespersons for the Valley Citizens for a Safe Environment, like Chairman Rose, asked to receive satisfactory answers to questions concerning the potential for accidents and environmental damage, the promoters attempt to minimize the real dangers of the CSA's became all the more obvious. The citizens of Hampden County and Hampshire County have not been told the whole truth about the environmental threat and danger to life that may accompany the advent of the CSA's and the expansion of the commercial airport. I appeal that more hearings and more fact finding be pursued before any approval

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

decision is taken on the proposed innovations at Westover. I am also sending a copy of this statement and a copy of the enclosure.

Comments must be received by January 23, 1987

Valley Citizens for a Safe Environment has sent it to the Governor and to my state and federal representatives and senators.

(Paul A Plaszek)

H-182

February 8, 1987

Dear Dr. Maraman:

Enclosed is a copy of a letter I have sent to my congressmen in Boston and in Washington.

Sincerely yours,

Joseph A. Flourde

38 Wellington Avenue
Chicopee Falls, Massachusetts
January 21,1987

Enclosed is a copy of the comments I have sent to Dr. Grady Maraman at the Robins Air Force Base in Georgia. These comments were sent in response to requests made for citizen response to the hearing at Bellamy School, Chicopee, Massachusetts, on January 8, 1987, concerning the proposed innovations for the Westover Air Base. I am also enclosing a copy of the Valley Citizens for a Safe Environment Score Sheet.

In the face of the high-powered promotion by the Air Force, the local press, and the political leaders of Chicopee, any attempt to speak out against the so-called miracle of economic progress that the city fathers and their disciples want to bring to this community seems to be and may very well be an exercise in futility. These promoters and their myopic supporters seem to fail to realize that neither Chicopee nor the world is the Chicopee or the world of the 1940's, when the word ecology was chiefly a textbook word, and not a word that is now associated with what should be our concern for our very survival. Our world today is a world of Chernobyls, Three Mile Island disasters, hazardous waste dumping, chemical spills, propane gas leaks, and countless other military and industrial tragedies; all hazards and tragedies foisted on us in the name of either progress or security. And now Chicopee, which, according to reports that have surfaced recently, has an inordinately high cancer rate, is now faced with the prospect of having more environmental threats spewed from the skies. And all in the name of security and economic progress.

The promoters of the C5A's and of the expansion of commercial airport activity euphemistically refer to the environmental dangers as mere "annoyances" and shrug off any adverse criticism by suggesting their critics may be fearing only the worst of bad scenarios. Some supporters of prospective innovations even go so far as to question the patriotism of those who oppose the C5A's.

The only dangers the C5A promoters seem to speak of are those from so-called noise pollution--mere "annoyances" as they like to say. Not only is the noise damage to windows, masonry, plumbing, and above all, to human health, minimized; the increased tonnage of air pollution is given short shrift. The promoters emphasize a decreased probability of C5A crashes and give cursory attention to the increased severity of any C5A accident.

Since the inception of Westover, we have fortunately been spared the tragedy of an aircraft's leveling a heavily populated area. However, accidents have occurred, one of which narrowly missed devastating Route 90 in Chicopee and Ludlow. When the C5A's arrive, they may bring with them the threat of any one of those giant airplanes(with their Lord-knows what kind of cargo) crashing into a heavily populated district and destroying anything and anyone in its path.

H-183

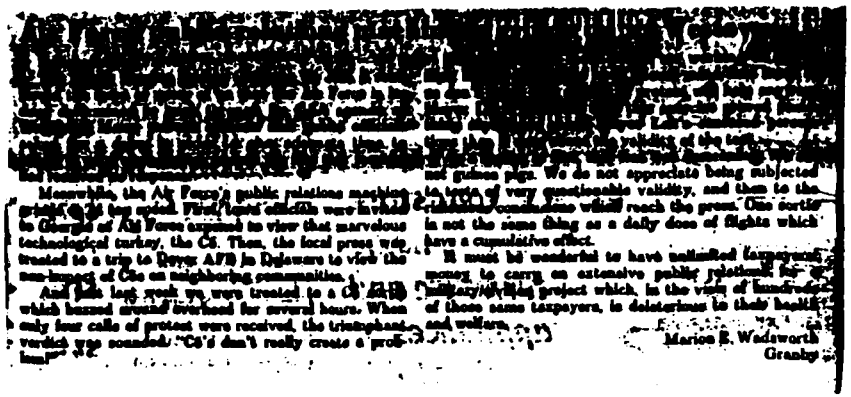
The apparently one-sided press has been diligent in its publishing statistics about the virtues(I use the word loosely) of the advent of the C5A's, giving us itemized accounts of the numbers of jobs and the millions of dollars that these mammoth planes and the commercial airport will bring. However, statistics about C5A's shortcomings, its shady history, and its physical and environmental dangers have been conspicuously scarce, or superficial. Instead we are bombarded with technical smokescreens which choke us with words like "decibels" and euphemisms like "annoyances" and "worst case scnarios."

If and when the C5A's do arrive and the use of the commercial airport does increase, let us hope that the promised money that these innovations are supposed to bring will not turn out to be blood money.

Sincerely yours,

Joseph A. Flourde
A Registered Democrat

P.S. Enclosed also is a letter sent to the Holyoke Transcript by another citizen who expresses more articulately than I the dissatisfaction we share concerning Hampden County's Westovergate. I strongly hope that as our representative you will give serious consideration to this important issue and act responsibly on our behalf. Perhaps there are still some among you who do not have as their credo, "the end justifies the means."



Meanwhile, the Air Force's public relations machine [illegible] Flint-type officials were in the [illegible] to Georgia or Air Force airplanes to view that marvelous technological turkey, the C5. Then, the local press was treated to a trip to Dover AFB in Delaware to view the non-impact of C5s on neighboring communities.

And this last week we were treated to a C5 [illegible] which hovered around overhead for several hours. When only four calls of protest were received, the triumphant verdict was sounded: "C5's don't really create a problem."

not guinea pigs. We do not appreciate being subjected to tests of very questionable validity, and then to the ridiculous conclusions which reach the press. One certainly is not the same thing as a daily dose of flights which have a cumulative effect.

It must be wonderful to have unlimited taxpayers' money to carry on extensive public relations for any military/industrial project which, in the view of hundreds of these same taxpayers, is deleterious to their health and welfare.

Marion E. Wadsworth
Granby

153 Mosier Street
South Hadley, MA 01075
January 26, 1987

534-5864

The Selectmen
Town of South Hadley
Town Hall
South Hadley, MA 10175

Dear Sirs;

I am very concerned about the negative impact on South Hadley that would result from the proposed change at Westover Air Force Base. One need not be a psychologist or a genius to realize that the increased disruptive extraneous noise of C5A cargo planes (producing 95 decibels - equivalent to a power mower) would adversely affect the quality of life of our town.

Education would be disrupted. Phone conversations would be interrupted.. Stress levels would increase. Productivity would decrease. Our town would become less attractive for business and residence.

One must consider also the problem of fuel and plane parts being dropped on our community.

I suggest that the selectmen carefully review the impact on our town predicted by the Environmental Impact Study prepared by Oak Ridge National Laboratory. Objections could then be directed to Mayor Richard Lak (a proponent of the plans), the Westover Metropolitan Development Corporation, Governor Dukakis and our various legislative representatives.

If you have already pursued these avenues, please accept this as a vote of support in this protest. If not, I thank you for your consideration of my concerns.

534-5864

Sincerely,

Stephen J. Playe, M.D.

Gil 534-3250

Wm

H-185

Jan. 19, 1987

Dear Sir

We are in opposition of the plan here in Chicopee to house the planes because of the effect the noise and pollution will have on our young children. We are a neighborhood of very young people who struggled to own a home and now the value will be gone as well as a quiet healthy environment

Thank You for your consideration

Jeanne Powers
106 Sesame Dr
Chicopee, Ma

Chris Duval
42 Fairway Dr

H-186

877 Lyon St.
Ludlow, Ma 01056
January , 1987

Dr. Grady Maraman
HQ [illegible]/DEPV
Robins AFB, Ga 31098

Dr. Maraman,

We feel the proposed replacement of C-130E aircraft with C-5A aircraft and MAC's request for 24 hour airfield operations will have a terrible impact on our family and the communities that surround Westover Air Force Base.

A few of our immediate concerns are the increased noise levels, increase number of flights and aircraft accidents.

The increased noise levels that will occur due to the above proposals will be extremely annoying. On Jan 14, I was given the opportunity to hear a C-5A as it flew over our home. My immediate reaction was fright. I honestly thought a jet was about to crash into my home. At the time I had company and both guests had similar reactions. Later, my husband informed me that a C-5A was flying in the area.

When WAFB was deactivated in 1974 the people in the communities that surround the base grew accustomed to the decreased air traffic. We recently learned, as stated in the Environmental Impact Statement, the projected average number of military and civil operations will be 80 arrivals and 80 departures in a 24 hour time period. The increase of the number of flights and noise levels will be an intrusion on our rural lifestyle.

Another of our immediate concerns is aircraft mishaps. In Ludlow there exists two accident potential zones. One lies in the northwest corner of the town, the second one lies in the heavily populated southwest

...ea of Indian. Air aircraft crash in this zone would result in mass casualties and deaths.

These are our immediate concerns. However, there are other areas that must be thoroughly investigated such as: devaluation of property, pollution and hazardous waste disposal.

My husband and I attended the only public hearing on the two proposals. It was obvious to most in attendance, too much controversy, confusion and unanswered questions exists about these proposals to be addressed in one public hearing. It seems the Air Force is attempting to rush these proposals through without giving local residents ample time to learn and respond informatively.

It is our opinion at this time that both proposals should not be approved. Furthermore, before any decision is made there should be more public hearings which would allow area residents to express their concerns.

Sincerely,

Mr. & Mrs. Edwin J. Prokop, Jr.

76 Ludger Ave.
Chicopee, Ma. 01020
1 / 21 / 87

Dear Sir;

Enclosed you will find a copy of a letter I have sent to the Springfield News Papers for publication. These are my views on Westover's development.

Sincerely;

Ronald F. Przybyla

Ronald F. Przybyla

H-187

76 Ludger Ave.
Chicopee , Ma. 01013
1 / 21/ 87

Daly News Mail Box
1160 Main St.
Springfield , Ma.

I am in favor of the C-5 coming to Westover. I attended the environmental impact hearing and was going to speak. The length of time taken by some made made this impracticle. It seems everyone wants progress but not in their neighborhood In the early 70s when Westover was deactivated many people said "What are we going to do?" The local economy did suffer. Now we have a chance to do something Let's do it.

I live in one of Westover's flight paths. Yes I can hear them. Ihave heard the B52s and K.C.I 35s of S.A.C. overhead and I'm still here to tell about it.

Ronald F. Przybycien

Ronald F. Przybycien

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Jane M. Rausch Private Citizen

Mailing Address: 402 Allen Road
Belchertown

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ___ submit written statements ____

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am concerned about 24 hour Commercial operations.
How can you justify waking up 20000 people in the middle of the night to deliver a cargo flight?

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-188

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Jane and Mary Rausch Private Citizen

Mailing Address: 402 Allen Road
Belchertown, MA 01007

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question X offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS _____ draft ___X___ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources_____ Land Use _____
Other (specify): Economic Impact

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Given the fact that the United States Air Force and the City of Chicopee will benefit economically by the location of the C-5's and 24 hour commercial Transport at Westover Air Force Base, tens of thousands of residents of the surrounding communities will adversely suffer from excessive noise and air pollution. will
This situation result in drastically declining property values of the homeowners affected, forcing legal action. What plans does the United States Air Force and/or the City of Chicopee have to compensate financially the victims of these [redacted] developments at Westover?

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

402 Allen Road
Belchertown, MA 01007
January 10, 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

With reference to the changes proposed for Westover Air Force Base, I am writing to urge you to support the requests of the towns of Ludlow, Belchertown, Granby, State Senator Stan Rosenberg and Hampshire County Commissioner Pat Zacarey to the EPA to extend the review period for examining the EIS released December 8 and to separate the two issues residents are being asked to consider, namely--the stationing of C5's at Westover and the opening of the base to 24 hour commercial operations.

I have been a resident of Belchertown since 1971. My home lies under the flight path of one of the Westover runways. Between 1971-73 the B52 flights over my house made life a nightmare. Since the reassignment of the base to the Hercules 130s, it is possible to make peace with the Air Force maneuvers. The C130s are noisy but at least I know that their operations will cease by 10:30 p.m. In the last twelve years housing development in Belchertown has boomed. More than 3500 people have moved to the town attracted in part by the quiet woodland settings. They have purchased expensive and beautiful homes blissfully unaware of what a fully operating Westover will mean to their daily tranquility.

With this concern I attended the public hearing on January 8 in Chicopee. As you yourself are aware, the hearing was badly flawed. Many people were unable to speak and many questions remained unanswered. If the Air Force sincerely wants to have community input into its plans, it must give the surrounding towns a chance to study the EIS report and to respond with care. The release of the report during theholiday season, the scheduling of only one hearing, the failure to give straight answers to concerns raised is telling evidence that the review procedure is not adequate. As State Representative Stan Rosenberg eloquently stated, what can sixty or ninety more days of review matter when one is considering a change that will effect this region for many decades. Clearly it is in the interests of the Air Force as well to petition the EPA for more time.

Second, it is important to separate the issues of bringing C5s to the base and opening Westover to 24-hour commercial operations. The arguments in support and against these two proposals are very different, and each represents a major change. The linking of the two accomplishes no positive end but serves to cloud the issues. At the January 8 hearing, for example, no convincing case was made for keeping the base open 24 hours. If Westover has such a rosy outlook for commercial operations as the WMDC maintains, these activities should be restricted to the hours of 7:00 a.m. to 11:00 p.m. when they will have the least impact on the surrounding population. Why is it necessary to awaken 24,000 people with night flights? Why should homeowners miles away from Chicopee who will gain nothing from the hoped-for economic boom, have their lives disrupted when these activities could be scheduled at a more convenient time? The WMDC attachment of its proposal to that of the Air Force is a mean-spirited and cynical strategy to obtain a right that it could not achieve on its own. Separating the two plans would clarify the pros and cons of each and give residents a chance to consider them on their own merits.

Sincerely,

Jane M. Rausch

cc: Congressmen Boland, Conte
State Rep. Rosenberg

H-189

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: SENATOR MARTIN T. REILLY

Mailing Address: STATE HOUSE ROOM309 BOSTON MA. 02133

Please check one of the following:

Landowner _____ Business person _____ Other X

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources_____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

PLEASE SEE ATTACHED

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

ALTHOUGH MASSACHUSETTS HAS THE LOWEST UNEMPLOYMENT RATE OF ALL THE INDUSTRIAL STATES IN THE NATION, WESTERN MASSACHUSETTS RESIDENTS AND TAXPAYERS HAVE NOT SHARED THE BENEFITS OF THIS ECONOMIC PROSPERITY TO THE SAME EXTENT AS PEOPLE IN OTHER PARTS OF THE COMMONWEALTH.

IN FACT, DURING THE 1980'S, WHILE OUR MASSACHUSETTS ECONOMY HAS BOOMED OUR WESTERN MASSACHUSETTS REGIONAL ECONOMY HAS SEEN THE DETERIORATION OF OUR INDUSTRIAL MANUFACTURING BASE WHICH IS REFLECTED IN THE LOSS OF OVER 5,000 JOBS IN OUR AREA.

IN SPITE OF THIS FACT, WESTERN MASSACHUSETTS AS A REGION HAS TREMENDOUS POTENTIAL FOR ECONOMIC DEVELOPMENT BECAUSE OF OUR TRANSPORTATION NETWORK, SKILLED LABOR FORCE, ACADEMIC INSTITITUTIONS, AND REGIONAL SKILL CENTERS.

BEYOND OUR ABUNDANCE OF UNTAPPED MAN-MADE AND NATURAL RESOURCES, IN WESTERN MASSACHUSETTS WE ARE MOST FORTUNATE TO HAVE A RESOURCE THAT IS UNPARALLELED IN MASSACHUSETTS AND THE ENTIRE NORTHEASTERN UNITED STATES-WESTOVER AIR FORCE BASE.

WESTOVER IS RENOWNED THROUGHOUT THIS REGION, THE UNITED STATES, AND THE WORLD FOR HAVING THE FOLLOWING ATTRIBUTES:

- THE LONGEST RUNWAYS IN THE ENTIRE NORTHEASTERN UNITED STATES, LARGER THAN KENNEDY, LOGAN, LAGUARDIA, AND BRADLEY.
- THE MAIN RUNWAY HAS TWICE THE LOAD BEARING CAPABILITIES OF J.F.K. INTERNATIONAL AIRPORT.
- TO QUOTE TIME MAGAZINE, IT IS THE ONLY AIRPORT ON THE EASTERN SEABOARD NORTH OF CAPE CANAVERAL CAPABLE OF LANDING THE SPACE SHUTTLE.
- ACCESS TO THE AIR WAYS, INTERNATIONAL MARKETS, AND ALL MAJOR NORTH AMERICAN AND WESTERN EUROPEAN CITIES.
    - 6 HOURS FROM LONDON
    - 8 HOURS FROM PARIS
    - 8 HOURS FROM GERMANY
    - 10 HOURS FROM ROME
- OVERNIGHT HIGHWAY ACCESS FROM NORTH, SOUTH, EAST, WEST HIGHWAYS SERVICES OVER 26% OF THE UNITED STATES AND CANADIAN POPULATIONS.
- RAILS
- ENERGY SUPPLIES AND UTILITIES NECESSARY FOR ECONOMIC DEVELOPMENT.

THE TIME HAS COME FOR THESE ATTRIBUTES TO BE PUT TO WORK IN A WAY THAT WILL BENEFIT THE PEOPLE OF OUR AREA WHO CONTINUE TO SUFFER FROM HIGH UNEMPLOYMENT ATTRIBUTABLE TO RECENT LAYOFFS AT AMERICAN BOSCH, EASCO, BUXTON, CHAPMAN VALVE, DIAMOND MATCH, UNIROYAL AND OTHERS.

WESTOVER IS OUR GREATEST RESOURCE IN WESTERN MASSACHUSETTS AND ITS DEVELOPMENT REPRESENTS THE FUTURE OF OUR REGIONAL ECONOMY.

SINCE MY ELECTION TO THE MASSACHUSETTS SENATE I HAVE ALWAYS BEEN A PROPONENT OF THE ECONOMIC DEVELOPMENT OF WESTOVER. ACCORDINGLY AS STATE SENATOR REPRESENTING THE TOWN OF LUDLOW WHICH COMPRISES APPROXIMATELY 800 OF THE 1200 ACRES UNDER THE JURISDICTION OF THE WESTOVER METROPOLITAN DEVELOPMENT CORPORATION I AM URGING ALL THE PEOPLE OF OUR AREA FROM THE PUBLIC AND PRIVATE SECTORS, LABOR AND ACADEMIA, AND THE GENERAL CITIZENRY TO SUPPORT THE LOCATION OF C-5'S AT WESTOVER AIR FORCE BASE BECAUSE IT WILL ALLOW WESTOVER TO BE DEVELOPED TO ITS MAXIMUM POTENTIAL FOR THE BENEFIT OF THE PEOPLE OF OUR AREA.

BEYOND THE DIRECT ECONOMIC BENEFIT TO THE LOCAL JOB MARKET, IT WILL ALSO MAKE IT POSSIBLE TO ESTABLISH 24 HOUR AIR TRAFFIC

CONTROL AT WESTOVER WHICH HAS BEEN A MAJOR IMPEDIMENT TO PROMOTING SUBSTANTIVE COMMERCIAL AND CIVILIAN AIRPORT RELATED DEVELOPMENT ACTIVITY IN THE PAST.

THE LOCATION OF C-5'S AT WESTOVER COUPLED WITH THE ANTICIPATED 24 HOUR AIR TRAFFIC CONTROL WILL COINCIDE PERFECTLY WITH THE STATE INVESTMENT OF $ 500,000 FOR THE CONSTRUCTION OF A COMMERCIAL PASSENGER AIR TERMINAL WHICH WILL BE COMPLETED IN AUGUST OF 1987 AND WILL BE A PRE-CURSOR TO INCREASE AIR FREIGHT AND CARGO BUSINESS AND COMMERCIAL FLIGHTS WHICH WILL STIMULATE OUR LOCAL REGIONAL ECONOMY.

THESE NEW FOUND CAPABILITIES AT WESTOVER WILL SERVE AS AN INDUCEMENT TO STIMULATE BUSINESS INVESTMENT IN THE FORM OF MANUFACTURING FACILITIES AND CORPORATE OFFICES WHICH WILL LEAD TO THE CREATION OF JOBS ON THE PREMISES OF WESTOVER AS WELL AS IN THE SURROUNDING COMMUNITIES.

LOCATION OF THE C-5'S AT WESTOVER SHOULD BE EMBRACED BY ALL THE PEOPLE OF OUR REGION FOR THE GOOD OF THE ENTIRE WESTERN MASSACHUSETTS COMMUNITY BECAUSE IT WILL ALLOW THE CIVILIAN AND COMMERCIAL DEVELOPMENT OF WESTOVER TO TAKE PLACE IN A WAY THAT WILL BROADEN OUR TAX BASE, CREATE JOBS, REDUCE UNEMPLOYMENT AND MAKING TAXES LESS CUMBERSOME FOR THE PEOPLE OF OUR AREA WHILE ENSURING THE ECONOMIC VITALITY OF OUR LOCAL ECONOMY FOR THE FUTURE.

INSURANCE & REAL ESTATE

Cornelius C. Robb

INSURANCE AGENCY, INC.

411 BROADWAY • CHICOPEE MASS 01020 • TELEPHONE (413) 594-4787

1-23-87

Colonel Walker
Westover Air Force Base
Chicopee, Ma 01022-5000

Dear Col. Walker,

As a private citizen who has lived under the southern approach to Westover Airfield since 1948, I am in favor of the expanding of that airfield's usage.

The noise of the C-5A airplanes would be much less than many of the airplanes of the Forties. We are talking of modern jets versus propellar aircraft.

As far as health factors are concerned, the carbon monoxide of the automobiles and trucks that pass my residence is far more harmful than the airplanes will ever be to my family.

As a businessman in the city of Chicopee, I believe that it would be beneficial to the community. Especially when so many businesses are closing down or moving out of this area.

Please enter my family's vote as a positive "YES".

Very Truly Yours,

Cornelius C. Robb

ccr/dt

residence: 641 Broadway
Chicopee, Ma 01020

1/10/87

Dear Sir

[illegible] the proposed
[illegible] by the 16 C5A's at Westover.
It is my understanding that there
is significant disagreement about
both the necessity of this for the Nation
as well as the safety of both pilots
and those below. I strongly urge
the [illegible] and any [illegible]
not [illegible] before please give this
your utmost consideration. Thank you.
Sincerely,

SPRINGFIELD MA PM 13 1987

ENERGY CONSERVATION POWER

14

[illegible]
HQ AFRES/DEVP
[illegible]
Feb 31 98

USPS 1985

H-193

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: REP. STAN ROSENBERG

Mailing Address: AMHERST 01004
(P.O. Box 228)

Please check one of the following:

Landowner _____ Business person _____ Other ✓

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I request for 60-90 day extension of the comment period.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

DEAR DR MARAMAN
I AM IN GREAT SUPPORT
of bringing C5-A aircraft
TO WESTOVER A.F.B.
IN 1987.
W. MASS needs the
JOBS and will make
A great home for
these aircraft
YOURS TRULY
Donald N. Ross

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COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Judge F. Fitzgerald + Charles V. Ryan III
Mailing Address: (3841 Main) 53d 96 W. 16th St.
Spfld Mass 01109 Spfld, MA 01104

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): The Future of the United States of America.

Please turn in this sheet as requested by the hearing officer. ("United We Stand, Divided We Fall.") [-A. Lincoln-]

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

As an interested, objective observer of the Jan. 8, 1987 Public Hearing, I wish to congratulate the Air Force for its protocol and diplomacy in dealing with diverse interests present there.

My sense of patriotism was reinvigorated by the example of these fine gentlemen who represented the United States of America on this occasion. While the debate centered around "noise", I believe the aural sensations confused many of the participants. The noise levels "threatened" by the C-5As are no greater than those presently experienced with Emery's fleet of DC-8s. Frankly, living under the flight path, I haven't heard one yet.

The real issue is the future of the United States of America. I will remind the naysayers, "Ask not what your country can do for you, Ask what you can do for your country." [-J. F. K.-]

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Cora Rzeszutek
Mailing Address: 26 Baltimore Ave.
CHICOPEE, MASS 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality X	Public Services and Facilities _____	Water Quality _____
Health Hazards X	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): Noise level / devaluation of property

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Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

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COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Donald C Szpowsky I have lived at this address for 28 years

Mailing Address: 335 Rolf Ave.
Chicopee Mass 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

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I have lived at this address for 28 years.
I live 2½ miles from the Base
I work on the Base in the
Central Heating Plant Bldg. 1411
I am very much in favor of the
C-5A's - They are very much
Quiter than most other Planes
That have come there

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Mr & Mrs George Schofield

Mailing Address: 27 Wildwood Lane
So Hadley, MA 01075

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ___ submit written statements ✓

★ Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ✓	Water Quality _____
Health Hazards ✓	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use ✓

Other (specify): Drug Use Testing

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Forty years ago our Street was wooded acreage, but like the other towns surrounding Westover, residential expansion was allowed to take place. Is the USAF trying to emulate the New York City airports? How they thought about traffic and the lack of access roads? Bradley Airport is close enough - 15 minutes away by

Cancer is a genuine concern, especially for high risk groups or those who are predisposed to the disease. Waste removal is a major problem of the region now, and we face an inadequate supply of water in the near future.

How does the Air Force control drug use among reservists? Are they tested before every flight? We have complained to Westover Operations about low flying aircraft - dangerously low. We really doubt that submitting our questions and concerns is useless. Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

an exercise in futility - but we chose to register our opposition to Westover expansion. Anyway

Comments must be received by January 23, 1987

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Transcript-Telegram
Tuesday, January 13, 1987
Page 9

Terminal takeoff due in spring

By SALLY APGAR
Transcript-Telegram staff

CHICOPEE – Managers of Westover Metropolitan Development Corp. hope the construction of a 6,000-square-foot addition to a building for a passenger terminal at the Air Force base will begin the first week of April.

"Our primary goal will be to attract the normal mix of the traveling public in the greater Springfield area," said Duane M. Stinchfield, director of Commercial Aviation for WMDC. "This would really be the only commercial airport in western Massachusetts. It should be more convenient than driving to Bradley International Airport in Windsor Locks or to Boston."

Stinchfield said that the bidding process has just begun for the construction of the terminal and will close Feb. 25. Two years ago, Westover got $500,000 from the state to finance the study, design and construction of a commercial airport terminal.

Once the WMDC's board of directors agrees on a contractor, the state will review the bid.

To date, Stinchfield said that WMDC has spent about $45,000 studying and designing the terminal. This leaves $450,000 for construction.

The terminal will be added to an existing 6,000-square foot building which Air Force crews once used while waiting for flights. The building, slept up to 70 crew members, has a cafeteria and several conference rooms. Stinchfield said that the National Guard will use the bottom floor of the existing building for offices, leaving the top floor for the terminal.

Initially, Stinchfield said he expects corporate executives from about 12 companies that base planes, turbo props and helicopters at the airport to use the terminal. He hopes this will attract more companies to base their aircraft there.

Stinchfield, who said that about $12,000 has been budgeted to operate the terminal in 1987, has talked to six commercial airlines about basing flights there.

"But the talk was a little premature. We didn't have a facility ready for them. We have to be further along for them," said Stinchfield.

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Monica SNARP
Mailing Address: 201 Countryside
Greenfield, MA 01301

Please check one of the following:
Landowner _____ Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality X	Public Services and Facilities ___	Water Quality ___
Health Hazards X	Biological Impacts ___	Visual Impacts ___
Geology/Soils X	Cultural Resources ___	Land Use ___

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am concerned about increased Air Force Base
space at Westover and shipping of large quan-
tities of military equipment. The large cargo planes
which are (perhaps) scheduled to be used are
unreliable as to altitude.
I am concerned about noise hazards & air pollution
if the base is enlarged and these bigger
planes are put into use.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

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COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: MR & MRS. BEN SHUTE

Mailing Address: 174 EAST ST.
GRANBY, MA. 01033

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

Ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities ✓ Water Quality _____

Health Hazards ✓ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use ✓

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

FOR MANY YEARS WE HAD TO PUT UP WITH THE DEAFENING NOISE OF THE B-52 BOMBERS AND THE FUEL LOADED TANKERS STATIONED AT WESTOVER AFB. WE COULD NOT SELL OUR HOME AND RECOUP ITS' LOSS IN VALUE. THE GRANBY TOWN ASSESSORS WOULD NOT REDUCE OUR ASSESSED VALUATION. I AM AGAINST STATIONING THE C5A'S HERE TO POLUTE THE AIR, LAND OUR HEALTH AND REDUCE OUR PROPERTY VALUE AGAIN. I BELIEVE THE TOUCH AND GO LANDINGS MADE ON JAN 14TH, 1987 BETWEEN 10 AM AND 12 NOON BY A C5A WERE A WASTE OF TIME. HOW MANY COMPLAINTS DID YOU EXPECT TO GET WHEN MOST PEOPLE ARE AT WORK OR IN SCHOOL AND WITH ALL WINDOWS AND STORM WINDOWS CLOSED FOR THE WINTER. NO ONE WAS OUT TO LISTEN FOR NOISE AND CALL TO COMPLAIN. THIS FORCE MAKES ONE BELIEVE THE AIR FORCE IS TRYING TO PUT ONE OVER ON US. THINK ABOUT IT! WE'RE NOT STUPID. OUR ADDITIONAL COMMENTS ON THE 24 HOUR OPERATION IS

— OVER —

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

THE THING WHICH DISTURBS US MOST IS THE 24 HOUR OPERATION OF THE AIRPORT TO COMMERCIAL TRAFFIC. CHICOPEE (WHICH RECEIVED A LOT OF ACRE AGE AT MINIMAL COST) DOES NOT NEED A 24 HOUR AIRPORT TO DEVELOP ALL THE LAND INTO AN INDUSTRIAL COMPLEX. MANY JOBS CAN BE CREATED WITH THE INDUSTRIAL DEVELOPMENT OF THIS LAND. THEY DON'T NEED AN AIRPORT TO DO THIS. JUST LOOK AT THE MANY HUGE INDUSTRIAL PARKS DEVELOPED IN THIS COUNTRY THAT DO NOT HAVE AN AIRPORT RUNWAY OUTSIDE THEIR BUILDING. AS A FORMER WORLD WAR II BOMBARDIER — GIVE US A BREAK — THERE MUST BE OTHER LESS CONGESTED AREAS TO STATION YOUR HUGE C5A'S, AND BRADLEY INTERNATIONAL AIRPORT IS AN EXCELLENT COMMERCIAL OPERATION.

SINCERELY YOURS,

Ben Shute Jan. 18, 1987

Gloria Shute

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Robert W Shute 2/9/87
Mailing Address: 1520 Pendleton Ave
Chicopee, MA 01022

Please check one of the following:
Landowner ✓ Business person ____ Other ____

Check here if you wish to:
ask a question ____ offer oral comments ____ submit written statements ✓

Check here if you wish to receive an EIS. ____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ____	Water Quality ____
Health Hazards ✓	Biological Impacts ____	Visual Impacts ____
Geology/Soils ____	Cultural Resources ____	Land Use ____

Other (specify): Noise

Please turn in this sheet as requested by the hearing officer.

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Please see Attached Sheets

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by ~~January 23, 1987~~ Feb 11, 1987

page 1 of 4

attachment to Comment Sheet

Robert W Shute
1520 Pendleton Ave, Chicopee MA 01022

My comments and concerns formally presented in information about the WMDC (as proposed in the C-5A proposal) packet which I obtained during two personal phone calls with two WMDC officials. I was informed in mid January, 1987 that:

① WMDC's 10 year Master Plan which the USAF is supposed to analyze for environmental impact, is still in draft form and will probably be printed in Feb, 1987. The first series of public hearings which have been held procedurally deficient.

② At the public hearing held at the Bellamy School in Chicopee, the speakers, for purposes of discussion environmental impact, "assumed" 10 military operations per day and 65 WMDC operations.
The president of WMDC informed me that WMDC projects 56 flights per day (6 day week) yielding 16,120 flights per year. Headquarters stated that there would be only about 30 (unscheduled) flights per year between midnight and 5:00 AM.
Keeping in mind that 56 flights = 112 operations/day) the main problem is that, according to WMDC, approximately one half of those operations will be night

Page 2 of 4

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COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: QUENTIN W. SIZER, ARCHITECT

Mailing Address: KING ST. EXT,
WESTFIELD MA 01085

Please check one of the following:

Landowner _____ Business person ___1___ Other Architect; planning airports; structures near airports; former Ass't Air Installations engineer at Stony Brook AFS, Westover AFB.

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___1___

Check here if you wish to receive an EIS ___✓___ draft ___✓___ final

Area of question or comment (check all that apply):

Air Quality_____ Public Services and Facilities _____ Water Quality_____

Health Hazards ___✓___ Biological Impacts _____ Visual Impacts ___✓___

Geology/Soils _____ Cultural Resources ___✓___ Land Use ___✓___

Other (specify): General aspects of sound relating to airport planning and more descriptive material, such as maps, graph, slopes, and tracks and others sections,

Please turn in this sheet as requested by the hearing officer.

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Please see attached letters for my questions and request for additional information. Thank you.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

~~RALPH M. SIZER & SON~~ · QUENTIN W. SIZER · ARCHITECTS

ESTABLISHED 1927
~~RALPH M. SIZER, A.I.A.~~
QUENTIN W. SIZER, ~~M.A.~~

King St. Ext.
~~OFF GRANVILLE ROAD~~
~~ORIGINAL SPRINGFIELD WATER WORKS~~
WESTFIELD, MASSACHUSETTS 01085
TELEPHONE 413 ~~562-5540~~ 5687567

January 12, 1987

Record 20 Jan 87
Certified / RR Req.
Jan

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

Following are questions and requests for additional information concerning the Air Force Reserve Mission Change and expansion at WMDC at Westover AFB, Mass.:

1. Are the values of sound exposure level (SEL) and equivalent sound level (Leq) related to what degree to the perceived noise level (PNdb)? Please explain.

2. How long were the metered values of noise levels taken at various locations? Please show a map of their locations. Were sound trucks used in neighborhoods in Ludlow and Chicopee and parts of Belchertown? Critical areas of Springfield and Holyoke, Agawam, W. Springfield, Granby, and S. Hadley?

3. What were the climatic conditions at time of noise tests? This would include wind and direction, rain, base, fog, temperature, time of year, snow, time of day.

4. What are the octave-band (frequency) and the resulting decible ratings for the present and proposed aircraft, and if applicable, their relationship to Item 3? Power settings and their contour sets? All would be in SPL in db re 0.0002microbar.

5. What is the percent of C-5A and C-5B aircraft arriving and leaving the base with various types of loading and their corresponding arrival and departure slopes and tracks (flight patterns)? What are the characteristics of the C-5B?

6. With general aviation prospects there will tend to be more accidents (especially at night and/or with bad weather. Where are the accident zones for this condition and for the WMDC cargo aircraft? For all civilian aircraft?

7. What are the potential aircraft accident zones for the C-5A?

8. What are the various A, B, C, N, and P - weighted sound pressure P network, perceived noise level in PNdb, loudness level in LL in phons and their relationship to each other in db? Relationship to climatic conditions, altitude, power settings and tracks?

9. What does the SIZE factor of the C-5A have on people at various altitudes at landing, takeoff and in the flight patterns? Compare the C-130 and the C-5A and the WMDC cargo aircraft in their arrival and departure slopes, altitudes, tracks and power settings.

10. Would the PNdb increase by 10-12 PNdb over the C-130 if the same flight routines were used by the C-5A?

11. Normally all sites (houses) within 15 miles of airports must be examined by noise assessment guide lines. Was this done? This also refers to Item 25.

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12. What new military traffic is anticipated due to support activities for training and strategic mission for the C-5A? Will civilian air cargo carriers be used for this new strategic purpose?

13. Why is the Chicopee Memorial State Park at the end of runway 23? Include excerpts from the "Air Installation Compatible Use Zone" program with drawings showing what can and cannot be done and indicating existing and proposed clear zones. Why was the Park permitted at the side of runway 23?

14. The Noise Control Act of 1972 as amended should be made a part of this study, especially Part 36 as amended.

15. Show noise contours during the winter months and the summer months (separately) of all flight paths (tracks) at Westover AFB to the 30 db limit with mile radii.

16. How many houses were built in the past 40 years in and near the flight patterns of Westover. In potential accident zones? At times of actual flight operations?

17. What are the long term impact of noise on birds? On animals?

18. Your study should include the possible harmful effects of noise on humans by various doctors and other experts such as Karl D. Kryter, Dr. John Anthony Parr, and others. These should be in relative detail, a good scientific description.

19. Please show on a map the varying flight paths from departures on runway 23 for both military and WMDC. Also slope altitudes at ends of runways 05 and 23.

20. Please show the flight paths (tracks) of all operations at Westover on a map, altitudes (by section) and decible ratings and locations of hospitals, schools, and other areas of low tolerance.

21. Include in this study as a separate chapter important aspects of the Master Plan for Westover and that of WMDC with an analysis of related impacts.

22. What is the degree of training and experience for the pilots who will fly the C-5A, age, and rank? Will the pilots have various degrees of experience with the C-5 before these aircraft are to be delivered to Westover?

23. At what altitudes will the C-5 be at various stages in all the tracks, apply also to WMDC? This should be shown on map and sections.

24. How many flyovers in the same track by the C-5 in training during summer and winter and tracks on leaving airfield flight pattern? Time period, length of flight?

25. All decibel (SELdb) contours on your maps stop at 65db. According to "Noise Assesment Guidelines" by the U. S. Department of Housing and Urban Development, it requires that NEF (Noise Exposure Forecast) or CNF (Composite Noise Rating) contours of NEF-30 (CNR-100) and NEF-40 (CNR-115) contours are to be shown on airport maps for the purpose of determining the acceptability categorey for providing decent housing and a suitable living environment. These ratings apply to existing houses and locations for proposed houses. Also, please show the actual present tracks and the new tracks on a map indicating altitudes and other criteria indicated in the Guideline. A desirable limit for noise in wholly residential areas is 40 dbA in daytime hours and below 30 dbA during nighttime hours. This is one reason to show the 40 db and 30 db contours on your map. 30 NEF (db) is considered a noisy area for soundproofing property in existing residences, hospitals, and schools.

26. Please show by a table the conversion of octave-band sound pressure levels in decibels to octave-band perceived noisiness in noys starting from sound pressure levels in decibels re 0.0002 microbar of 30db to 140db. Also please show the PNdb (or noisiness, loudness, annoyance, or unacceptability of noise) for the various present and proposed aircraft at Westover in their tracks from takeoff and landing at altitudes of 500 ft., 1,000 ft., 1,200 ft., 1,500 ft., 1,800 ft., 2,000 ft., and 2,500 ft. with various typical power settings, climatic conditions (wind and direction, haze, fog, rain, temp.) for day, evening, and night. These various figures would be obtained by the 8 octave-band ratings of the present and future proposed aircraft at Westover and the corresponding SPL (sound pressure levels) in db. Please show by a table the SPL in relation to the 8 octave-bands of the present and proposed aircraft based on the preceeding conditions of flight. The 8 octave-bands would cover the range from 20 to 10,000 and segregated according to standard practices.

    The annoyance factor should be mentioned separate from the audible noise as it relates to house vibrations whether it takes place in summer or winter months, especially since most of the aircraft are cargo type (passenger in future) and the C-5's have such a large configuration and other aerodynamic characteristics. The SIZE factor is important.

27. It appears in past tests that noise that was objectionable at 110db outside on the graph indicators was just as objectionable when inside the house and registering 95db. This would indicate that as soon as people entered the house and closed the door their criteria dropped and their noise threshold went up, to about the attenuation of the building. Is this true? If so, would you please explain this situation.

    The human ear, when damaged by noise, is first affected at the 4,000 Hz frequency. What would this relate to in the SEL and PNdb figures for the proposed aircraft at WMDC and military for previously mentioned spectrum of flight conditions? Please define the terms "levels," "exposure," and "dose," and relate them to the terms you use in the study.

28. Please show in your study more data by using maps, drawings, sections, graphs, contour sets, flight patterns, clear zones and overruns, approach surface zones and slopes, glide angle, transitional zones, horisontal zones, and conical zones. Much of this information would be shown on the Airport Layout Plan and the Airport Master Plan. Portions of these plans should be shown in your study as relating to safety, noise, and other environmental impacts. It is assumed that the "Air Installation Compatible Use Zone" by the Air Force relating to Westover will be visually shown in your study as mentioned in Item 13 of this letter.

29. For many aircraft the PNdb is approximately 13db greater than the A-weightd sound level, expressed in dbA. Has this condition been noted and properly identified in your explanations and figures for aircraft that will and can conceivably use Westover? For present and proposed use?

30. The WMDC proposel for passanger service and the accompanying problems of sound at the terminal area in relation to adjacent areas has been analysed?

31. Please show all aircraft accidents relating to the use of Westover since 1941 with dates and type of aircraft on a map. It should indicate day or night and climatic conditions and reason for accident.

Dr. Grady Maraman

32. This material relates to Item 25. Falling asleep can take up to an hour-and-a-half at 50db. A vacum cleaner (10 feet away with nossel off the floor) is 70db. A burst of 70db of noise causes automatic physical reactions; it will awaken most people. 10db is 10 times louder than 1 (10 x 1 = 10), 20db is a hundred times louder than 1 (10 x 10 =100), and 30db is a thousand times louder than 1 (10 x 10 x 10 = 1000).

Thank you for this opportunity to ask questions and provide certain information for constructive analysis. It would be appreciated to receive a draft and the final Environmental Impact Study.

Sincerely,

Quentin W. Sizer

Quentin Winfield Sizer
Architect

Enclosure:
Comment Sheet

~~RALPH M. SIZER & SON~~ · QUENTIN W. SIZER · ARCHITECTS

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~~RALPH M. SIZER, A.I.A.~~
QUENTIN W. SIZER, A.I.A.

~~OFF GRANVILLE ROAD~~ King St. Ext.
~~OPPOSITE SPRINGFIELD WATER WORKS~~
WESTFIELD, MASSACHUSETTS 01085
TELEPHONE 413 ~~568-0447~~ 5687567

January 17, 1987

Rec'd 20 Jan 87
Certified/RRRq.
JM

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman:

Please add the following requests for information to my letter of January 12, 1987.

33. Where information is indicated in my letter of January 12, 1987 to be shown on maps (such as, but not limited to, decibel contours, flight tracks, metering devices, accident zones, approach zones, clear zones, and altitudes in patterns for all runways and conditions) it would be very interesting and appropriate to plot this material on the latest topographical maps, certain zoning maps of cities and towns, and aerial photo contact prints. The contact print that covers Westover is 9-29-80---USDA---40---25013-880-106. The other photos surrounding this middle one would have to be used also. If later photos are available they should be used.

34. Following is a typical city ordinance of Fairlawn, N. J. in 1950 used to control noise between 11 PM and 7 AM.

Cycle per second	Sound pressure level in decibels
0 to 75	72
75 - 150	67
150 - 300	59
300 - 600	52
600 - 1200	46
1200 - 2400	40
2400 - 4800	34
above 4800	32

Thank you for your consideration.

Sincerely,

Quentin W. Sizer

Quentin Winfield Sizer
Architect

H-203

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Robert J. Simard

Mailing Address: 133 Sesame Drive

Chicopee, MA 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS ___X___ draft ___X___ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am not opposed to having the Air Force Station C5A's at Westover and operating them as described at the EIS Hearing. However, I am opposed to having a commercial airport operating round the clock. I believe limiting the hours of operation between 6:00 AM to 11:00 PM will meet less opposition. This schedule allows a 7 hour quiet zone when people are sleeping. During the hours of 11:00 PM to 6:00 AM, flights coming into the area could land at Bradley Airport as they do now and would continue to do if there were no commercial airport at Westover. I believe this compromise would bgnefit all that are involved.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

Additional written comments on the proposal, however, must be submitted by Jan. 23 to Grady Maraman, HQ AFRES/DEPV, Robins AFB, GA 31098.

January 24, 1987

Grady Maraman
HQ AFRES/DEPV
Robbins AFB, GA. 31098

Gentlemen:

We are writing regarding the C5A transports and the proposal for Westover Air Force Base.

Although we are not opposed to anything which aids the defense of our Country, we are opposed to being awakened in the middle of the night by low flying whistling planes directly over our home.

Approximately 15 years ago, it was not uncommon to be awakened frequently to the whistling and roaring of planes.

In past years, other planes going in and out of Westover have flown the same pattern. We appreciate any consideration to varying flight patterns so the flights are not directly over our area each time. Limiting the flights to daylight hours, Monday through Friday, would also be helpful. We are employed full time during the week. Thus, evening and weekends are the only time we can relax and enjoy the quiet of our home.

We are positively opposed to any commercial flights at Westover.

Your consideration is greatly appreciated.

Sincerely,

Frederick C.D. Smead
Janet B Smead

Frederick C.D. Smead
Janet B. Smead
31 Chapel Road
So. Amherst, MA. 01002

cc: Congressman Silvio O. Conte

H-204

We live just outside the base and appreciate the protection you give us!

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Mrs. Anne L. Smith
Mailing Address: 83 Beauchesne St, Chicopee, 01020

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS ___ draft ___ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities X Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources X Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

We moved to Fairview 31 years ago + lived one quarter of a mile from the base. The sound of the aircraft has always been music to my ears + I got a thrill out of seeing the big planes take off. Right now Chicopee is at a standstill and I feel increased activity at the base would be a real asset to the economy. We need the payroll + construction to help our city go forward. Do not pass up this opportunity some other place will benefit from the C5A's.

I consider the noise a minor factor. Many people live near Bradley Field and get used to the big jets. The protection of our military men far outweighs a little noise. Some people will complain no matter what you do. The mill living my life to the city and re-vitalize our section of Fairview. We suffered when the base almost closed and need this activity. We have all that land and might as well use it. I remember when Westover was a big tobacco farm + have followed its development with much interest for almost 50 years. We want and need the C5A's. for many people from all over the military and don't want them near, but when an emergency occurs they scream for military protection.

I can hurry for our servicemen + God bless them!

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

anybody who is awakened by an airplane flying over head at night probably had a problem to begin with.

6 Nutmeg Circle
Chicopee Ma 01020

January 9 1987

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Dear Dr. Maraman,

I would like to let it be known that Col. Matt Bristol did an EXCLIENT job at Bellamy Middle School auditorium. He was very fair to everyone who had anything to say, both pro or con about the proposal of the C-5s at westover

I have lived around westover for the past 42 years and now find myself unemployed due to the closing of United Technologies Diesel Systems plant in Springfield/Chicopee Ma.

After going to the personnel dept. at westover, I find that I am not eligible for employment at westover. I am not concidered a VET. nor am I in the Air National Guard. My question is where are the jobs that everyone is talking about.

While employed by United Technologies I built, calibrated, and serviced the (PSB 6 cyl)and the (BT 12 cyl.) diesel fuel injection pumps at the TCM plants These pumps went into U.S. Army trucks and tanks. Now I find that I can't work at westover, because I am not concidered a VET.

I was in the Mass. Army National Guard from May of 1965 to May of 1971. I am sending you my resume and personnel references for your review. After looking them over, would you please tell me why I am not eligible for working at west r?

I want to thank you and Col. Bristol for your concern for the people of Chicopee.

Should you wish to contact me. I can be reached at (413)592-0313. Thank you for your interest and time.

sincerely.

LESTER W SMITH

enclosure

H-205

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: CHARLES C. SNYDER, DIR-ADMINISTRATION + PLANNING
Mailing Address: MASS. AERONAUTICS COMMISSION
10 PARK PLAZA, RM 6620, BOSTON, MA 02116

Please check one of the following:

Landowner _____ Business person _____ Other ✓ Public official

Check here if you wish to:

ask a question ___ offer oral comments ✓ submit written statements ___

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): CLARIFICATION OF INFO. IN DEIS

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

WRITTEN COMMENTS WILL BE FORTHCOMING.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: MR. & MRS. Edward P. Sunter JR.
Mailing Address: 1540 Pendleton Ave.
Chicopee, Mass. 01022

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities _____	Water Quality _____
Health Hazards ✓	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use ✓

Other (specify): ✓ substantial decrease in property valuation

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Dear Sirs;

As a concerned citizen, I was displeased that the Air Force chose to have only one meeting, to tell us what they were going to do at Westover Base. I am a patriotic resident, but it doesn't appear that this is being done in a democratic manner. I am concerned that my safety and property valuation will, could effectively effected by the increased activity of the C5's at Westover Air Base.

Sincerely;
Edward Sunter Jr.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA, 31098

Comments must be received by January 23, 1987

H-206

1/14/87
AM

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Mary Lynn + William Shibley

Mailing Address: 347 Fuller Rd

Chicopee MA 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities _____ Water Quality _____

Health Hazards ✓ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use ✓

Other (specify) Noise

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

My home is under one of the flight pattern for the C-5As. I have never made a complaint to Westover except the day of 1/14/87, in which I complained about the terrible noise coming from a plane which kept coming over my house, and my son did not want to take his nap because of it. I was told it was the C-5A. Even over the sound of my vacuum cleaner, the noise was heard from these planes.

Chicopee is a community with many homes closely surrounding the three runways at Westover AFB. Many of the homes in which the C-5As will be flying over are new young families. These homes were built when Westover was flying SAC. If the C-5As do become a reality here, I will be forced to sell my home because of the concerns for the health of my children and myself. I will also lose fair compensation of there is a loss in property value.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

I would like to go on record as being against the operations of the C-5As and I think it is too late for us to have another meeting

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Anna Spatanik

Mailing Address: 490 Fuller Rd.

Chic. MA. 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am a senior citizen who wants to go on record as being opposed to the C-5As and the Civilla Airport. I heard the B-52's fly over and don't feel I should have to listen to more loud planes in my senior years. I worry about the pollution and health of the young people in my community and other communities which also will be affected.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-207

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Robin M. Sunter
Mailing Address: 1546 Pendleton Ave
Chicopee, MA 01022

Please check one of the following:
Landowner ✓ Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ✓ submit written statements ___

Check here if you wish to receive an EIS: ___ draft ___ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards ✓	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): ✓ devaluation of property

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

My husband + I own a condominium at Deerbrook Estates. We are very upset with the fact that when we bought we were not told that in the future, nobody would listen to us and would only care about the rights of big businesses like UPS + Emery. There is no reason, other than money for them to fly 24 hrs. a day. Col. Handy was a fool when he said that the noise would only offend people who don't like airplane noise! Who does when you're sleeping? I'm also worried about the health effects of the decibel level, the noise from the airplanes flying now, drives me crazy! In the summer, when you have the window open. It's terrible. I'm also a realtor in the area and have already have customers refuse to look at homes in the area, because of their fears + the publicity of the C-5's and Emery. At the least, Emery should be stopped. They have gone too far!

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: DAVID SUSSMAN
Mailing Address: 62 MEMORIAL DRIVE
AMHERST MA 01002

Please check one of the following:
Landowner X Business person _____ Other _____

Check here if you wish to:
ask a question X offer oral comments X submit written statements ___

Check here if you wish to receive an EIS: ___ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ___	Water Quality ___
Health Hazards ✓	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): Approval process for military & civilian proposals.

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Having been exposed to the B52 SAC alert in the late 50's and early 70's we can attest to the severe degradation of the quality of life for the people in the vicinity of Westover AFB should this expansion go forward.

We object to both the military and civilian expansion on the following grounds:

- Perpetuation of a fraud inflicted on the government with the purchase of the defective and accident-prone C5A.
- Adverse impact of noise generated by massive, low-flying aircraft with established of night-time disruptions for both military and civilian operations.
- Environmental hazard from possible fuel dumping on an area with already high unexplained cancer rates.
- Physical hazard of falling parts and possible disaster in high-density populated area.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-208

62 Memorial Drive
Amherst, Massachusetts 01002
20 December, 1988

Dr Grady Maraman
HQ AFRES/DEVP
Robins AFB, Georgia 31098

Dear Dr. Maraman:

Through accounts in the local press we have recently learned of plans to expand the operations at Westover Air Force Base to include C5 Galaxy jet transports and 24-hour private commercial operations. In the press report it was suggested that comments be directed to you.

As you are undoubtedly aware, the environmental impact study prepared by the Oakridge National Laboratory reveals the following:

- An increase from 100 to 11,500 in the number of people exposed to average daily noise levels above 65 db

- Up to 24,000 people awakened by a single early morning take-off

- Up to 200 people exposed to 75 db noise level, severe enough to prohibit construction of federal housing

- Up to 2,750 people possibly "highly annoyed" by the noise

- Up to 50,000 people exposed to five-hour daily average of more than 65 db during training flights

- Normal speech could be disrupted at a number of area schools from takeoff and landings during school hours

- Recommended night time noise levels could be exceeded at Baystate Medical Center and Mercy Hospital

Having lived through the period in the 60's and 70's when the base was on 24 hour SAC alert we can attest to the severely adverse impact on the quality of life from the B52 flight program at that time. As residents of Belchertown, the noise from that program caused extreme disruption to our lives, degrading in a most significant way both family life and work.

While the value of the above SAC program at that time in terms of national defense is open to question, it appears that the plan to station the C 5's at Westover is merely a device for

the Air Force to gracefully divest itself of the unwanted aircraft which reportedly has been under continued criticism and which apparently poses additional hazards to the affected population due to design flaws.

As you are no doubt aware, the area which would be affected by both the proposed military and civilian programs is one of accelerating population growth. It makes no sense to inflict on the new residents of the area, or on the people who have made the area their home for some time, the severe impacts which both of these programs would entail. The military program would better be located, if at all, in a sparsely populated area. Commercial operations would be more suitable at nearby existing commercial airfields where housing patterns have developed within the framework of their existence.

We ask you to consider the needs of the population of this area and to assist in putting to an end these plans so that we can all continue to experience an environment conducive to an acceptable standard of living.

Sincerely,

David Sussman

Claire Sussman

H-209

62 Memorial Drive
Amherst, MA.01002
February 8, 1987

Dr. Grady V. Maraman
Chief,Environmental Planning Div.
Headquarters,Air Force Reserves
Robins AFB Georgia 31098

Dear Dr. Maraman:

Now that the U.S.EPA has responded to the draft EIS presented at the 5 January 1987 hearing held by the U.S.A.F. in connection with A.F. and W.M.D.C. plans for expanded operations at Westover, it should be a little clearer that the true costs of these projects in terms of the adverse impact on the health and well being and property of thousands of residents of this area weigh heavily against the economic and security benefits projected.

It seems extremely unfair that the decision process does not, apparently, include a hearing on the final EIS, so that citizens have an opportunity to better understand the true impacts rather than basing their conclusions on the preliminary information presented in the draft EIS.

We hope that the EPA response finally makes clear to the proponents that these projects would constitute a net loss to the people of western Massachusetts and to the country in general, and should be rejected.

Sincerely,

David L.Sussman

H-210

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Barbara and Kenneth Swanson
Mailing Address: 30 Moreau Ct.
Chicopee, MA. 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify) _____

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

We wish to go on record as being vehemently opposed to both the military's bringing of the C-5A's and the Civilian airport.

We worry about noise pollution. I am a teacher at Belcher School in Chicopee-the school being approx. 2 mi. from the base. I have taught there for 20 yrs. and well remember the constant unbearable noise of the B-52's as they flew overhead. Teaching ceased as we waited for them to clear the area. I also lived on Fuller Rd. where again the noise was unbearable because of these huge planes. I was just a little girl when I remember a KC 135 crashing adjacent to my grandfathers field on Fuller Rd.

→ over

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

The realization that that could happen again is extremely frightening. The C-5A is not as reliable a plane as the military would like us to think.

We worry about the increased rate of cancer in our area. For some reason(s) we have a higher rate than in most communities. We don't need anymore pollution - however the slightest.

If the C-5A's are not noisy - why did they sneak it into the area and fly during 10-12:00 AM when everyone is working?

Bring them here in the Summer months when our homes aren't shut up and during hours we're home if there's nothing to hide. (OPERATIONS)

I called the Base the day they sneaked it in - they lied and told me there were no C5A's on base - the next day I read in the paper that it was being flown.

Our home is at the edge of the base. We are in a very densely populated area - many expensive homes were built in the past 15 yrs and continue to be built. Obviously all of us would not have built this close to the base if we had an inkling of what's pending. Ironically - we live in the highest taxed area of the city - the "country club" area because of our expensive homes.

H-211

HAL M. SLOTNICK
P.O. BOX 708
HOLYOKE, MASSACHUSETTS 01041

1/4/87

To Whom it May Concern

My Family and I (5 ppl) reside on East St in Granby Mass and have some strong feelings regarding the proposed changes at Westover Air Base, and would like these feelings to be so recorded.

We are cognizant of the positive economic impact of the area (My business would also personally profit) but our greatest concern is to be dealt with not economics and quite frankly not ecology but most importantly, Quality of Life.

We Moved to Granby 9 years ago to be in a rural community where Quality of life, piece of mind and Quiet, were all key. Now, the proposed changes at Westover threaten that.

I have no problem with developing the commercial side of the airport at Westover, But why 24 hours? Why not Business hours! We have 3 children under 6 years old and as one tell you, if anyone of them is awaken even once!, by Commercial Planes, well, they the Neighbors!

I am against the C5's but them stay in Newburgh. They seem to have a good home there. My greatest concern besides the noise in general is the "touch + Go" practice which, as I've read, will be a regular part of the Training. These Noises, at night and on weekends, could Make even the most sane person Go Bonkers!

Please we the Tax payers Must be heard! We do not want our lives interrupted by the noise. It doesn't seem fair that our homes, lives, And quality of life should be interrupted in this fashion.

Please Do Not, adversely ~~affect~~ effect our lives + Home

Thank you for your consideration

Hal M Slotnick
Susanna Slotnick
Andrew Slotnick (5)
Emily Slotnick (3)
Christal Slotnick (1)

81 East Street
Granby Mass.

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Theresa A. Sylvander
Mailing Address: 125 Loomis Dr
Chicopee, Mass 01020

Please check one of the following:
Landowner ✓ Business person ____ Other ____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. ____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ____	Water Quality ✓
Health Hazards ✓	Biological Impacts ____	Visual Impacts ✓
Geology/Soils ✓	Cultural Resources ____	Land Use ✓

Other (specify): ____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

The air pollution, water pollution from engine exhaust, from safety vessels of the C-5's, + property devaluation all are of great concern to me, but it is the noise pollution (especially with the 24-hr. flight schedule) and the distress it will bring about that concerns me most.

With 24,000 (or more) being offered by Gr. 13 landing between 10PM + midnight and 11 takeoffs between 5:00 AM, I cannot believe Westover is even being considered for military + commercial flights (Actually I state that one does not even have to be awakened to be affected by the noise. Do people on watch the hours this will affect to thousands of people - I repeat - thousands) From the time that Westover was closed in the 1970's, I believe the Air Force forfeited all rights to regain the base, particularly since the surrounding area has been greatly developed

(cont'd)

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-212

for residential use in the last few years (in the $150 - 200,000 range).

Our Mayor wants to put Chicopee "on the map." It will be if this passes -- as an undesirable, noisy and polluted place to live.

If I were a lawyer pleading to a jury, I would ask that the only way vote was "no" in light of all the evidence. If a yes vote is given, I believe all concerned with this decision will be guilty of injury to thousands of people.

There are other ways to create jobs and increase the economy while not inflicting noise and pollution on thousands of people.

Name: PATRICK SYLVANDER
Mailing Address: 125 LOOMIS DRIVE
CHICOPEE MASS 01020

Please check one of the following:
Landowner X Business person ____ Other ____
Check here if you wish to:
ask a question ____ offer oral comments ____ submit written statements ____
Check here if you wish to receive an EIS. ____ X draft ____ X final
Area of question or comment (check all that apply):
Air Quality X Public Services and Facilities ____ Water Quality X
Health Hazards X Biological Impacts ____ Visual Impacts ____
Geology/Soils ____ Cultural Resources ____ Land Use ____
Other (specify): Property devaluation -
Please turn in this sheet as requested by the hearing officer.

Gentlemen:

To date, no resident of Ward 6 has received an EIS and, as a consequence, I am very concerned about the quality of life. My concerns are as follows:

1) Air pollution from engine exhausts particularly with such contaminants as nitric oxides, lead, sulfur dioxide, + oil mists

2) Water contamination of the Chicopee State Park Reservoir. Water quality is now marginal, and it is certain that swimming will be banned depriving area residents from full utility of the park.

3) Noise study releases were not thorough enough to take into account wind directions and to inform the public about the decibel levels in contour mapping.

4) Property devaluation and the relatively poor safety performance of the C-5A's.

As a final comment, I think that it is deplorable that the USAF is being manipulated by WMOC and supporters of the civilian operations. WMOC and the USAF should be two separate entities but yet it appears that WMOC hopes to coattail the development of the C5-A's for their success at Westover. It is not right for WMOC to use the USAF in this manner.

H-213

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: MORTON J. SWEENEY

Mailing Address: BOARDMAN RD
BELCHERTOWN

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ✓ submit written statements ___

Check here if you wish to receive an EIS _____ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ___	Public Services and Facilities ___	Water Quality ___
Health Hazards ___	Biological Impacts ___	Visual Impacts ___
Geology/Soils ___	Cultural Resources ___	Land Use ___

Other (specify): NOISE INTRUSIONS OF EXPANDED WMDC

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Mr. Peter S. Stathoulis, Jr.

Mailing Address: 2050 Memorial Drive
Chicopee, MA 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities ✓	Water Quality ✓
Health Hazards ✓	Biological Impacts ✓	Visual Impacts ✓
Geology/Soils ✓	Cultural Resources ___	Land Use ___

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am vehemently opposed to the proposed stationing of C-5 aircraft at Westover AFB. My concerns are as follows:

- Additional pollutants into the air. With the absolutely abhorrent pollution of the air by trucks - especially trucks - as it is now, the C-5 aircraft will only add to an already disgusting situation.
- Health hazards naturally follow. Note the abnormally high cancer rate in the area (unless statistics are being well guarded).
- Pollutants affecting the soil and water will for all intents be virtually unpreventable in the near future.
- Counting interchanges, shops and general municipality living/business as biological impacts, the C-5's will "count" marked by
- Finally, if C-5's come to Westover, if there are problems, if the Air Force does listen to complaints but merely gives lip service if things are indeed attempted, what recourse will there be? The above concerns apply to the civil "expansion" of the airbase facilities as well.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-214

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Donald Szczebak

Mailing Address: 676 Front Street

Chicopee, Massachusetts 01013

Please check one of the following:

Landowner X Business person X Other _____

Check here if you wish to:

ask a question X offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft ___X___ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality X

Health Hazards X Biological Impacts _____ Visual Impacts _____

Geology/Soils X Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I submit the attached list of questions. I hereby request written answers to these questions and also request that these questions be included in the final E.I.S. Questions 1 through 23

Thank you,

Donald Szczebak

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by ~~January 22, 1987~~.

QUESTIONS FROM DONALD SZCZEBAK, 676 FRONT STREET, CHICOPEE, MA. 01013

1. In the past years, as many as three military aircraft have crashed in the Quabbin Reservoir area, while taking off or approaching Westover AFB. Using a worst case possibility, what would the effect of a C5A have on the 2ond largest reservoir in the country if it were to crash into the reservoir while carrying nuclear material?
   a.) What effect would this have on the water supply for the entire eastern part of the state?
   b.) Have any provisions been made in case of such an accident?

2. What effect would a C5A which is not carrying nuclear material, but has a full load of fuel have on the Quabbin Reservior, if an accident were to happen where it crashed into the reservoir?
   a.) What effect would this have on the water supply for the entire eastern part of the state?
   b.) Have any provisions been made in case of such an accident?

3. Using the same worst case accident scenario in questions #1 & #2, what would be the effects of the accidents to the Ludlow Reservoir and the communities that it serves.

4. Using the same worst case scenario in questions #1 & #2, what would be the effects of the accidents to the Coolry Brook Reservoir in Chicopee and the effects to the community.

5. Using the worst case possibility, what would the effect of a commercial aircraft have on the Quabbin Reservoir, The Ludlow Reservoir, and the Cooley Brook Reservoir, if a crash type accident caused the air craft with hazardous materials on board, to enter any of the named reservoirs.

6. What are the current ground water conditions of the Cooley Brook water shed area?
   a.) Were any hazardous wastes found?
   b.) If so, what types.
   c.) What studies were done?
   d.) By whom were the studies done?
   e.) When were the studies done?

7. Using the worst case possibility, what would be the expected loss of civilian life be if a C5A had a crash type of accident within 2 to 5 miles of runway #23 or #5? (Main North - South runway)

   a.) with maximum fuel
   b.) with minimum fuel.

8. Using the worst case possibility, what would be the expected loss of civilian life be, if a commercial freifgt type air craft had a crash type accident within 2 to 5 miles of runway #23 or #5? (Main North - South runway).

9. The Draft E.I.S. indicates on Figures 4.1; 4.4; 4.5; D4; D10; D11 contours for proposed flights with average db levels begining at 65db. I ask you to indicate db levels of 50, 55, and 60.

10. What compensation will affected people,(noise & pollution) be given for loss of health or real estate values?
    a.) If agreement on monatery compensation cannot be reached with the government or the air-force, will a suit be possible?
    b. If a Tort suit is brought against the air force for loss of health or real estate value, will the permission of the air force or government be needed to proceed with such a suit?

11. What considerations were given to the comments of the E.P.A. in regards to the draft E.I.S.? What were their comments?

12. What are the effects of the proposed uses of Westover on ground water in the areas abbuting Westover?

13. Since the City of Chicopee may have to use the Cooley Brook Reservoir as a source of water in the year 2,000, what consideration has you report given to that reservoir on its condition in the year 2,000.

14. The State of Massachusetts is soon to release a report on the excessivly high cancer rates in the Chicopee, Ludlow, Springfield area. What effects has the operation of Westover had on past cancer rates and what will the effect of the proposed civilian and military use of Westover have on cancer rates and general health conditions.

15. Were the local boards of health, or the State health agencies consulted for the inpact study. If they were, what were the results of the consultations? If they were not consulted, why wern't they?

16. Were the local conservation commissions consulted for your study?

17. Was the D.E.Q.E consulted for your study and to what capacity?

18. Was the E.P.A. consulted for your study and to what capacity.

20. What are the curre nt air quality conditions in the impacted area and what effect will the proposed civilian and military use have on air quality.

21. The E.P.A. stated that the E.I.S. noise levels were under stated. How were these noise levels calculated?

22. What effect will topography, temperature and the altitude of propsed air craft have on the average db levels in your E.I.S.

23. What is the projected maximum db levels for the areas within 1 to 5 miles of runways #05 & #23?

Stamp 1136

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Donald Szczebak

Mailing Address: 174 Lean Cir
Chicopee, MA 01020

Please check one of the following:
Landowner X Business person X Other _____

Check here if you wish to:
ask a question X offer oral comments X submit written statements ____

Check here if you wish to receive an EIS ____ draft X final

Area of question or comment (check all that apply):

Air Quality____	Public Services and Facilities ____	Water Quality____
Health Hazards ____	Biological Impacts ____	Visual Impacts ____
Geology/Soils ____	Cultural Resources X	Land Use ____

Other (specify): WILDLIFE PARTICIPATION

Please turn in this sheet as requested by the hearing officer PROPERTY VALUES.

Written comments to be included in preparation of the final EIS You may use this sheet to submit a written comment in the space provided below Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: GARY B. SZYMANIAK

Mailing Address: 126 LABELLE DRIVE, CHICOPEE, MA. 01020

Please check one of the following: Private Citizen
Landowner XXXX Business person _____ Other _____

Check here if you wish to:
ask a question ____ offer oral comments ____ submit written statements XXX

Check here if you wish to receive an EIS _____ draft XXXX final

Area of question or comment (check all that apply):

Air Quality____	Public Services and Facilities ____	Water Quality____
Health Hazards ____	Biological Impacts ____	Visual Impacts ____
Geology/Soils ____	Cultural Resources____	Land Use ____

Other (specify): NOISE LEVEL/DEVALUE OF PROPERTY

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS You may use this sheet to submit a written comment in the space provided below Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet Written comments may also be submitted in a letter or other format

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

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COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name JACQUELINE M. SZYMANIAK

Mailing Address 1210 LABELLE DRIVE
CHICOPEE, MASS 01020

Please check one of the following

Landowner X Business person _____ Other _____

Check here if you wish to

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply)

Air Quality X Public Services and Facilities _____ Water Quality _____

Health Hazards X Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify) Noise Level / Devaluation of property

Please turn in this sheet as requested by the hearing officer

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: RUSSELL TRACY

Mailing Address: 154 FLETCHER CIR
CHICOPEE MA

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments X submit written statements ___

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____

Health Hazards _____ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

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Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I AM FOR THE ASSIGNMENT OF THIS C-5 AIRCRAFT

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

February 2, 1987

Editor, Safety Valve
The Transcript-Telegram
Whiting Farm Road
Holyoke, MA 01040

Dear Sir:

I would appreciate the following be published in the Safety Valve column on February 6, 1987. Thank you.

Because we are hearing so much from the people who are opposed to the assignment of the C-5 aircraft and the 24-hour operation at Westover Air Force Base, I feel I have something to say.

Noise seems to be the biggest complaint. The noise was there when the KC-35 Tankers, B-52's, B-47's, C-124's and the Fighter Interceptors were assigned to Westover. People complain the noise is terrible in their homes and yards. My questions are: Why were these homes built so close to Westover and at the ends of the runways? Why did people buy the homes which were built after Westover was built?

Even now, more homes are being built in the Weathering Heights Estates development. If this is the area complaining most about noise, why are these homes being built?

As far as I am concerned, a person buys what he wants, where he wants. He should do some investigating on what is in the area plus the quality of the product.

Contamination is another complaint. How many people that are complaining and signing petitions smoke? Smoking is a contaminator, too, isn't it? It has been several years since I've heard anything about the O-Zone Layer being destroyed by materials used in aerosol propellants for deodorants, hair sprays, paints, etc. If my memory serves me correctly, the O-Zone Layer filtered the sun - reduced filtering can cause more problems than good. How many people continue to use aerosol products to keep their hair in place, deodorants to smell good, wax for furniture, etc?

Pollution and contamination has an effect on life even on the fetus in the mother's womb - as we are told by many doctors and news programs. Smoking and drinking alcoholic beverages have an effect on the health of the fetus. Well, mothers-to-be, do you enjoy smoking and drinking - do you believe they are a necessity of life? I do not believe they are necessary.

Economics is an important part of this expected change, but not only to Chicopee. All the surrounding communities will furnish employees, people will be moving into the area - buying homes, shopping in the stores, supermarkets, eating at the restaurants, increasing our state's tax base. These are only parts of the economic picture. Think of the cost of the runway, hangars and other buildings which could go to waste if they aren't used.

Westover Air Force Base represents more tax dollars then I'd like to see go down a sewer because people are causing more problems to themselves than the planes will ever cause.

Russell Tracy

H-219

HARVEY TOLIETTI
BOX 26921
LUDLOW, MASS.

PARTNERS FOR A
ENERGY EFFICIENT
TOMORROW

DR. GRADY MARAMAN
HQ AFRES/DEPV
ROBBINS AFB, GEORGIA

H-220

only at the discretion of the editor.

SPFLD. DAILY NEWS
FEBRUARY 4, 1987

Favors C-5 Transports At Westover AFB

I'm in favor of the C-5A coming to Westover. I attended the recent environmental impact hearing and was going to speak. The length of time taken by some made this impractical.

It seems everyone wants progress but not in their neighborhood. In the early '70s when Westover was deactivated many people said, "What are we going to do?" The local economy did suffer.

Now we have a chance to do something. Let's do it.

I live in one of Westover's flight paths. Yes, I can hear them. I have heard the B-52s and KC-135s of SAC overhead, and I'm still here to tell about it.

RONALD F. PRZYBYCIEN
Chicopee

QUESTIONS

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

QUESTIONS

ATTY
Name: EDWARD F VALEGO

Mailing Address: 63 LAUZIER TERR.
CHICOPEE, MASS

Please check one of the following:
Landowner _____ Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use

Other (specify): CHICOPEE MEMORIAL STATE PARK

Please turn in this sheet as requested by the hearing officer. ~~CHICOPEE GOLF COURSE~~

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

QUESTION

(1) DOES THE AIR FORCE INTEND TO MAKE A TAKING OF ANY PORTION OF CHICOPEE MEMORIAL STATE PARK OR A RESTRICT THE USE OF STATE PARK ?
(2) IF-SO DESCRIBE TAKING OR RESTRICTED USE.
(3) IF THE AIR FORCE INTENDS A CHANGE FLIGHT PATTERN TO AVOID THE POPULATED PART OF STATE PARK - DESCRIBE THE CHANGED FLIGHT PATTERN

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: JOAN D. KOHL

Mailing Address: 32 HONEYSUCKLE DRIVE
CHICOPEE, MA 01022

Please check one of the following:
Landowner ✓ Business person _____ Other _____

Check here if you wish to:
ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS ~~draft~~ ✓ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards ✓	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I am extremely worried about noise levels and how they will affect the quality of my life, and my property value. When the F15's were visiting this summer age, it was more than annoying to be awakened regularly each morning by a noise that sounded like a train for 5 minutes straight. I have a hard time to sit here and type to tell you this - just at their family it would disturb the whole household. And I feel it is my responsibility to voice my concerns. I do not want the C-5A's over my property.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-221

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: RONALD A VOYIK

Mailing Address: 181 LABELLE CIRCLE
CHICOPEE MA 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____	Public Services and Facilities _____	Water Quality _____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources _____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I AM VERY UPSET WITH THE PROPOSED PLANS TO TURN WESTOVER AFB INTO THE NEW HOME FOR C5A'S. I BELIEVE THE NOISE LEVELS WILL BE TOTALLY UNACCEPTABLE IF THIS HAPPENS. I HAVE GROWN ACCUSTOMED TO THE TUESDAY AND WEEKENDS ACTIVITY AT WESTOVER BUT THE THOUGHT OF EVERY DAY BEING A TUESDAY IS MORE THEN I CARE TO ACCEPT.

MY HOME ABUTTS CHICOPEE STATE PARK IN AN EXCEPTIONALLY NICE AREA OF CHICOPEE. BE IT KNOWN AT THIS TIME THAT WHEN MY PROPERTY VALUE DROPS AS WE KNOW IT WILL, I WILL BE DEMANDING COMPENSATION FOR SUCH DEPRECIATION AS WELL AS AN ABATEMENT OF MY PROPERTY TAXES.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: CAROL F. VOYIK

Mailing Address: 181 LABELLE CIRCLE
CHICOPEE, MA 01020

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ✓

Check here if you wish to receive an EIS. ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓	Public Services and Facilities _____	Water Quality ✓
Health Hazards ✓	Biological Impacts ✓	Visual Impacts ✓
Geology/Soils _____	Cultural Resources ✓	Land Use ✓

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

I AM ADAMENTLY OPPOSED TO C5 PLANES AT WESTOVER. THE AIR FORCE PLANES AS WELL AS THE COMMERCIAL PLANES ALREADY THERE ARE VERY DISRUPTIVE. THE CURRENT NOISE LEVELS ARE UNACCEPTABLE AND ARE MORE THAN AN ANNOYANCE. WE ABUT THE RUNWAYS, AND ADDITIONALLY I FEAR AIR + WATER POLLUTION.

THE VALUE OF MY PROPERTY WILL DIMINISH WITH THOSE HUGE NOISY MONSTERS OVER HEAD CONSTANTLY AND I, ALONG WITH MY NEIGHBORS WILL BE LOOKING FOR COMPENSATION FOR THIS DECREASE IN VALUE FROM THE USAF, THE GOVERNMENT, + THE CITY. I DO NOT WANT ANY MORE MILITARY OR COMMERCIAL PLANES AT WESTOVER.

Carol F. Voyik

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-222

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Vincent E. Wainwright

Mailing Address: PO Box 156, Granby, Ma.

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ✓ offer oral comments ✓ submit written statements _____

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality ✓

Health Hazards ✓ Biological Impacts _____ Visual Impacts _____

Geology/Soils _____ Cultural Resources _____ Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

Marion Sandwich
P.O. Box 156
Granby, Ma. 01033

Public Hearing, Jan. 8, 1987
EIS Statement

The principal objectives of the National Environmental Policy Act under which this EIS has been prepared are two; to carefully consider environmental aspects, and to make environmental information available to public officials and citizens before decisions are made.

This report does not "carefully consider environmental aspects," and leaves many important questions either unanswered or not clear. The environmental issues (most of them) are dismissed as not being of consequence. "No adverse environmental impacts can be expected," is repeated dozens of times, USING THE WORD "SIGNIFICANT" AS A QUALIFIER.

Below are some comments and questions relative to the handling of hazardous chemical wastes. The time constraints which will probably be imposed upon us at this hearing, plus insufficient time to seek out and study other resources, makes any thorough exploration of environmental issues nearly impossible.

HAZARDOUS WASTES:

p.46 It is estimated that currently the air base generates 1,556 gallons of hazardous chemical wastes.

3.5.1

"Flight line spill control facilities and operating procedures are designed to prevent the accidental release of fuel or oil into the environment."

"Runoff from the apron, taxiways, and most of the runway area is directed through one of three Oil/water separators before being discharged into surface waters."

Question 1. The Manual states that facilities and procedures are designed to prevent accidental release of fuel or oil. It has been reported, however, that fuel is routinely discharged from the planes before landing. Is this true?

Question 2. It has been reported that the oil/water separators are not currently operating, and that untreated hazardous chemicals in the runoff are going into surface waters. Is this true?

Question 3. Is it not true that in the spring of 1985, after DEM visited the base, that two of these separators were cleaned, and that the sludge was taken by the truckload and dumped in the woods, east of Hammerhead,33, and that this is in violation of the law?

Question 4. The Manual states that "most of the runway is served by drainage ditches." How much runway area is not covered by runoffinto separators, and where arethe areas located?

In April of 1986, DEM and the EPA visited the base and issued an eleven page statement of your violations of State Law and Environmental standards. As a result, a plan of correction, or management plan was prepared by the base, and presumably, by January of 1986, everything was in order. Many of the problems at the base derived from the fact that you were a T.S.D. (hazardous waste treatment/ storage/disposal facility , and you were ordered to convert to a generator facility, whereby hazardous

These are important environmental issues

More time for needed study

H-223

IS REPORT (minimizes) ENVIRONMENTAL HAZARDS!

wastes would be shipped off the base.

Since there were many problems with this conversion, it is my understanding that the status is not clear.

Question 1. Are you or are you not a generator facility, and have you met all requirements relative to this status? Are you still partly a T/S/D facility?

Question 2. (dependent upon answer to question 1) If this matter is still unclear, and I was informed that it is, how can you possibly claim environmental compliance, and how can you possibly consider base expansion with all the additional wastes that will be created? This is a major issue. Why aren't issues like this detailed in the E.I.S.?

Question 3. In terms of compliance, (and I do not have the date on this) did you not receive a letter from DEQE stating that you were not in compliance with your plan, in that there were no personnel to handle hazardous wastes, and no training program for same. Has this been corrected?

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From the Manual." The base has recently been advised by EPA that it may be in violation of the pretreatment standard for oil and grease." Oak Ridge will assist you in "evaluating alternatives," including reactivation of your own IWTP.

Question 1. How can you claim compliance with environmental standards when this issue remains unsolved?

Question 2. Is there, or is there not, at this point in time, dumping of untreated or poorly treated water into the Chicopee system?

Question 3. (dependent upon answer to q.2, above) If untreated water is going into the Chicopee system, which is already a troubled system) are you not in violation of the Chicopee ordinance forbidding toxics into its system?

Question 4. There is legitimate question as to whether or not the Chicopee water treatment plan, which receives waste water from your Industrial waste Treatment Plant,,can handle the problem of all the hazardous substances in that water? Has anyone examined the possibility that you could be adding immeasurably to the problem of pollution of the Connectict river, something that we taxpayers are attempting to stop?

Question 5. The Weston report of 1980 indicates the possibility of serious contamination of ground waters. Hazardous chemicals and dichloroethylene at unsafe levels have been found in Monitor Well B, and Dicloroethylene in unsafe levels hasbeen found in Stony Brook. Has there been any followup to this study, and what do you plan to do about contamination of this brook which flows into Granby where we have wells for our water supply?

THE CONTAMINATION OF OUR GROUND WATERS, THE INTOLERABLE NOISE LEVELS AFFECTING THOUSANDS OF PEOPLE, THE LOSS OF PROPERTY VALUES, THE UNANSWERED QUESTION OF THE EFFECT OF ADDITIONAL AIR POLLUTION ON OUR HIGH CANCER RATES, THE LOSS OF A WAY OF LIFE, AND THE DANGERS WHICH INCREASED MILITARIZATION WILL BRING--THESE AND

(...we can have ... a few jobs and economic ...)

To:

To Dr. Grady Karaman
Air Force Reserve Headquarters/DEV
Robins Air Force Base
Georgia 31098

Fr m:
Marion E. Wadsworth
P.O. Box 156
79 Taylor Street
Granby, Mass. 01033

Re: Comments on the EIS, & Public Hearing Jan. 8
Questions unanswered. Information not given. Questions partially answered.

1A. In view of the impending major lawsuit against the Commonwealth of Mass., for failure to reduce ozone, as well as for numerous violations of the federal Clean Air Act, why has ther not been any study by the Air Force relative to the impact that additional pollutants added to the air by the expansion will cause? Does the Air Force consider it a scientific approach to the problem that they conclude that the base will add only a small additional amount of air pollution, (statistically speaking)? Which components of your air pollution study will contribute to the ozone problem? The cancer problem? Why have these not been spelled out more carefully in the study?

2A. At the public hearing, brief mention as to the procedure available to homeowners who wish to sue the Air Force for loss of property value was given. However, that procedure is not simple, nor is it easy for the homeowners. Will you kindly detail the procedure, including red tape factors, difficulties which the procedure presents to the homeowners, the kinds of evidence required of them, and how long such a procedure willtake? This kind of detailed information should be available to the public.

3A. At the public hearing, one speaker attempted to point out the problem of damage done to human beings by noise. The response by someone representing the medical profession, whom you brought in for that purpose, was not very reassuring. Has the Air Force given adequate consideration to the damage which very severe noise pollution is going to cause in this area? Instead of merely dismissing the problem, as the EIS did, and your medical spokesman did, have you given any serious study to the research that has been done in this area? If not, why not? Is it the judgment of the Air Force that the studies, such as the one enclosed, are not important enough for you to consider?

4A. The Air Base at Westover was ordered by the Department of Environmental Quality Engineering, Commonwealth of Mass., to "Cease operating as a hazardous waste treatment/storage/disposal facility and comply with the requirements for generators of hazardous waste as set forth in 310 CMR 30.516 as incorporated by, etc. It is my understanding that you do not yet comply with this requirement. Have you or have you not complied with this requirement? If you have not, what are your plans to comply, and when will the system be in place? Should not the EIS have furnished details of these plans?

5A. It is my understanding that as of December, 1986, personnel training plans and actual training of staff in the handling of hazardous waste, were not yet in place. Has this requirement been met? If not, why not? If it has, should not the EIS so note?

To: Dr. Grady Karaman
HQ AFRES/DEPV
Robins AFB, Ga 31098

From: Marion E. Wadsworth
P.O. Box 156
79 Taylor Street
Granby

Re: The following questions are raised relative to the Draft Environmental Impact Statement
Westover Air Force Base, Massachusetts
November, 1986

The following issues and questions were either not raised in the EIS, and should have been, or were not adequately addressed, or were not answered completely, or at all, at the public hearing on January 8, in Chicopee.

1. How was the cost to MMDC for using airport facilities determined, and which agency in the Federal Government approved the contact? Is a copy available, and from whom?

2. Since there is no projected military use for 24 hour service from the tower, why is the Air Force keeping it open for a commercial venture? What will be the costs to the government? To MMDC?

3. How often are emergency landings to be practised with the C5A's, and how much fuel will be released on to the runways in a period of one month for such practices?

4. How many such practice emergency landings have occurred at WAFB in the past ten years, and has a log or record been kept of such landings? If records exist, and they should, what is the estimated amount of fuel which has been spilled on runways in the past ten years?

5. Has spillage onto the runways from practice emergency landings, or other purposes, been estimated and included in the amount of hazardous waste being generated at the base? Is that amount reflected in the table of wastes in the EIS?

6. If you maintain that fuel is not discharged onto the runways, will there be written verification of the fact in the next environmental impact statement? How do you account for the fact that inside information confirms the practice?

7. Since there is no buffer zone at the ends of the runways at WAFB, how can you justify the use of C5As at this base, given their high accident rates? What about schools, Chicopee park, hospitals, over which the C5As will circle? Why should places like this, as well as homes, be exposed to the danger and noise of C5As when there is no compelling reasons to have the planes here.

8. Is it not true that once the C5As are here, they will be used at any time and as frequently as the airforce may determine?

Marion Wadsworth

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9. AFB acknowledges that tons of sludge were dumped into the woods, illegally, when the separators were found clogged by DRGE. Since this was an illegal act, with possible environmental consequences, what testing of the sludge has been done, and by whom, and when? Why isn't this data in the EIS? Has the sludge been removed, and if not, why not?

10. AFB is probably acting in violation of pre-treatment standards of wastes going into the Chicopee waste water system. What has been done to bring the base into conformity with such standards? Presently, only alternatives are being studied. Why should a final environmental impact statement be completed, when this very important environmental issue has not been resolved? If the solution to this problem is one building new facilities, or updating the present IWTP, is such building included in the count to be spent by the Air Force? If not, how much additional funding will be required? Do you plan to issue a final EIS if this issue is not resolved by April? If so, why?

11. Inside sources claim that "raw stuff" (hazardous chemicals) are going right through the oil water separators. Base officials admit that the separators "do not work very well." How long has this practice been going on? For how many months or years were the separators now working? What has been the environmental impact of these chemicals going into the brooks and into Chicopee Reservoir? Specifically, what additional studies are being made of this situation, and who is making the studies? When will the results be made available?

12. What are the standards which oil/water separators are supposed to meet? Please cite the location of such laws in Federal and State sources. Why was there not more complete data on this matter in the EIS?

13. With the non-use of the IWTP, how can you possible be in compliance with the sewer ordinance of Chicopee which (1) establishes limits on pH, oil, grease, phenols, etc., and (2) prohibits the introduction of flammable, toxic, or radioactive materials? If you are not in compliance with this ordinance, how long has non-compliance been going on? Has the city of Chicopee been informed of this non-compliance, and if so, what have the Chicopee officials done about it? Where and how often is testing done on these toxic wastes going from the Air Base into the Municipal system? Who does the testing?

14. There is a law against open burning of hazardous chemicals and other materials in this State. Westover AFB uses the open burning method on occasion, thereby adding toxics to the already polluted atmosphere of the area. Have any steps been taken to correct this practice? Do you intend to continue the practice?

15. How many dump sites are there at Westover AFB? Where are they located? Why is there not a map which pinpoints these dump sites, especially in relation to water supplies, aquifers, etc.? Have these dumps been examined by the Department of Environmental Quality Engineering, and if so, how recently? Are the findings on record?

16. In documenting hazardous chemical waste produced by current operations at Westover AFB, inadequate proper specific identification of the chemicals are not given. These chemicals, their content, specific identification need to be included in order for any proper assessment to be made relative to environmental hazard. Will this information be included in the final EIS? If not, why not?

Patricia Weisenberg

noise:

Is It Blowing Your Brains Out?

The din of discos, auto horns, and jackhammers can damage hearing, *plus* contribute to emotional stress, even physical ills. Protect your ears and your health with these sound suggestions.

By Paula Dranov

Listen. What do you hear? The sounds of traffic droning outside your window? An airplane banking overhead? Music playing on the stereo?

Our world is getting noisier every day; within ten years, environmental noise will probably have doubled. Even at current levels, the sounds around us are hazardous to our hearing and our health. Young people today don't hear as well as previous generations, and it now appears that even the hearing loss which comes naturally with age may result more from a lifetime of exposure to the racket of our "civilized" world than from the aging process itself.

By definition, noise is any sound you don't want to hear. In Oregon, only crime, property taxes, and the quality of education outrank noise as sources of citizen concern. Not too long ago, a Gallup Poll found that 40 percent of city dwellers rate noise pollution as a serious problem.

Curiously, for all the annoyance noise engenders, it also has its attractions. Some equate it with power. "Truck drivers want the meanest-sounding rig," says Edward DiPolvere of the National Association of Noise Control Officials. "A company tried to sell a quiet vacuum cleaner a few years ago, but women wouldn't buy it. They thought, erroneously in this case, that the quiet machines simply weren't as powerful as the noisy ones."

Power, maybe. Peril, for sure. There's no doubt that noise is unhealthy, endangering not just our hearing but also our hearts, digestive tracts, and emotional well-being. On these pages, Consso examines the toll noise is taking on all our lives and what we can do to protect ourselves from it.

How We Hear

The human ear is a miraculous device with truly awesome capabilities. It not only permits us to hear sounds ranging from a whisper of breeze to the scream of a rocket but also enables us to block out unwanted sound efficiently enough to hold an intimate conversation in the middle of a crowded cocktail party. It permits us to detect subtle differences in loudness and in pitch, to locate the source of sound and to judge how near it is.

This delicate structure is cunningly crafted of cartilage, bone, nerves, and a superfine membrane. Exquisitely sensitive to sound, it is also perpetually vulnerable to noise.

The outer ear, the part we can see, is constructed of skin and cartilage. It acts as a funnel to direct sound waves in the air to receptors in the middle and inner ear. The eardrum, a thin membrane stretched across the end of the ear canal, separates the outer from the middle ear. It vibrates in response to sound waves and passes those vibrations along to the three smallest bones in the body, the auditory ossicles, called the hammer, anvil, and stirrup (that's what they look like). Finally, the vibrations arrive at the inner ear—more precisely, at a snail-shaped spiral of bone called the cochlea. At the center of this spiral is a duct of soft tissue lined with cells fringed with microscopic clusters of hairs. Sound causes these hairs to sway, producing electrical signals. These signals travel via the auditory nerve to the brain, which sorts everything out so that the signals become recognizable as speech, the rustling of leaves, the roar of a jet engine.

Decibel Damage

One of the myths about noise is that you can become accustomed to it—that, somehow, your ears adjust or "toughen" in response to high sound levels. Not true. If you think you've gotten used to the din, you've probably already suffered some ear damage. Those tiny hairs swaying in response to sound waves are extremely fragile. Assaulted by loud noise, they begin to shrivel and die, with the inevitable result that you can't hear as well as you once did. This type of damage is called nerve loss or sensorineural hearing loss. Unlike perception problems caused by damage to the middle or outer ear, it is irreparable. No medicine or microsurgery can restore a nerve that's been blasted to death by too much noise.

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Without getting too technical—sound is the product of vibrations created when movement displaces air molecules. Take, for example, the click made by the snapping of your fingers. Picture air molecules shoved away from your moving fingers as they snap together and others rushing into the vacuum created by the movement of your fingers. This invisible to-ing and fro-ing is registered by your ear as vibration and, after an unbelievably rapid transmission, by your brain as the click of snapping fingers.

The human ear can hear an impressively wide range of sound. The faintest of all is registered at zero decibels, about 1,000 times softer than the normal whisper. The loudest noise we can perceive is that of a rocket being launched. At 180 decibels, this sound will deafen you if you are too close without ear protection. Decibels are usually measured in increments of 10: 10 decibels is 10 times louder than 1 decibel, but 20 decibels is 100 times louder than 1 decibel—10 times 10—and 30 decibels is 1,000 times louder than 1—10 times 10 times 10. By the time you get to 180, you've reached a level so harmful to the ear that hearing loss is inevitable.

The ordinary sound level we're exposed to at home and in an office is about 40 decibels. Your refrigerator hums along at 50, the air conditioner and normal conversation at 60. Sounds louder than that can cause trouble if you're exposed long enough. The whir of a hair dryer or vacuum cleaner and the chatter and clatter of a noisy restaurant are around 70 decibels, too much to take for long periods.

We have trouble tolerating louder sounds—an alarm clock two feet from your pillow shrilling at 80 decibels—for more than a few seconds. Sounds at 90 decibels—the roar of truck traffic, the churning of your garbage disposal, the chugging of power lawn mowers—are bound to exact some hearing loss if they persist. At 100 decibels, a mere two hours of exposure, say, standing next to a pneumatic drill or working in a boiler shop, can inflict serious hearing damage. Sitting near the speakers at a rock concert subjects you to a powerful 120 decibels. When you leave, your hearing almost certainly will be slightly diminished—a change that is only temporary to begin with but can become permanent with repeated exposure.

At decibel levels of 140 or higher—a gunshot or a jet taking off—your ears are extremely vulnerable. Unmuffled sounds this loud can cause instant, permanent deafness.

The Stress Connection

Noise is implicated in a wide range of ailments—heart disease, high blood pressure, ulcers, and other stress-related conditions. If you've ever awakened with your heart pounding to the shrilling of your telephone, you know how dramatically the body reacts to noise. A clamor can elevate blood pressure, raise heart rate, speed up breathing, tense muscles, and release hormones all in preparation for action that never comes. This happens not only in response to sudden, loud noise but also when a blast is expected, predictable, and habitual. Just as our ears don't "toughen," our physiological stress responses aren't turned off merely because noise is a daily fact of life. Many variables (heredity, diet, etc.) must be taken into consideration as causes or predictors of such common killers as heart disease, but there is impressive evidence that noise is a factor to be reckoned with:

- Rates of heart disease are higher than average among people who live and/or work in noisy environments.
- Some forty studies have demonstrated that noise is a factor in raising blood pressure (one of the major risk factors for heart disease and stroke).
- University of Miami researchers found that monkeys exposed to the same noise levels frequently encountered by humans developed sustained high blood pressure.
- Youngsters attending schools along the flight path to Los Angeles International Airport were found to have higher blood pressure than pupils at schools in quiet areas.

In addition to heart disease, noise is a factor in a number of less life-threatening ailments:

- Ulcers are five times more common among workers in noisy industries.
- A five-year study of two manufacturing firms demonstrated that employees working in noisy plant areas had a greater number of diagnosed medical problems (including respiratory ailments, which are not normally considered stress-related) than did employees stationed in quieter areas of the same plants.

We're susceptible to the physical stress noise provokes even when we sleep. Not only can noise disrupt sleep and, by extension, make us irritable the next day, but it also triggers physiological stress responses even when we become so accustomed to it that we don't wake up. This became evident when French researchers bombarded six volunteers with recorded traffic sounds for fifteen nights while they slept. At first, the racket woke the volunteers. After a night or two, they were able to sleep through the din, but even so, their bodies continued to react to the noise. The researchers documented increases in heart rate up to four times normal!

Warning Signals

Because you can't see and often can't feel damage to the ear, you may not be aware of the toll noise takes until you begin asking others to speak up. You can, however, be sure that noise is in the danger zone if:

- you have to shout to be heard over it.
- your ears actually hurt or ring.
- you find yourself slightly deaf afterward.

Sometimes you may notice what audiologists describe as temporary threshold shifts—your hearing worsens in response to noise but then returns to normal within a few hours or overnight.

Health authorities have determined that exposure to more than 85 decibels for eight hours is hazardous to your hearing. Government regulations now stipulate that workers in industries where noise exceeds 90 decibels be provided with protective devices for their ears. But you don't have to work in a clanking, clanging factory to suffer hearing loss. Perhaps the greatest concern these days centers on two increasingly popular devices:

- *Personal stereos.* In one survey, audiologist Jane Madell of the New York League for the Hard of Hearing found that most users were playing their personal stereos at 120 decibels or higher. "The problem is that when they go into the street, they turn the volume up to block the traffic noise, but that's too loud," Madell says. Exposure to such high levels over time can result in lasting damage.
- *Cordless telephones.* Several cases of permanent hearing loss have been reported as a result of the ringing signal on some models. It must be turned off before the receiver is brought to the ear or the sound can cause pain, persistent ringing in the ear (a condition medically known as tinnitus), or hearing loss. Another hazard is "cracking" on the line, apparently radio interference with the telephone transmission that can be painfully loud and can permanently damage the ears. As a result of consumer complaints, three manufacturers have consented to recall and modify their problem phones, and all of the major manufacturers have agreed to stop producing cordless phones with earpiece ringers. To make sure you don't own one of the troublemakers, write to the U.S. Food and Drug Administration, Rockville, MD 20857, and ask for a copy of the "Cordless Phone List."

Self-Defense

Here are measures you can take to protect your hearing:

- Limit stays at discos or bowling alleys to two hours.
- Cover your ears to muffle the sounds of heavy truck traffic, subways, nearby airplane takeoffs.
- Keep volume low on televisions, radios, stereos, and particularly, personal stereos.
- Keep your car's exhaust system in good repair.
- Hang heavy drapes over windows facing noisy streets.
- Use a foam-rubber pad under blenders, and have insulation and vibration mounts installed under dishwashers.
- Place window air conditioners where their hum can help mask outdoor noises.
- When buying toys for children, make sure they don't cause explosive sounds than can cause ear injury (or drive parents crazy).
- If you're habitually exposed to loud noise, invest in well-fitting protective muffs (not ordinary earmuffs) sold at a sporting-goods store or drugstore. An alternative is special earplugs (stuffing your ears with absorbent cotton won't do a thing to block out noise), which are also available at sporting-goods stores or drugstores. And be sure to *wear* them, particularly if you engage in such noisy activities as snowmobiling, lawn mowing, hunting, target shooting, or working with power tools.

The best protection of all is awareness that noise isn't merely irritating but is a genuine threat to well-being.

Prenatal Peril

Even more distressing than its impact on adult and child health is the potential harm noise can inflict during pregnancy. In the later stages, a fetus responds to loud sounds by kicking. This direct response probably isn't particularly dangerous, although it can increase the baby's heart rate (a sure sign of stress). Earlier in pregnancy, however, noise may indirectly threaten crucial stages of development. It's known that the physical responses triggered by stress can be passed from mother to child. The potential for harm is greatest during the first two months of pregnancy, when the baby's central nervous system and vital organs are emerging.

While no one knows yet exactly how stress affects this process, noise does seem to be a factor in causing abnormalities. In Japan, for instance, researchers found a higher proportion than average of low-weight babies in noisy communities. Low birth weight (and the noise believed responsible) is also associated with subnormal levels of hormones thought to affect fetal growth.

Yet another change due to noise is constriction of the uterine blood vessels supplying nutrients and oxygen to the baby. There's also some evidence that such birth defects as harelip, cleft palate, and spinal defects are more prevalent among people living near busy airports.

The Emotional Response

Not everyone reacts as violently to a racket as the Miami man who shot and killed a twenty-seven-year-old neighbor after a long dispute about the din from the younger man's stereo and motorcycle. But there are countless incidents on record of assaults on sanitation workers, threats directed at construction foremen, shots fired at speedboat operators. Clearly, noise is a powerful irritant. Consider some intriguing findings on the subject:

- Results of one widely quoted study showed that while a power lawn mower was running, nearby pedestrians were less likely to help a person with a broken arm pick up dropped books than they were under quieter conditions.
- Another group of researchers found that people playing a game under noisy conditions were more likely to perceive their companions as disagreeable, disorganized, and threatening than were those playing in a quieter place.
- More seriously, surveys in both the United States and England have recorded higher rates of admission to psychiatric hospitals among people living close to airports.
- A Purdue University researcher found that babies from noisy homes are slower to talk and to explore than tots living in quiet homes. The researcher, psychologist Theodore D. Wachs, suggests the stress that noise engenders prompts these tots to retreat into their own inner worlds.
- Among adults, studies have shown just the opposite—living in a noisy home seems to contribute to conflict.

These studies confirm what most of us already know—noise gets on our nerves.

Noises Harmless and Hurtful

Sound	*Decibel Level*	*Time Limit**
Rustling leaves	20	None
Whispering	30	None
Refrigerator	45	None
Normal conversation	60	None
Washing machine	65	None
Car	70	None
Vacuum cleaner	70	None
Alarm clock	80	None
Average factory	85	16 hours
Electric shaver	85	16 hours
Screaming child	90	8 hours
Motorcycle	90	8 hours
Subway train	100	2 hours
Helicopter	105	1 hour
Power mower	105	1 hour
Live rock music	90-130	8 hours to 20 minutes
Auto horn	120	7.5 minutes
Gunshot	140	Danger level
Jet engine	140	Danger level
Rocket launch	180	Danger level

*Maximum exposure before hearing damage occurs

Source: Better Hearing Institute

Is Doing to Our Lives

More than a nuisance, the blare of modern life can damage hearing and reduce learning ability.

The banging, screeching, crashing and pounding in the nation's workplaces are being muffled today—but complaints about noise pollution in residential communities are growing louder.

"Fifty percent of the U.S. population is exposed every day to noise that interferes with speech or sleep," reports Rutgers University's Noise Technical Assistance Center.

Jill Lipoti, chief of the center, contends that "noise affects more people than any other pollutant."

There is mounting evidence that nerve-jarring sounds—from such things as aircraft, faulty mufflers, vacuum cleaners and suitcase-size portable radios—trigger what experts term "fight or flight" reactions.

In Collinston, La., a 74-year-old man, tired of the roar from low-flying crop-dusters, is facing charges of shooting and wounding a pilot who was spraying fields near his home two years ago.

In Miami, Fla., a 61-year-old man was sentenced to life in prison for the 1982 shooting death of his 27-year-old neighbor after a long dispute over the high volume of a stereo and the rumble of a motorcycle.

Examples of the disruptive effects are cited by citizens across the country.

In Aurora, Colo., the pealing of church bells was blamed for disturbing patients in a hospital across the street.

On Long Island, N.Y., the roar of jets taking off and landing at John F. Kennedy Airport interrupts classes at Hempstead schools so frequently that students lose a total of 1 hour of learning time each day.

Reagan, too. Even President Reagan has been troubled by airplane noise. In April, the President apologized to Dominican Republic President Salvador Jorge Blanco when jetliners from nearby National Airport drowned out the visiting leader's remarks during a welcoming ceremony on the White House lawn.

Although noise is usually considered a mere nuisance, medical researchers find that prolonged exposure may cause health and learning disorders.

California Department of Health Services investigators determined last year that students in Los Angeles schools located alongside freeways scored well below their social and economic counterparts in quieter neighborhoods on standardized reading and math tests.

After 20 years of study, David Lipscomb of the University of Tennessee concluded that today's 10-year-olds, especially those who grew up with loud music from earphone-equipped portable stereos, don't hear as well as youths of that age did two decades ago.

Rutgers's Lipoti reports: "Constant noise is linked to high blood pressure, heart disease and ulcers. Exposure 24 hours a day to even the normal noises of everyday life can increase blood pressure up to 40 percent. And it doesn't return to normal until long after you leave the noise."

Such findings are emerging two years after the Environmental Protection Agency's 14-million-dollar program to curb noise pollution was swept away by budget cuts. In place of federal grants to aid local noise-control efforts, EPA now only offers advice over the telephone.

With improved shielding and baffles for lawnmowers and [illegible] vices, the industrial-noise problem is far better controlled. Money is the reason, health experts say. "Industrial noise is being addressed because hearing loss is compensable," says California noise-control coordinator Jerome Lukas.

New trouble areas. Complaints about intrusive noises are rising in once placid regions where the quiet is broken by new industries and the din of snowmobiles, off-road motorcycles and other recreational vehicles.

Asked to list their top concerns in a recent poll, Oregon residents put noise pollution fourth after crime, property taxes and quality of education. Says Oregon noise-control director John Hector: "We get more complaints about noise than any other form of pollution."

Some local governments are fighting back with strict antinoise ordinances.

Since 1975, Colorado Springs' noise-control unit has had police powers to enforce rules limiting street sounds that are audible indoors to 55 decibels between 7 a.m. and 7 p.m. and 50 decibels after 7 p.m.

In April alone, Colorado Springs issued 542 tickets, carrying fines ranging from $25 to $125, for loud parties, unmuffled car exhausts, barking dogs and other violations.

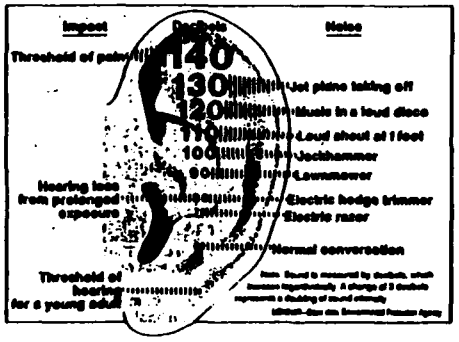
In New York City, people who insist on playing oversized radios—called "boom boxes"—on the streets risk confiscation of the equipment by city police and a $25 fine. Similar get-tough laws are being enforced in San Diego and Salt Lake City.

Federal aides are taking steps to reduce airplane noise. By January 1, all planes using U.S. airports must meet strict standards designed to cut jet-exhaust volume—measured at 2 miles away from runways—by half. Then, officials say, the intensity of jet roar won't exceed that of a loud motorcycle.

Still, noise-control experts worry that they are fighting a losing battle. Says Edward DiPolvere of the National Association of Noise Control Officials: "Noise is the only pollutant that some people actually want. Truck drivers want the meanest-sounding rig. A company tried to sell a quiet vacuum cleaner years ago, but few wanted them. They would never sell because they were too quiet." □

By RONALD A. TAYLOR

Racket Index



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COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: Miss Howard Walker

Mailing Address: 312 Montcalm Ll
Chicopee Mass

Please check one of the following:

Landowner _____ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ____

Check here if you wish to receive an EIS _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

1. Senior Citizen. Worked hard all our lives. Your valuation of home is Decreased -

2. Stacke system - Steers is the worst thing it or anyone else needs now.

3. Too many schools close by. We certainly don't want our children involved in any disaster (God forbid)

I'm on record as strongly against having these C 5A planes come to WAFB

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Mr Howard Walker
312 Montcalm Ll
Chicopee
Mass.

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE MASSACHUSETTS 01022-5000

Name: FRANK & SHIRLEY WARREN

Mailing Address: 193 EAST ST
GRANBY, MA 01033

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements X

Check here if you wish to receive an EIS _____ draft X final

Area of question or comment (check all that apply):

Air Quality_____	Public Services and Facilities _____	Water Quality_____
Health Hazards _____	Biological Impacts _____	Visual Impacts _____
Geology/Soils _____	Cultural Resources_____	Land Use _____

Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-229

We found the Draft Environmental Impact Statement contradictory, redundant, & the maps vague. Instead of being an informative, objective Report, we found the DEIS to be biased in favor of the Air Force & Westover Metropolitan Development Corporation

We found that many issues were deemed of little or no significance by the Report. We feel these conclusions were based on Air Force supposition, not fact. See: p.112 4.11, p 77 4.2.4., p 107 4.7.7., p 108 4.7.7.2., p 111+112 4.10.2.

The residents of Granby voted against a proposed trash incinerator on the grounds that it would make existing unacceptable pollution levels worse. We feel that any increase in air activity (& this exhaust emmissions) civilian or military is also unacceptable.

We are concerned about the levels of noise that area hospitals & schools, as well as residences, will be exposed to. The DEIS states that FAA recommended acceptable interior noise levels are between 34-37 db. for hospitals & 55 db. for other sleeping environments. We are ~~co~~ concerned about the ~~the~~ thousands of people to be exposed to levels of noise 65db and up. Hearing loss begins to occur at 115db. What about the people exposed to those levels of noise? The number of people disturbed by noise is disproportionate to the number benefited by aircraft activity civilian or military.

We have heard the C-5A's land & take off from Westover. We find them highly annoying & offensive.

We are not satisfied with the assurances that the C-5A's are safe & will not drop parts on us. The fact that three separate books exist (by 3 different authors) criticizing the performance of the C5A, leaves us with much concern.

If the airforce needs 50 C-5B aircraft, why does anyone need outdated C5A's? If the Reserve needs to ~~p~~ flight practice don't they deserve up-to-date equipment? We feel the fact these planes exist does not justify a need to perpetuate the expense.

We are concerned about the unclear status of USAFB concerning hazardous waste. Is Westover a transportation storage & disposal site or a incinerator site? It concerns us that Westover has been in recent violation of DEQE regulations ~~are allowing~~ concerning hazardous wastes & these violations were merely corrected on paper. We need more information

The DEIS states that increased noise levels are unavoidable & will decrease ~~p~~ property values. However, compensation to property owners already established in the area is not addressed

H-230

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Warren E Will

Mailing Address: 58 Raymond Ave
Chicopee

Please check one of the following:

Landowner ✓ Business person _____ Other _____

Check here if you wish to:

ask a question ___ offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS ✓ draft ✓ final

Area of question or comment (check all that apply):

Air Quality ✓ Public Services and Facilities ✓ Water Quality ✓
Health Hazards ✓ Biological Impacts ✓ Visual Impacts ✓
Geology/Soils ✓ Cultural Resources ✓ Land Use ✓
Other (specify): Yes

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

IF this base was basically deactivated in 1974 why does the Air Force wish to reactivate it now (Times shot down as an unnecessary situation

Warren E Will
11/6/86

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

COMMENT SHEET

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 439TH TACTICAL AIRLIFT WING (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022-5000

Name: Richard E Wylie

Mailing Address: 94 Mountain View St.
Chicopee

Please check one of the following:

Landowner X Business person _____ Other _____

Check here if you wish to:

ask a question X offer oral comments ___ submit written statements ___

Check here if you wish to receive an EIS. _____ draft _____ final

Area of question or comment (check all that apply):

Air Quality _____ Public Services and Facilities _____ Water Quality _____
Health Hazards _____ Biological Impacts _____ Visual Impacts _____
Geology/Soils _____ Cultural Resources _____ Land Use _____
Other (specify): _____

Please turn in this sheet as requested by the hearing officer.

Written comments to be included in preparation of the final EIS. You may use this sheet to submit a written comment in the space provided below. Please turn in your comments either at the break, at the close of the meeting, or mail to the address at the bottom of this sheet. Written comments may also be submitted in a letter or other format.

IS IT True That The D.E.Q.E. ENDORSES THE CSA.

Mail to: Dr. Grady Haraman
HQ AFRES/DEPV
Robins AFB, GA 31098

Comments must be received by January 23, 1987

H-231

Patricia Zullo
16 Country Lane
Belchertown, Ma. 01007
January 20, 1987

Dr. Grady Maraman
HQ AFRES DEPV
Robins AFB, Ga. 31098

Dear Dr. Maraman,

I am writing in regard to the proposed expansion of Westover Air Force Base, Massachusetts.

I would like to go on record as opposing the two proposed actions at Westover.
1. The Air Force's reorganization to include replacement of the 16 C130's currently at the site, with 16 C5A's;
2. The Westover Metropolitan Development Corporations request to expand airfield operations to 24 hours/day.

The combined proposals detailed in the draft Environmental Impact Statement would have a negative impact on the quality of my life as a resident/landowner in Belchertown, Ma. My opposition is based on the following factors:

I. NOISE: Increase in decibels and increase in air traffic.
A. Air Force
- The C5A's are FOUR times louder than the present C130's.
- The 20 hour/week use by the Air Force would result in 20 takeoffs and landings per 5 hour training sessions with aircraft circling low overhead every 15 minutes to every 6-7 minutes.
- The majority of training sessions will occur on the weekends or after normal working hours.

B. MMDC
-80% of the air cargo operations would occur between 10 p.m.- 7 a.m. Most landings between 10 p.m. - midnight and most take-offs between 5 a.m. - 7 a.m.
-Currently there are 2 arrivals and 2 departures daily. With expansion it would increase to 41 arrivals and 41 departures per day (large aircraft only included in average figure).
-Within a two hour period there would be from 2 to 13 aircraft operations. "Sleep disturbances would be significant. 600 to 24,000 people could be awakened by one or more aircraft operations."

C. COMBINED EFFECTS
-with expansion, 11,500 people will be exposed to greater than 65 decibels of noise. Currently 100 people are affected.
-Both the Air Force and MMDC will use runway 23, whose flight path includes Belchertown, 80% of the time.
-Property values are estimated to decrease 1% for every decibel over 55 decibels, possibly resulting in a 10% decrease in property values for Belchertown homes on the flight path.

C. COMBINED EFFECTS (cont'd)
-With the increase in frequency of aircraft operation there is also a concern about flight safety, air and water pollution and hazardous waste.

While concerned about the economic conditions of the nation as well as the state, it is unclear to me if the 680 jobs created by expansion would be for civilian or Air Force related personnel. I also question whether the benefits of increased jobs outweigh the negative impacts of noise and loss of property value for thousands of people.

In summary, I am opposed to the 24 hour use of Westover Air Force Base. The noise level from current air craft operations is quite disruptive to community living. Any increase in decibel level or frequency of flights would be very distressing to me personally. It seems outrageous to me that a proposal which would subject 11,500 people, as opposed to 100 people currently, to noise levels greater than 65 decibels would even be considered.

Sincerely,
Patricia Zullo

H-232

H.7 MISCELLANEOUS LETTERS AND PETITIONS

945 West St.
P.O.Granby
Mass.01033

1.22.87

Dr. Grady Maraman
HQ AFRES/DEPV
Robins AFB GA 31098

Dear Dr. Maraman,

Please find enclosed copies of signatures of people in this area protesting the proposed influx of C5As and the civilian airport.

I thank you in advance for your consideration in this matter.

Yours truly,

Lucy Pelletiere

Lucy Pelletiere

Received 26 Jan 87.

Express mailed 22 Jan 87

Postmarked 26 Jan 87

(Over)

376 Signatures

I am NOT in favor of the C5-A airplanes being stationed at Westover Air Force Base in Chicopee, Massachusetts. I am opposed because of the excessive noise, the adverse environmental impact and health hazards, and the devaluation of our property. I am also opposed to the airport operating 24-hours a day.

Elizabeth A. Anderson - 10 Mark St. Chicopee, MA 01020
Norma Tassinari - 184 Arthur St. Agawam MA 01104
Jan M Moore 157 Reynolds St, Ludlow Ma 01056
Joyce L. Cote - 106 E Albert St. Chicopee MA 01020
Diane Lamere - 185 New Ludlow Rd - Chicopee, MA 01020
Carol Dion 193 Center Street Ludlow, Ma 01056
Jack Lemon Pine Vale, Plantation Palatka Fla 32177
Estelle Vadnais 611 McKinstry Ave. Chicopee MA 01020
Kelly Bijou 115 St. James Ave Chicopee Ma 01020
Jeanine Caremicle 14 Taylor st chicopee Ma 01020
Claudia Page 54 Kwale Dr. Chicopee 01020
Richard P. Lamere 153 JEAN CIRCLE CHICOPEE MA.
Jan Bailey 65 Bray St. Chicopee, MA 01020
Mary Jo Ukleja 42 Neil St. Chicopee MA 01020
M. Kisielewicz 17 MARK ST. CHICOPEE MA 01020
Richard P Lengieza 212 Hampden St. CHICOPEE MA 01013
Debra Lengieza 212 Hampden St CHICOPEE MA 01013
Linda Cann 52 Dewey St. Chicopee MA 01020
Mike Lopez 52 Dewey St Chicopee, Ma 01020
Celeste Pasternak 65 McDonald Dr Chicopee, MA 01020
[illegible] Dewey St. [illegible]
Teresa Hardy 108 Colonial Cir Chicopee Ma 01020
[illegible] [illegible]
Jean Laquette 34 Colonial Dr Chicopee Mass.
Celia Lombardi 43 Colonial [illegible] Chicopee Mass. 01020

194 additional signatures on other sheets

H-235

919 West Street,
P.O.Granby,Mass.01033

February 8th, 1987

Dr. Grady Maraman,
HQ AFRES/DEPV
Robins AFB,
Ga. 31098

Dear Mr. Maraman,

I am enclosing 105 more signatures opposing the proposed influx of 16C5as and the civilian 24 hour airport at Westover AFB. Chicopee, Mass.

I am still awaiting the answer of the noise decibel at my home, this was asked for more than a month ago and I have made 3 long distance calls to you trying to obtain this, what is so difficult about this question?? I have taken the time on a long distance call to explicitly explain where my home is and to no avail.

Thanking you in anticipation of your early reply.

Yours truly,

Lucy Pelletiere

LUCY PELLETIERE

We, the undersigned, strongly reject the proposal to bring the C-5a planes to Westover A. F. B. We also strongly oppose the operation of a commercial airport at Westover.

NO.	NAME & ADDRESS	NO.	NAME & ADDRESS
1	[illegible] 178 East St. Pitts.	38	
2	[illegible]	39	
3	[illegible]	40	
4	[illegible]	41	
5	[illegible]	42	
6	[illegible]	43	
7	[illegible]	44	
8	[illegible]	45	
9	[illegible]	46	
10	[illegible]	47	
11	[illegible]	48	
12	[illegible]	49	
13	[illegible]	50	
14	[illegible]	51	
15	[illegible]	52	
16	[illegible]	53	
17	[illegible]	54	
18	[illegible]	55	
19	[illegible]	56	
20	[illegible]	57	
21	[illegible]	58	
22	[illegible]	59	
23	[illegible]	60	
24	[illegible]	61	
25	[illegible]	62	
26	[illegible]	63	
27	[illegible]	64	
28	[illegible]	65	
29	[illegible]	66	
30	[illegible]	67	
31	[illegible]	68	
32	[illegible]	69	
33	[illegible]	70	
34		71	
35		72	
36		73	
37		74	

Continued on other sheets

H-236

Mrs. Paul A. Muise
161 Davis St.,
Spfld., MA 01104

Dec. 15, 1986

Dr. Grady Maraman
HQ AFRES/DEPV.,
Robins AFB, Ga., 31098

Dr. Dr. Maraman;

C5A's

We, the undersigned object to the coming of the big planes to Westover Air Force Base. Having lived here since 1947 we know the effects of these planes. They cause air pollution, noise and they fly both day and night. We have seen our swimming pools have a film of black soot on them, especially on days when the air is heavy. The noise factor is very disturbing to older and sick people. We happen to be right in their flight pattern, both taking off and landing. We have had to wash down our homes because of the film they leave. At the end of the month they seem to fly incessantly to get in their flight time. We intend to be at the meeting on January 8, 1987 to voice our opinions.

Paul A. Muise - 161 Davis St. Spfld. MA 01104
Doris A. Muise - 161 Davis St. Spfld. MA 01104
Louis H. DeFalco - 101 Lowell St - Spfld Ma 01107
Marie McCarthy - 167 Davis St. " " 01104
Louis J. Maccari 158 Davis St. Spfld. Ma. 01104
Eva Moalli 155 Davis ST Spfld. Ma. 01104
John J. Reilly 55 Roy St Spfld, Ma 01104
Robert Mc Carthy Jr 167 Davis St Spfld. Ma 01104
Michael J. Mack 168 Davis St. Spfld. Ma 01104
Regina C. Mack 168 Davis St Spfld. Ma 01104
Agnes Jamieson - 104 Meride St. " " 01104
Philip Jamieson - " " " " " "
Edward Paolino 20 Georgetown St. " "
Ann Paolino " " " " "
John Rooney - 51 Rhoeside Ter " " "
Sylvia Rooney - " " " " "

9 additional names on a second sheet

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 439TH COMBAT SUPPORT GROUP (AFRES)
WESTOVER AIR FORCE BASE, MASSACHUSETTS 01022

22 January 1987

Dr Grady Maraman
HQ AFRES/DEPV
Robins AFB GA 31098

Dear Dr Maraman

We are expecting a major snowstorm so thought I'd better get the enclosed comments in the mail today - who knows if we will be at work tomorrow.

Various personnel in the office took the comments by phone so that accounts for the rather "fragmented" layout.

Sincerely

Monica M Lindberg

MONICA M LINDBERG
Public Affairs Assistant

1 Atch
Comment Sheets (3 pages)

H-237

I am **NOT** in favor of the C5-A airplanes being stationed at Westover Air Force Base in Chicopee, Massachusetts. I am opposed because of the excessive noise, the adverse environmental impact and health hazards, and the devaluation of our property. I am also opposed to the airport operating 24-hours a day.

Gaetano Filipe	50 Labelle Dr. Chicopee
Theresa G. Filipe	50 Labelle Dr Chicopee
Mary B Ryan	126 LaBelle Dr Chicopee Mass
Maria Neto	217 State St Ludlow, MA
John E Fagnant	1094 East St. Ludlow MA 01056
Cindy Hearey	58 Mt View St Ludlow MA 01056
Kelly G O'Neill	16 Alma L. Chicopee, MA 01020
Jennifer Filipe	54 Lehigh St Ludlow Mass.
Albert Filipe	54 Lehigh St Ludlow Mass
Jean A Palermo	66 Labelle Dr Chicopee Mass
Jessica Chapman	46 Stonewall Dr Ludlow, Mass
Joseph Paquette	52 La Belle Dr. Chicopee Mass
Lionel Paquette	52 LaBelle Dr Chicopee Ma
	1 LaBelle Dr Chicopee
Shirley Gelinas	56 Labelle Dr Chic Mass
	1 Labelle Dr Chic Mass
	1 Labelle Dr Chicopee
	134 Labelle Dr Chic Mass
Norman Ogg	147 LaBelle Dr Chic Mass
Sheila Ogg	147 Labelle Dr Chicopee Mass
Joseph Dragon	171 Labelle Dr Chicopee, MA
Robert Gardiner	160 Labelle Dr Chicopee Mass
Karen Anderson	146 Labelle Dr Chicopee, Ma

I am **NOT** in favor of the C5-A airplanes being stationed at Westover Air Force Base in Chicopee, Massachusetts. I am opposed because of the excessive noise, the adverse environmental impact and health hazards, and the devaluation of our property. I am also opposed to the airport operating 24-hours a day.

Michael P. Pasternak	65 McDonald Drive Chicopee 01020
Ronald W. Kusek	69 McDonald Drive Chicopee 01020
Lisa M Kusek	69 McDonald Dr Chicopee, 01020
Cathy Kozlowski	73 McDonald Dr Chicopee 01020
[illegible]	73 McDonald Dr Chicopee 01020
Liz Ryan	59 McDonald Dr Chicopee 01020
Karla Bonneville	98 McDonald Dr. Chicopee 01020
Jeffrey Bonneville	" "
Carleen Pelt	14 Kowal Dr Chicopee 01020
Lester T. Cosme	24 Kowal Dr. Chicopee, Mass 01020
Maureen Hagne	24 Kowal Dr Chicopee, Ma 01020
Lori M. Klein	35 Kowal Dr. Chicopee, MA 01020
Nishan Setian	"
Denise Przybylowicz	44 Kowal Dr Chicopee, Ma
Eugene J. Przybylowicz Jr.	44 KOWAL DR. CHICOPEE MA
Carla M. Joyce	54 KOWAL DR CHICOPEE MA
Linda Morkeve	64 Kowal Dr Chicopee MA
Raymond Desjardins	64 Kowal Dr. Chicopee, Ma
Ronald K. Mainie	96 KOWAL DR CHICOPEE MA
Linda J. Mainie	96 Kowal Dr. Chicopee, Ma. 01020
Nancy Colman	79 Kowal Dr. Chicopee MA 01020
[illegible]	79 Kowal Dr. Chicopee, MA 01020
Nancy Zurich	11 McDonald Dr. Chicopee Ma. 01020
Gail Pallotta	32 McDonald Dr Chicopee Ma 01020
Paul Pallotta	32 McDonald Dr Chicopee Ma 01020

+ 169 other signatures

H-238

A PETITION

TO WHOM IT MAY CONCERN:

WE THE UNDERSIGNED ARE FOR THE USE OF WESTOVER AIR FORCE BASE AS THE HOME OF THE C's MILITARY AIRCRAFT AS DEFINED BY THE UNITED STATES AIR FORCE.

NAME	ADDRESS	CITY/TOWN
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

C-5 PROPOSAL COMMENT 10:00 15 January 87

Charles J. Toole
12 Lynwood Dr.
Doverbrook Estates
Chicopee, Mass. 01020 593-6016

Mr. Toole stated that he was in favor of the C-5's coming to Westover and had no objections. He would object, however, to the expansion of the civilian airport due to the expanded flying hours and the lack of noise control on the civilian aricraft.

---

20 January 1987

Helen Perkins - Doverbrook Estates: 593-5289

She is against 24-hr operation by WMDC. Has no opinion on C5 conversion.

92 Greenwood Terrace, Chicopee MA 01020

---

21 January 1987

Frank Meeske
33 Woodbridge Road
Chicopee MA 01020 - tel: 593-1091

He is against 24-hr operation by WMDC. He is for C5 conversion at Westover AFB.

C-5 proposal public comment 21 January 1987

Barbara Shute
1520 Pendleton Ave.
Chicopee, Mass. 01020
593-3544

Barbara communicated that she was not against the C-5's being stationed at Westover, but was definitely against the 24-hour civilian operation. She would like to see a curfew on flight hours, and also would like to see the frequency of flights somewhat limited to give consideration to local residents around the base.

22 January 1987

Following calls received from residents of Doverbrook Estates, this date. All were in favor of both the C-5 conversion and the 24-hr WMDC proposal.

Charles & Alma Edwards ....also voicing same opinion for relatives: Wm & Lillian Welch
58 Meadowlark Lane — 214 Greenwood Terr
Chicopee MA — Chicopee MA

Helen McDermott
210 Greenwood Terrace
Chicopee MA

Francis & Linda Kobus
209 Greenwood Terrace
Chicopee MA

C-5 public comment:

Richard Swanson
17 Applewood Drive
Doverbrook Estates
Chicopee, MA 01022

593-5781

Mr. Swanson called to say that he was totally in favor of the C-5s at Westover and also favored the expansion of the civilian airport. He feels that the noise is not bothersome and he would like to see growth in this area.

Public comment on C-5 proposal 20 January 1987

Paul Edwards
Fuller St.
Ludlow, Mass. 01056 589-9541

Mr. Edwards called and communicated that he was not against the C-5 proposal as a whole, but wanted the base to follow noise abatement procedures similar to those used at Bradley Field, CT. He explained that these procedures included requiring steeper climbs and steeper descents into the airport to reduce aircraft noise over private homes.

He is concerned about the training flights out of Westover. He is not concerned if they just take off and land, but wants them to do their training over remote areas.

H-242

22 January 1987

Mrs James Smith - - - - - - - -is in favor of both C-5 conversion and WMDC proposal.
83 Bourbeau Street — She thinks it's wonderful to have the base nearby
Chicopee MA 01020 — and feels that the people who are doing the most complaining would be thefirst to look to the military for help when needed. She said that from the loud opposition at the hearing, you'd think that the Communists were trying to set up hq here at Westover ...

Dennis Smith - - - - - - - -His house is in the landing/flight path and he has
School St — absolutely no problem with the conversion nor the
Granby MA — WMDC proposal. He is annoyed with the letter to the editor that appeared in 21 Jan 87 Transcript Telegram (copy attached).

Transcript-Telegram, Holyoke [Mass.] Wednesday, January 21, 1987

Air Force public relations machinery grinds on at Westover

Editor, Safety Valve:

The public hearing held in Chicopee on Jan. 8 reinforced the fears of many of us that the Air Force is indeed determined to push through its C-5A agenda at Westover. Many private citizens and public officials asked for a delay in order to give adequate time to study a very complicated report. So far, this request has received no response.

Meanwhile, the Air Force's public relations machine grinds on at top speed. First, town officials were invited to Georgia at Air Force expense to view that marvelous technological turkey, the C5. Then, the local press was treated to a trip to Dover AFB in Delaware to view the non-impact of C5s on neighboring communities.

And just last week we were treated to a C5 sortie which buzzed around overhead for several hours. When only four calls of protest were received, the triumphant verdict was sounded. "C5's don't really create a problem!"

Never mind that most people are working or out of their homes during the week. Never mind that most of us don't think that calling to protest will help anyway. Mayor Lak's comment that this exercise proved something says more about Mayor Lak's confused perceptions than it does about the validity of the test.

As a matter of fact, this test was demeaning. We are not guinea pigs. We do not appreciate being subjected to tests of very questionable validity, and then to the ridiculous conclusions which reach the press. One sortie is not the same thing as a daily dose of flights which have a cumulative effect.

It must be wonderful to have *unlimited* taxpayers' money to carry on extensive public relations for a military/civilian project which, in the view of hundreds of those same taxpayers, is deleterious to their health and welfare.

Marion E. Wadsworth
Granby

H-243

APPENDIX I

TRANSCRIPT OF THE PUBLIC HEARING ON THE DEIS

I.1 PUBLIC HEARING

A public meeting to hear and receive comments about the Draft Environmental Impact Statement for the two proposed actions at Westover Air Force Base was held at Bellamy School in Chicopee, Massachusetts on Thursday, January 8, 1987, at 7:30 p.m.

The following individuals served on a panel to present information and/or to respond to specific questions from the audience.

Lt. Col. Matt C. Bristol, III
Colonel James Handy
Mr. Allan Blair
Colonel Federick Walker
Major Larry Mercker
Mayor Richard Lak
Lt. Col. Thomas Hargis
Mr. Robert C. Martin
Dr. Grady Maraman
Colonel David Webber
Major William C. Waller
Lt. Col. Gale French
Dr. Clay Easterly
Mr. Paul Gagnon
Mr. Hyatt

Lt. Col. Bristol served as the presiding officer and Col. Handy assisted throughout as the principal panel spokesman.

The following individuals presented oral statements or questions during the public meeting. The page (or pages) where each individual's comments are recorded in the transcript is also given.

Verbal comments at the hearings were addressed at the time by the Air Force Team. In those cases where an additional response may be appropriate, a reference to Appendix F (in square brackets) appears in the following transcript.

SPEAKER	PAGE
Timothy J. Sullivan	15
Lucy Pelletiere	16

SPEAKER (Cont.)	PAGE
Aime Legere	21
John Flis, Jr.	22
David Keith	24, 56
Donald Szczebak	27, 57
Linda Poirier	30
Peggy Gillespie	30
Lisa Sergienko	32
Sabina Parker	33
Gerald Drewnowski	34
Representative Stan Rosenberg	35
David Shepardson	38
Charles Snyder	38
Peter Lappin	40
John Frykenberg	40
Patricia Sackrey	42
Robert Gladden	43
Joanna Block	44
Pete Karetka	47
Philip H. Brocklesby	48
Henry Mason	49
Marion Wadsworth	50
Ronald LaPlante	53
Michael Goldsman	55
Mike Schlatka	58
Warren Will	59
John Budz	60
Arthur Champagne	63
Martha Phelps	65
Robert Pino	65
Rene Harnoys	66

I.2 HEARING TRANSCRIPT

LT. COL. BRISTOL: Ladies and gentlemen, the National Environmental Policy Act and implementing federal regulations require federal agencies to carefully analyze the potential environmental impacts of proposed actions and to use those analyses, to actually fold in the environmental impacts, along with the operational considerations in arriving at decisions or recommendations concerning whether, and if so, how, to proceed with a particular proposed action.

The Air Force, in this particular case, has prepared and distributed, in accordance with those regulations, a Draft Environmental Impact Statement. Some of you may have had a chance to get copies of it; others of you that have not had a chance to read this yet, or to have access to it, will be able to order them tonight and perhaps, we have a limited number of copies, you might be able to take home -- take one home with you this evening.

These actions are two; the first is a proposed reorganization of the 439 Tactical Airlift Wing with its 16 C-130 aircraft, into a military airlift wing, consisting of 16 C-5A aircraft in support of this country's strategic airlift requirements.

The second proposal is a pending request by the Westover Metropolitan Development Corporation that the Air Force, which controls all aerial operation at Westover Air Force Base, authorize an increase in the hours of air-field operation for WMDC to a twenty-four hour basis.

My name is Matt Bristol. I'm an Air Force Lieutenant Colonel, who is a full time Air Force Trial Judge. That is, I don't work for any Air Force Commander; I work directly for the Judge Advocate General in Washington and am probably the closest thing that the Air Force has to a sitting Federal District Judge.

Most days I'm in a courtroom handling felony trials involving young men and women who are members of the United States Air Force and I've been asked to serve as Presiding Officer for this hearing.

I'm not an expert, and I want to emphasize that, on these proposals. I have not had any input into them. I have no direct stake in their outcome. I've not provided legal advice concerning them and it's my role, as sort of a middle person, to make sure that each of you, as members of the affected communities, have an opportunity to speak your mind here this evening and have an opportunity to, not only hear the Air Force presentations and to get any matters clarified concerning those presentations, or the Draft Environmental Impact Statement, but also most importantly, you, as the experts on your own communities and the environments here, can give the Air Force the benefit of your expertise in describing any particular problems that you perceive, any particular matters that you don't think were adequately covered in the Draft Environmental Impact Statement.

So in a way, you're talking about a two-way communication and both parts are equally important.

The first part is going to entail a briefing with two separate speakers to cover, in very general terms, the Draft EIS and the specific proposals.

The second part is for you to have an opportunity to ask questions, to clarify in your mind, any aspect of those proposals.

Following the questions, then we'll be taking statements for the record. I emphasize record again because we do have a court reporter, Mrs. Donna Brideau, who is taking everything down that anyone says, that is, any speakers who are recognized, any briefers and myself,during the course of this hearing every word that is uttered will be a part of the public record.

You do not, if you wish to make a statement, but do not wish to make it on the record, you do not have to come forward and speak; you can simply make the statement by writing it on the comment sheet or on a separate sheet of paper, which can be attached to the comment sheet and you can either give it to us this evening, or you can mail it to the address indicated at the bottom of the comment sheet, at any time prior to the 23rd day of January, which is the closeout on the comment period.

This is a multi-purpose form, and I use it in conducting these hearings because it seems to make it a great deal easier for everyone.

The first part of it, where you indicate your name and address, I'd like to ask that you also indicate the capacity in which you're appearing; that is, either as a private citizen speaking on your own behalf, or as a designated representative of a private association or club or some type of organization, or in the third instance, as a public official, and if you'd indicate specifically what office that you hold.

That becomes important because as part of the groundrules, after the recess which comes immediately after the briefings, I'm going to be collecting these and we'll have people come down the aisles and be collecting them from those of you who wish to fill them out and I will collect those and use them as the vehicle, if you will, for recognizing those of you who wish to be heard; first on the questions and then on the statements.

People have asked me whether there is an obligation to fill out one of these and the answer is no, that there will be opportunity for those of you to speak, who choose, for one reason or another, not to fill this form out, but those who fill the form out will be recognized first.

Also, after I get the forms, one reason I really encourage you to fill them out is, that depending upon the number that I have, it gives me a better idea as to how to space out the hearing and as to what extent and how precisely I need to hold speakers to the time limits, which for private individuals, is three minutes and for those who are public officials or designated representatives of private organizations, it is five minutes.

I'm not going to be here sitting on a stop watch; again, my purpose is to allow you an opportunity to be heard and to allow you to satisfy your concerns and so, this is an informal hearing.

I don't want any of you to be hesitant, to come forward and speak for fear that your question might be too basic or for fear that someone might be offended. This is your opportunity to ask the questions that you choose to ask and there are no such thing as a dumb question. There is no such thing as a dumb question and there is no such thing as a question that isn't pertinent or germane, as long as it in some way relates to these two proposals.

So I don't intend to run this in a formalistic manner; I intend to run it in a relaxed manner and I want you, all of you, to be comfortable and I want you to be satisfied that you've had an opportunity to be heard.

I might just mention very briefly, you might wonder why these two proposals which appear to be unrelated are being dealt with at one time. The answer is this; that the -- as this process has evolved, and some of you may recall a meeting at this same school in September of 1985, at which members of the public had an opportunity to identify specific environmental concerns that were then -- the Air Force then took those concerns and addressed them within the framework of the Draft Environmental Impact Statement.

Now, subsequent to that meeting, the Secretary of the Air Force made a judgment that we would simultaneously address the environmental aspects of the WMDC request, which was made in June of 1986.

And I think you'll agree that it's a logical thing to do that, it would be an artificial thing indeed for the Air Force to address only the anticipated impacts of the C-5A conversion proposal if it knew that it was in a position of perhaps granting this separate request that in a cumulative sense might produce environmental impacts that exceeded those that were estimated for the C-5A proposal alone.

So the logical way was to deal with these together, even though they are going to be addressed separately and the Air Force officials will decide upon them separately. It's a possibility that both might be implemented in some form and so we need to take a good hard look at the cumulative environmental impacts of those proposals.

As far as where this hearing fits in the overall process, in very simple terms, the Draft Environmental Impact Statement will be converted into a final Environmental Impact Statement.

The Air Force will go back to the drawing boards, after receiving statements, comments and questions and after the record of this hearing is completed. Everyone who has asked a question,

whether they ask it tonight or at any time prior to the 23rd of January, that question will be answered and any question will be a part of the record.

All statements will be a part of the record and receive the same status in the decision package, whether they're made tonight or whether they're made by separate communication to Dr. Maraman at the address given in Georgia on the comment sheet.

So the final Environmental Impact Statement will be prepared, that will be published and distributed in the same manner as the Draft Statement and then a decision package and recommendations will be prepared by Dr. Maraman's office and then sent to the Pentagon and staff within the Office Of The Secretary Of The Air Force and then a judgment of the decisions and recommendations would be made no sooner than thirty days after the publication of the final Environmental Impact Statement.

So the thing that has to be emphasized is that no decisions have been made, nor may any decisions legally be made, until after this process has run its course, and it's only through your participation and the quality of that participation that we can truly have this system work; that is, that we can accomplish and enhance the communication process and actually improve the decision-making process in Washington so that it takes into account everything that you know could conceivably be involved in terms of impact upon your community.

You may take notes, as you choose, during the course of this presentation.

We are going to have a brief recess after the briefings and the briefings should be over, roughly, at about quarter til -- excuse me, I'm used to starting at seven o'clock, about forty-five minutes after we started, so about quarter after the hour of eight o'clock, and we'll take about a ten minute recess and be sure to give me your comment sheets or to hand them to the people who come down the aisle so that we can make the maximum use of that time and so that there won't have to be any delay in the proceedings.

Some of you have noticed that we have television cameras tonight and that's not unusual that we have television cameras.

What is a little bit different, in my experience, is having a lot of television broadcasting. At first I was -- I worried about it because I was concerned that it might interfere with your right to be heard and somehow be an obtrusive feature of the proceedings, but on balance it was my judgment that since the object of this is to get information about this to the most people that we can that having educational television do a live broadcast can serve that purpose and that those who, for one reason or another, were not able to be present tonight, would get the benefit of this dialogue and if then if they wish, they can make statements by sending them in to Dr. Maraman's address.

From a procedural standpoint, I'm about to close. I would ask that when we get to the questions that you ask yourself a very important question; is your question really to clarify an issue, or is it more the cross-examination style of question that's designed to stress a contrary point of view?

If it is the latter, then I would ask that you wait and treat it as a statement because one can ask questions incident to the making of a statement.

I'd like to try to move through the question period fairly rapidly and limit the questions to those that are actually trying to get a particular point clarified. The objective of that is to put you in the optimum position to make an informed judgment on whether to make a statement and how to make that statement so that it can be put forth in the best and most accurate light as possible.

After all the statements are received, if there is available time and interest, I'll be happy to take any other questions that perhaps have been generated by the dialogue that we've had and the various statements.

I'd ask that you direct any questions that you have to me; I will in turn direct them to Colonel Jim Handy, who is the principal briefer this evening and the head of the Air Force Team and then he will, at a later point, introduce the various members of his group and people to whom he may be referring questions during the second portion of our presentation.

It is very important when you speak that you precede your remarks with a clear statement of your name and address and if your name is thus that you don't think that I can spell it, and I'm

not a very good speller, I'd ask that you spell it so that Mrs. Brideau will get your name for the record and there won't be any confusion as to the identification of the particular speaker.

So just give your name and address so the record will reflect that prior to asking a question or making a statement.

At this time, I'd like to recognize two individuals, sequentially, who would like to make brief welcoming remarks this evening; the first is the Chicopee Mayor, Richard Lak, and second is the Wing Commander of the Tactical Airlift Wing at Westover Air Force Base, Colonel Mike Walker; first of all, Mayor Lak.

MAYOR LAK: Thank you, Colonel.

I want to welcome all of you this evening. I think we're on the threshold of a very significant future for all of the region.

As the Colonel has mentioned, no decision has been made. The information that is available is made available so that all of us can digest it, analyze it, ask questions because the importance is that it is the object of this public hearing to hear those questions and to hear those inquiries.

I want to thank Channel 5 for broadcasting this evening and making this hearing available to all those who could not make it here this evening.

I know I've worked with the Air Force the last few days in their efforts in order to make this hearing as informative as possible. Certainly I want to thank them for making that effort and I think at the end of this evening all of you here and all of you watching at home will agree that the information will be made available so that it can be disseminated, that it can be understood and that your questions can be related to that.

LT. COL. BRISTOL: Thank you, Mayor Lak.

Colonel Walker.

COLONEL WALKER: Thank you Colonel Bristol.

I also want to thank each and every one of you as concerned citizens, for taking the time out of a busy schedule to come out tonight.

We are well aware that you have concerns over this proposal and we in the Air Force are dedicated that those concerns are going to become and put on the public record.

To assist in this process, we've got several experts, if you will, that have come in to assist us this evening from higher headquarters, from the various other branches, if you will. They are here to answer your questions, or if we can't answer those questions, then take them back and get those answers. For that, we appreciate that these people have come in.

However, after they have left and those of us that live here, call Westover, our home, we're going to still be here to carry on the mission, whatever that might end up being.

I'm dedicated, as all the members of my staff and those of us that work out of Westover, to continue to be good neighbors.

Tonight does not end the communication that's been built up over the years and it will continue. Again, I'm dedicated that this communication will get even better in the days and the months and the years to come.

So again, thank you for taking the time to come out here tonight.

LT. COL. BRISTOL: Thank you, Colonel Walker.

Our two principal briefers tonight are Colonel Jim Handy, who was previously the Base Commander at Westover Air Force Base and who now is in the Pentagon, and who is the Chief of the Programs Division of The Office Of The Air Force Reserve Headquarters.

Colonel Handy will, following his remarks introduce our second speaker who is Mr. Allan Blair, who is the President of WMDC. Colonel Handy.

COLONEL HANDY: Good evening, ladies and gentlemen. It's good to be back in Massachusetts.

Our main purpose tonight is to obtain your comments concerning the environmental impact for the proposed actions.

We're also here to clarify and possibly any errors or misconceptions about the proposed actions. To that end, I've prepared a [slide] briefing to highlight the content of the Environmental Impact Statement.

I attempted to keep the briefing short as possible so that there will be more time to hear your comments and concerns.

Let's look at the first item. The Air Force is evaluating two proposals; the military proposal that will involve the change in the mission of our [unit]. The primary proposal would involve replacing 16 C-130 aircraft with 16 C-5A aircraft.

Replacing the 16 C-130 aircraft with 8 C-5A aircraft will also be considered as an alternative course of action.

The Westover Metropolitan Development Corporation, WMDC, actually will increase the air field operating hours. This action is considered necessary by WMDC to develop civil aviation at Westover.

First, let's take a look at Westover Air Reserve; the 439[th] planes, again by Colonel Mike Walker, as with all our units, the mission of the 439[th] is for training, organized and recruit reservists.

In the event our nation is required to draft increases and orders, the Air Force Reserve would supply twenty percent of this nation's tactical airlift capability and over fifty percent of the strategic airlift crews.

Sixteen C-130 aircraft are assigned at Westover, which are flown seventy-five hours a week in a local area. We fly between the hours of 7:00 a.m. to 11:00 p.m., that's a practice which we will continue.

The first item is on this slide is for Air Force Reserve only. There are other military units on the base, both full time and reserve personnel assigned and many of you know the history of Westover much better than I. It has a history of flying activities for almost forty-seven years. Westover has one of the finest terminals in New England.

In fact, it was utilized as an emergency landing site for several flights. It has been a -- training command, headquarters for the Military Air Transport Command and at one time was the largest Strategic Air Command base in the Eastern United States.

Since transferred to the reserves in 1974, approximately 2300 acres have been deeded to the surrounding townships. The next, here, we'll provide an overview of the proposed military action.

The mission of Westover Wing will change to support its strategic mission; that is, the unit would be tasked with [moving] men and large equipment [over long] distances to [the theater of] operations and return. The current unit wartime tasking would be to provide airlift to a theater of operations as necessary.

The unit would acquire larger aircraft, with 16 C-5A aircraft at Westover. To support the new mission and larger aircraft the unit structure would enlarge both full time and reserve personnel. Finally, flight line facilities would have to be extended to support the new mission and the aircraft.

Let's look at the rationale for the proposed action. In April of 1982 the congressionally mandated mobility study recommended an increase in strategic airlift [capability]. To comply with that recommendation, the Secretary of Defense made the decision to buy fifty new C-5B aircraft.

For a number of reasons, including [congressional] limitations of manpower, the Military Airlift Command was tasked with transfer of flying missions to the Air Reserve Forces. They developed an airlift Total Force plan which programmed the C-5A's into the Air Reserve Forces as the new C-5B aircraft were arriving at active duty bases.

Our headquarters was tasked to identify the locations to accept 32 of the large aircraft. Charleston Air Force Base, South Carolina, Hunter Army Air Field in Georgia, Patrick Air Force Base, Florida, Orlando International, which was formerly McCoy Air Force Base, Florida and Cape Canaveral Air Force Station, were all considered as bed-down locations for the C-5.

They were eliminated from the consideration, primarily, because of the facilities and the recruiting potential.

Two locations were identified as prime candidates to accept the aircraft; Westover Air Reserve Base and Kelly Air Force Base, Texas. Kelly has already received some of their aircraft.

Westover was high on the list because of its runway facilities, the reputation of its unit and the potential for recruiting quality people.

And if the proposal we are discussing here tonight is approved, aircraft will begin arriving at Westover late this year.

Listed under military action to be considered; Option 1, to continue current operations with 16 C-130 aircraft as depicted here and the other two options would be to replace the C-130 aircraft [with] either 16 or 8 C-5A's.

Let's take a look at the changes that would occur with the proposed actions. This is kind of a busy slide -- let's take up one matter at a time.

The proposed action would reduce overall flying activity by almost twenty-five percent. Since publication of this study, the flying programs have been further reduced to 4400 hours. Closer to home, local flying would decrease by seventy-five percent with the proposed action. This is because of the nature of the strategic mission that is most likely to occur away from Westover on long range missions, mostly overwater missions.

On the next one, plus 332, represents an increase of over fifty percent [in full-time employment]. Primarily, these jobs would be in the maintenance and security areas and would be filled by Civil Service employees.

Reserve numbers will increase by 1,000. [The] payroll figure of 33.1 million is a 1986 figure just [released]. The proposed activity will increase annual payroll--by 13.4 million dollars.

It should be noted that currently 609 off-base secondary jobs are created by the Westover activity.

The transfer of the large aircraft would require ramp and hangar construction outlays in excess of 46 million dollars.

The [alternate] proposal, converting the unit to 8 C-5A aircraft would further decrease flying hours, increase jobs and payrolls by a lesser amount and require construction activities in excess of 40 million dollars.

Next, I would like to introduce Mr. Allan Blair, President of Westover Metropolitan Development Corporation to give the WMDC overview.

MR. BLAIR: Thank you, Jim.

WMDC is a non-profit corporation, which was formed by a special Act of the Massachusetts State Legislature in 1974. It was formed expressly to respond to the change in mission at Westover Air Force Base at that time, and the surplusing of military property.

Our purpose is simple, and that is, to [convert] the surplus military property, constructive civilian use, including the 178 acres of aviation property which comprises the Westover Metropolitan Airport.

WMDC serves two communities, the Town of Ludlow and the City of Chicopee, with industrial parks in each community and, of course, with the airport in Chicopee.

Over 1600 people are employed in those two industrial parks, through the efforts of WMDC. The corporation is governed by nine [member] of Board of Directors, three of whom are appointed by the Mayor or the Board of Aldermen in the City of Chicopee, two by the Selectmen of the Town of Ludlow and [the remaining] four are appointed by the other five and come from communities within the standard metropolitan statistical area, Greater Springfield and Chicopee.

This balance on the Board ensures that both communities have input into the development processes in both of their communities and it reflects the regional nature of the efforts at Westover.

The WMDC Board of Directors is also a designated civil airport authority with responsibility for airport development and management. It's assisted in that task by a thirteen member Airport Advisory Committee, which was formed by ordinance in the City of Chicopee in 1981. That Board was constituted in June of 1985 through appointment by the Mayor and the Board of Aldermen and it's responsible for helping to guide the development of the airport and provide community input to the airport authority for that development.

In addition, it must review any major decision by the airport authority within ten days of that decision and has veto authority over that decision, which can only be overridden by a two-thirds vote of the Board of Directors.

This system of checks and balances ensures community input and consistency with the goals set for airport development by the community.

To enable WMDC to appropriately develop Westover Metropolitan Airport, the corporation commissioned an Airport Master Plan in 1985 which was jointly funded by the Federal Aviation Administration, the Massachusetts Aeronautics Commission and WMDC.

An airport master plan helps to identify potential aviation services that would be appropriate for any given airport, as well as to plan the facilities necessary to support those services.

The first task of this master plan was to conduct a demand analysis which identifies the types of aviation services that are economically feasible and [can be] appropriately handled by the airport.

The results of that demand analysis identified three basic aviation services for Westover: scheduled passenger service, all freight or air cargo service and general aviation corporate service.

Now, these aviation services are consistent with WMDC's adopted goals for airport development and are felt to be realistic, achievable and economically feasible.

I'd like to read the mission statement of the adopted goals for Westover Metropolitan Airport, which were adopted over a year ago:

> The Westover Metropolitan Airport will be developed sufficiently to provide 80 agent services consistent with market demand and which allow the airport to be financially self-sufficient while acting as a catalyst for further economic development, both in its host communities and throughout the region.
>
> Such development to be accomplished with minimum impact upon the quality of life of adjacent communities. Just as WMDC strives to attract local industrial development, which is clean, attractive and an economic asset to the region, WMDC is also committed to environmental compatibility of airport operations.

WMDC will minimize the effects of aircraft noise and later on in this presentation you'll see some of the mitigation procedures that we will entertain and we'll be happy to discuss those further during the question and answer period.

I'd like to describe for a moment the current operations at the airport and those proposed or projected for the ten year period ending in 1995.

WMDC's control over the aviation property has been since only 1981. Development has been restricted, due primarily, to the lack of -- due to the limited operating hours on the airport and in aviation industry that's been in transition.

Only within the past eighteen months to two years has that aviation industry -- have changes in the aviation industry, presented real opportunities for Westover.

Our current operations per day, as you can see from the slide, indicate that there are no scheduled passenger flights. We have two scheduled air cargo flights; these are DC-8's, all three are aircraft; two a day, six days a week, which fly from Dayton, Ohio/through Westover, to Maastricht, Holland and back, handling international air cargo.

The operation is run by Consolidated Air Freight Corporation and they handle, primarily, Emery Air Freight aircraft and cargo.

Over 840 DC-8's have flown through Westover in the past 17 months.

We have four general aviation operations a day and that's primarily conducted by the 35 home-based aircraft that we have at Westover and transient corporator craft that use the area.

There are 120 direct jobs on the airport. Most of those are provided by the tenants on the airport, generating over a million dollars in payroll.

If the current operations or the current operating standards of the airport continued without any change, we would expect to spend approximately $3 million on capital improvements to the airport, primarily in the areas of taxiway improvements, security, lighting, building renovations, etcetera.

Our proposed operations are projected to occur in increments over the next ten years to reach these levels by 1995.

And let me just footnote here; in order to translate these numbers into the numbers in the Draft EIS, you would multiply these by two. These are flights and the EIS refers to operations, which is one take off and/or one landing.

We'd expect by 1995 to have 24 passenger flights, scheduled passenger flights, or 48 passenger operations per day. You have an increase of 21 for a total of 23 air cargo flights per day and an increase of ten, or a total -- an increase of six, excuse me, or a total of ten general aviation and corporate flights a day.

We'd expect that this level of activity on the airport would generate 680 new jobs with a payroll in excess of $9 million. This is private payroll, incidentally, that I'm referring to.

We estimate that construction required to support these services in this level of activity would be in the neighborhood of $32 million. Again, primarily private investment, leveraged by some public investment and this investment would be made, again, in improved taxiways, lighting, fencing, building demolition and construction and so on.

WMDC feels that this development plan will attract a new industry, namely, aviation, to this region, one that doesn't really exist today and with it, new jobs, new investments and through passenger services, a new level of convenience to the residents of this region.

I realize this is only a brief overview of our current and proposed operations and we'd be most happy to answer questions during the question and answer period to expand upon them.

Thank you.

COL. HANDY: Most of the impact discussed this far have been of a positive nature. However, there are other which are covered by the study.

We'll be looking at each of these areas in a little greater detail. Let's look at safety first.

The C-5 mishap rate is approximately one-half of the C-130 aircraft. By coupling the lower mishap rate with a proposed decrease in local flying hours of seventy-five percent, our researchers concluded that with either military option the probability of an aircraft mishap in the Westover area would be reduced.

However, because of the larger size, if a mishap did happen, the problem would be more severe.

Proposed increases in WMDC activity, along with the proposed military change, would be similar to other military and aviation airports and from a flying safety point of view, would not be considered significant.

Another concern raised at our last public meeting was the incidents of dropped objects concerning the C-5. This slide depicts the incidents of dropped objects per 1,000 departures; that data is for a six-year period with the last few years of that six year period depicted on the right. Note the C-5 rate is higher than the C-130 rate, but the trend is down.

With decreased local flying hours down by at least seventy-five percent and the downward trend, the C-5 dropped object rate, implementation of either military action should result in a decreased number of dropped objects.

Civilian records were not available. However an increase in civilian operations, coupled with the implementation of the proposed military action, would increase the probability of an object being dropped.

Air quality; no significant impacts on air quality would be expected. Military options would actually decrease the level of emission for flight operations.

The WMDC option; twenty-four hour operation and increased civil activities, would increase emissions. However, the staff at Oak Ridge National Laboratories feel the increase would not significantly affect regional air quality.

This charge represents the worse case scenario; it assumes that other regional pollutants remain constant and the flight operations at Westover increase to the max, that is, fifty flight operations per day for WMDC and ten operations for the military. Even then combined with Westover flight operations would only account for two-tenths of one percent, and that's not two percent, that's two-tenths of one percent, of total regional emissions.

With the 16 C-5A option, fuel consumption at Westover Reserve Base would double current usage, reduction in number of flight operations would reduce the number of refueling operations and the potential for spills.

Also, the aircraft would be refueled from underground hydrant system, which would reduce dependence on refueling trucks, further reducing the spill potential.

Because the proposed WMDC option would increase their flight operations significantly, their fuel usage and potential for spill would also increase.

However, fuel spills are not considered to be a significant problem with the actions under consideration.

Hazardous waste at Westover is composed of waste oil, solvent, hydraulic fluids and other chemical waste. They are managed under a basewide plan which has been approved by regulatory agencies. Plans and procedures are renewed regularly and updated as required.

The Air Force, and EPA, [and] the [Massachusetts] Department of Environmental Quality Engineering, believe that current procedures are appropriate to handle increases in waste which result from the -- which would result in the proposed action.

Waste sewerage from the Base is treated by the City of Chicopee sewage plant, as it is for other local industries. Base refuse has been disposed of by a contractor since 1974.

In 1973 an Air Force study identified potential land areas near airports with significant aircraft [accident] potential. At the end of each runway three zones were identified with varying potential for aircraft accidents, the zone closest to the runway was designated the clear zone. Other zones were designated as accident potential zones one and two to the end of the runway.

Because of the accident -- Because the accident potential is so high in a clear zone, few uses are acceptable. Air Force policy is to acquire a real property interest in clear zones to ensure people-intensive uses, do not take place. Utilizing Air Force guidelines, the clear zone for Westover's runways, that's Runway 05, extended into Chicopee State Park.

However, with the proposed military action, the reduced clear zone would not be compatible and the original Air Force guidelines would have to be followed. This would extend the clear zone into the beach and picnic areas of the State Park and possibly restrict its use.

The Air Force has permanently decided to move the threshold 1200 feet down the runway to exclude the public beach and picnic areas from the clear zone. These are the boundaries of the clear zone, of the new clear zone. We expect it would be completed in 1988.

Most Westover civilian employees live in the Counties of Hampden and Hampshire and note they account for over seventy-four percent of Westover's payroll.

We spend approximately 12 million dollars on construction activity, food supplies and service contracts. The economic impact on the local economy is 62.5 million dollars.

It was determined that the proposed actions, either alone or in combination, would not significantly impact the areas depicted on the slide.

And this slide summarizes the economic impacts. Both actions could, obviously, increase employment, both direct, full time employment and construction employment.

On the negative side, there could be a possible decrease in some property values, possibly because of noise, or primarily because of noise.

As previously noted, our analysis indicated that the only significant environmental impact expected as a result from either the military or the WMDC action, either alone, or in combination, [would be] with the associated increases in noise level, in all cases these impacts would be related to annoyance of people who find aircraft noise unpleasant. This annoyance may result in changes in current and future land uses and the value of residential property may decrease in some areas.

Increases in aircraft noise would not be expected to cause hearing loss or other human health effects or to adversely affect animals or buildings.

Increases in noise levels would result in higher -- the higher noise levels associated with the C-5A operation and from additional civil aviation operations, particularly those occurring at night.

The variety of noise effects are discussed in detail in the Environmental Impact Study and personnel from Oak Ridge National Laboratory will be available in the comment and question session to address your questions in detail.

Research has indicated that community response to noise is best correlated with the day/night average noise level of the DNL. This is a twenty-four hour average noise level in which noises between 10:00 p.m. and 7:00 a.m. are penalized to account for the increased annoyance associated with nighttime noise.

There are ways to mitigate aircraft noise. There are mitigation measures that can be applied to reduce the aircraft noise and to consequences of an aircraft accident.

If the decision is made to proceed with the military actions the Air Force has committed to develop a flight pattern that would reduce population noise exposure [by raising] the altitude for local flying by 300 feet.

As previously discussed, the runway threshold that's being -- is [being displaced] 1200 feet to reduce noise and aircraft accident potential in the Chicopee Park area.

Finally, training schedules and further refinement in flight tracks will be evaluated.

There are also mitigating measures that WMDC would pursue as airflight -- flying could be increased. If the WMDC option is approved, civilian aviation impacts will occur gradually over a period of five to ten years. As their flying activity grows, WMDC will monitor the actual impacts and then implement various mitigating measures, as necessary.

WMDC mitigating measures would fall into two general categories, procedural and operational. The procedural measures are mandated by the existing airport rules and involve ground operations. The other measures would be negotiations with civilian aviation users of WMDC's facilities and they would involve operational restrictions.

This is cited in the WMDC summarization slide and some of the Air Force action would increase noise levels, it would increase the severity, but not the probability of an aircraft mishap. It would increase direct and indirect employment.

The WMDC action would increase noise levels, the probability and the consequences of an aircraft mishap and also it would increase direct and indirect employment.

Because of time restraints I realize that many of your concerns can not be covered in great detail thus far. Please feel free to take those comments up in the comment period.

LT. COL. BRISTOL: Thank you, Colonel Handy.

My watch now says eighteen minutes after the hour of eight o'clock and I hope that's reasonably close to what all of your watches say. I've tried to check and doublecheck it. We are going to take a short recess now and we are going to reconvene at half past eight, that is, at 8:30.

Again, fill out the comment sheets. People will be coming down the aisles and will be able to give them to you and indicate the area of your interest and the other matters that I have previously expressed. Thank you very much.

(A brief recess was taken.)

LT. COL. BRISTOL: Taking the questions, and just to repeat as far as the protocol, as informal as we are, I'm going to be recognizing individuals who have filled out the comment sheets, indicating that they want to ask a question.

I know many of you have checked (inaudible) [that you will be both] asking questions and making statements. You will be [recalled] during the portion of the proceedings when we take statements so it won't be necessary to do the statement at the time that you do your questions.

If you have more than one question, I will let you ask them, but I ask that you do one at a time and we'll allow a reasonable number, again, given the time limit so that everyone has a chance to ask questions.

If I am not quite able to do this exactly as I had planned, and that is to do them by category of interest, it is simply because of the time constraints and the fact that I'm going to be getting these still as we are proceeding, so I will do the best that I can to have them grouped by subject area, but I probably won't be very good at it.

Again, when you are recognized, I'll call your name, if we could have the individual come forward to the podium that's in front, speak into the microphone, indicating your full name and address, the capacity in which you appear, either as a private citizen, as a designated representative of a private group or organization or as a public official, in which case, indicate the particular office that you occupy and then you may proceed with your questions, directing them to me and I will in turn refer them over to Colonel Handy, and Colonel Handy, why don't you, at the moment before we take the first question, use this opportunity to introduce the members of your team who'll be -- to whom you might be referring some of the questions for response.

COLONEL HANDY: On the left, Colonel Hargis, Base Commander here at Westover. Next to Colonel Hargis, Mr. Bob Martin, Oak Ridge National Laboratory; he's the author of the Impact Study Statement; Dr. Grady Maraman, Headquarters [Air Force Reserve], Environmental (inaudible); Mr. Allan Blair, whom we introduced previously, of WMDC; Colonel David Webber, he's the Director of Operations, Westover, and on the end we have Bill, William Waller, he's the Chief Labor and Environmental Law, Judge Advocate's Office at Headquarters AFRES, Robins, Georgia.

LT. COL. BRISTOL: Thank you.

First of all, I would like to recognize Mr. Timothy J. Sullivan. He's an Alderman from the City of Chicopee; Mr. Sullivan.

MR. SULLIVAN: Thank you, sir. I'll be very brief. The way I'd like to start is, when I came in here this evening there was a Valley Citizens For A Safe Environment score sheet and I was wondering would you address the questions on this at some point in the -- tonight.

They have questions spelled out on the sheet. I don't want to read them, but would you address them at some point tonight?

LT. COL. BRISTOL: Yes.

MR. SULLIVAN: In the program? Did I give you a--

LT. COL. BRISTOL: I haven't seen a copy of it because I haven't been back there at the desk, but I'll be happy to address them during the hearing.

MR. SULLIVAN: I didn't read them that closely. There's some interesting questions.

I just made a couple of brief notes today. Last year I was involved when you people presented your program here at Bellamy School. There were a lot of questions then and I think there remain a lot of questions on safety, on hazardous waste, on jobs, etcetera, etcetera, etcetera, so I'd like to make a couple of comments. You can address them at some point.

I think some of them have been addressed in that -- in those statements, but I'm going to start particularly with jobs. We keep referring to jobs and almost like it's a tradeoff to get the--

LT. COL. BRISTOL: Excuse me. Mr. Sullivan, I don't want to--

MR. SULLIVAN: You don't want me to make a statement, okay--

LT. COL. BRISTOL: --interrupt you. I don't want to interrupt you, but I want to, if at all possible, stay with the format of asking clarifying questions and then going to the statements following the completion of the--

MR. SULLIVAN: Okay.

LT. COL. BRISTON: I apologize for interrupting.

MR. SULLIVAN: All right. Question: The jobs that you refer to, the thousand jobs, or 600 and so on jobs, Air Force jobs, will those be filled specifically by Air Force Reserve, Active Reserve people? [F.14.1.1]

LT. COL. BRISTOL: Colonel Handy?

COLONEL HANDY: Well, first; they will not be filled by Active Reserve people because active -- reserves are not active.

MR. SULLIVAN: There aren't active reserves.

COLONEL HANDY: Reserves are -- When you're talking about reservists, you're talking about somebody in the local area who belongs to a Reserve Unit. Generally, it's in the local area.

In our case, here at Westover, most people are in the local -- well, in the Massachusetts area.

MR. SULLIVAN: All right; let me make it simple. Do you have to be in the Air Force to get these jobs?

COLONEL HANDY: [For] some of the jobs, you have to be in the Air Force Reserve.

Now, you've got to differentiate because the Air Force is not the Air Force Reserve. The Air Forces is a full time 365 day a year job. The Air Force Reserve is not.

MR. SULLIVAN: The Air Force Reserve or the Air Force--

COLONEL HANDY: That is correct--

MR. SULLIVAN: Thank you--

COLONEL HANDY: --For most of the jobs, as a condition of employment, these folks are civil service, but they also are members of the unit.

MR. SULLIVAN: So, from a local populous would really not be getting jobs on Westover Air Force Base because of the C-5A coming in Westover?

COL.HANDY: Well, I think that's hard to answer because it's because we hire people, most of the people come from the Reserves; people that hire into these jobs, but a lot of our Reservists are local people.

When they leave to local -- Suppose a person came to work for us in one of our jobs, say aircraft maintenance. Well, this person, in all probability, had a job in a local area. When he comes full time with us, that leaves his other job open, so it's really difficult to really say that these jobs would not be open to people in the local area.

MR. SULLIVAN: I won't belabor it, but it's - the statement I will make is that these will be for jobs -- these jobs will be for people in the Air Force, okay.

As far as the hazardous waste, the safety and all that, I'm sure there's other people more in tune with that than I am.

I'm glad to see that you did the State parks and you move that station, but we have the golf course; are you willing to do anything about that? We have a order on the Board of Aldermen that I'm familiar with that we did not, and I think I mentioned that night, we did not give you the safe zone over the golf course. What are we doing about that? **[F.7.3.6]**

COLONEL HANDY: As far as I know, the negotiations are still going on.

That runway, by the way, will not be used for the C-5 aircraft; they'll be using longer runways. It should be only used by transient aircraft and maybe some civilian aircraft.

MR. SULLIVAN: Okay. My last question; these construction jobs. Will you be filling them from out, say the local unions in the area, or what will you be doing on it? **[F.14.1.3]**

COLONEL HANDY: I think--

MR. SULLIVAN: The temporary construction--

COLONEL HANDY: --all I can tell you about is the -- use this as an example; we have a new civil engineering complex here on the base, which is almost completed. It cost over two million dollars. We did a little analysis on that project to see where the construction dollars actually went and the majority, I'm saying oh, seventy, eighty percent, stayed within Massachusetts and most of that stayed within the local county areas.

MR. SULLIVAN: I was going to go into a whole bunch of things I wrote down. I think there's a lot of people that want to speak that will address most of these subjects, but I do want to be recorded as being against the C-5 aircraft coming into Westover Air Force Base. Thank you.

LT. COL. BRISTOL: Thank you.

(Applause.)

Ladies and gentlemen, I know it's nice to applaud either to manifest your agreement or disagreement; it's almost a natural thing to do, but what it's going to do also is to make our time handling the problems a great deal more difficult, so since we're not having a referendum or a vote tonight, but rather just kind of having an exchange of views, I'm going to ask, and it's our normal procedure that I ask that you refrain from applause, that we just proceed as quickly as possible to our next questioner, which is Lucy Pelletiere.

If I've mispronounced the name, I apologize.

MS. PELLETIERE: My name is Lucy Pelletiere and I do live in Granby, Massachusetts.

I would like to ask, who's going to compensate as to the evaluation of our homes, should this Westover Metropolitan come in and the C-5A's? [F.1.7]

LT. COL. BRISTOL: Thank you, Mrs. Pelletiere.

Colonel Handy?

COLONEL HANDY: Well, I'm going to pass this over to our Judge Advocate here, but I will say that the -- Why don't you just go ahead with that Major Waller?

MAJOR WALLER: I'll attempt to answer that just in remote general terms because, obviously, giving a detailed answer about property values is incredibly complex.

In fact, the Air Force does have an existing claims procedure; it's an administrative internal procedure, with regard to real estate.

The procedure is generally handled by the Army Corps of Engineers, although the Air Force, through its Claims Officers, will accept the claims, investigate the claims and then forward them to the Corps of Engineers for determinations concerning whether, in fact, the taking of the property has occurred and whether compensation is appropriate.

MS. PELLETIERE: Are you talking about the property that's in clear zones?

MAJOR WALLER: Not the clear zone property.

MS. PELLETIERE: You're talking about the property--

MAJOR WALLER: Any property that--

MS. PELLETIERE: --in the surrounding neighborhood where the noise pollution would affect us?

MAJOR WALLER: Exactly. Any property that's affected by over-flights or noise can be handled through this claims process and, as I said, the Air Force office in this area that handles those claims is at Hanscom Air Force Base, near Boston.

If you wish to file a claim, or if any of these proposals are approved and, in fact, occur and you need to contact the Public Affairs Office here at Westover and--

MS. PELLETIERE: That's for the C-5A's; what about the Hudson or the Metropolitan with flying all night flying? Who's going to compensate us for that? [F.1.7]

MAJOR WALLER: I'd have to pass that to Mr. Blair.

MS. PELLETIERE: I'd like to hear the comments on that.

MR. BLAIR: Mrs. Pelletiere, we have no formal procedure to deal with those claims.

MS. PELLETIERE: In other words, you don't have any, do you?

MR. BLAIR: No.

LT. COL. BRISTOL: Mrs. Pelletiere--

MS. PELLETIERE: ..4,000 people--

LT. COL. BRISTOL: Mrs. Pelletiere--

MS. PELLETIERE: Yes.

LT. COLONEL BRISTOL: If you would address the questions to me, sequentially, I know it's a bit awkward, given the logistics here--

MS. PELLETIERE: Well, I did address it to you, but you passed it over there, so I--

LT. COLONEL BRISTOL: And I will do that again--

(Applause).

LT. COL. BRISTOL: You can applaud, if you like, but again, it's going to prolong the proceedings.

I understand your questions and I'm going to try to help you get complete answers to them--

MS. PELLETIERE: Okay; I'd appreciate that.

LT. COL. BRISTOL: The--

MS. PELLETIERE: What is the answer?

LT. COL. BRISTOL: The answer, as I understand it, is there's an administrative claims procedure that involves both the Air Force Claims Office,and I understand that's at Hanscom Air Force Base, that has jurisdiction over this region and I would add, although I'm not going to be a substantive presenter tonight, but there are judicial remedies as well that compliment, in some cases, follow the administrative claims procedures.

MS. PELLETIERE: In other words, we'd have to go to -- promote suit and spend that money to get our property values--

LT. COL. BRISTOL: No--

MS. PELLETIERE: --pay out the money to get them back to where they should be?

LT. COL. BRISTOL: You don't have to spend any money at all, nor have lawyer, in order to file an administrative claim with the Air Force.

MS. PELLETIERE: We're talking about--

LT. COL. BRISTOL: And that's--

MS. PELLETIERE: I'm talking about civilians now. This is a civilian Westover Metropolitan and Air Force hearing. I'm talking about -- now about the--

LT. COL. BRISTOL: There's a question -- There's a legal question as to whether, when the Air Force gives permission for the Westover Metropolitan Development Company to operate on a particular schedule out of the air field.

There's a question as to whether that constitutes an Air Force action. We know it does for purposes of the environmental impact process and the other question is whether the Air Force, in that case, would be an appropriate claims paying authority, based on the theory that the Air Force is, in effect, the sponsor or the activity.

I can't really address that--

MS. PELLETIERE: I just want to ask then; are we going to get compensated? Maybe through the Air Force, but I still am not clear as a civilian.

LT. COL. BRISTOL: I cannot give you an answer as to definitely whether you'll be compensated in a particular case. The procedure exists; this is not the first place that this has ever happened and the procedures work and that's about all that I can say.

To the extent that you can show that there's been a demunition in the market value of your property by reason of this activity, then you can make a claim and you can be compensated.

MS. PELLETIERE: Okay. Now, before I leave the podium, I shall talk about the accident potential zone.

LT. COL. BRISTOL: Yes. Do you have a specific question concerning that?

MS. PELLETIERE: Well, I have a few. We have seven landfills considered in the EIS as potential accident safety. We have seven; they attract large gulls. Anybody here -- for those who have a -- take a lot to the dump, I,m sure, see the gulls. It's like -- birds.

These, I believe, in going through the impact study, congregate on the runways. There is no plan at the moment, according to the EIS, to discourage this. This is potential accident; these are something to digest, I believe. **[F.7.4]**

Another safety hazard; not long ago we had -- which sits on all Westover property. These have very [high] chimney stacks. According to the EIS this shouldn't be in Zone 1 or 2.

Also, on all Westover land it was given back to -- . We had to [Ensign] Bickford, which is a story (inaudible.) Now, this sounds very complete, (inaudible) and know that we have aircraft going over with peti -- potential accidents with an explosive company here, a power plant and also (inaudible) two huge (inaudible) that pump the gas under ground. **[F.7.2.12]**

LT. COL. BRISTOL: I understand the points you're making, was there a specific question that you wanted to address on any of--

MS. PELLETIERE: Oh, Yes. My are about the safety. These are all points of the EIS study that say shouldn't be and in our zone would be there and the poten -- one and two. It should be one (inaudible) with one acre lots, is desirable, but houses above one floor is not desirable to be in this area.

I can give you the page; Page 42 in the EIS study.

LT. COL. BRISTOL: I understand. My question is--

MS. PELLETIERE: My point is--

LT. COL. BRISTOL: I understand your point--

MS. PELLETIERE: --what are you going to do about the safety of this?

LT. COL. BRISTOL: What are we going -- What is the Air Force going to do about those matters--

MS. PELLETIERE: Yes. Take away Path one? Are you going to take away -- Bickford? Are you going to take away the fuel tanks?

LT. COL. BRISTOL: Colonel Handy?

COLONEL HANDY: Thank you. That was great. Thank you, Ms. Pelletiere.

What I'd like to do is call on our resident expert on flying safety and also this -- for the first part of your question, and he's also--

MS. PELLETIERE: I can't hear you, sir. I'm sorry.

COLONEL HANDY: He is also the person who has our bird control plan and maybe you can step up here and address this, if you would, sir.

LT. COL. FRENCH: I was kind of hoping not to be the first up here, but I'd like to address your concerns about the gulls.

The--

LT. COL. BRISTOL: I'm sorry, sir. Could you identify yourself for the record?

LT. COL. FRENCH: I'm Gale French and I live in Belchertown and I've been here at Westover since 1973. I'm a pilot for the C-130s.

The gentleman behind me is Mr. Motley, and he I work closely together over at Base Operations on the field. He's the Operations Manager of the Air Field and we don't plan for these jobs, but we have the role of (inaudible).

As a matter of fact, we just had a study last July where some people came up and did a survey as to how to keep the gulls' activity down.

Now, any time the gulls go out on the air field, and you're right, they do come up and sit on the runways occasionally because it's warm there.

MS. PELLETIERE: (Inaudible) quite a few times.

LT. COL. FRENCH: Exactly right. And what Mr. Motley does, is he goes out in his vehicle and he has some tapes, they're called distress tapes, and what they do is excite these birds and they take off.

(Inaudible).

MS. PELLETIERE: The thing about it is, who's going to wait to -- at two o'clock in the morning and four o'clock in the morning and five o'clock? Is Mr. Blair going to be out there--

LT. COL. BRISTOL: I'm sorry; I'm not going to allow this type of questioning, Mrs. Pelletiere. It's a cross-examination type of question and I'm not going to allow it--

MS. PELLETIERE: Well, I'm asking a question to my answer.

LT. COL. BRISTOL: I know that, and that's a cross-examination style of questioning. You've asked the question and he's in the process of answering--

MS. PELLETIERE: I'll be--

LT. COL. BRISTOL: You may proceed with the answer.

LT. COL. FRENCH: The -- Well, let me go back to the birth of the runway.

During the operating hours of our airplanes, when that happens, we don't allow any takeoffs or landings in that period of time, whether (inaudible) and this is carefully watched by people in the tower who have a 360-degree view of the entire air field.

When that -- When any birds are in the area, we -- [alert] the airplane with the radio contact and keep them away from the area.

Now, the C-5 at Westover, right now we use Runways 15 and 33 that come from Ludlow and goes up towards South Hadley and (inaudible) goes over to (inaudible) also. But we go over the South Hadley dump quite often and the C-5s aren't going to be able to use that short runway, so it's going to be less hazardous for birds--

MS. PELLETIERE: Are C-5s going to use Runway 23 and 5?

LT. COL. FRENCH: That's the main runway they will be using; they won't be using the short runway--

MS. PELLETIERE: That will go to the Ludlow Dump, the second in the area of the landfills.

LT. COL. FRENCH: Right. Well--

MS. PELLETIERE: You're going to (inaudible) my question is, who will -- at night?

LT. COL. FRENCH: Well, at night it's going to fall down to the same people up in the tower that have that 360 degrees view--

MS. PELLETIERE: That see in the pitch dark the birds on the runway?

COLONEL HANDY: I think they roost at night; I'm not sure.

(Applause.)

MS. PELLETIERE: So you do have -- Actually, according to the EIS study it said no strategic program is in place as to the -- dollars. According to the EIS study, Page 43.

LT. COL. FRENCH: Well, on discouraging the gulls, it's up to the landfill owners of those to cover up their waste over this (inaudible). They're expected by the State to do that. I mean, they have -- Hopefully, the people are doing well each time -- , so there's no way to keep it--

MS. PELLETIERE: There's no way to keep the gulls off the runway, which do cause potential accidents; am I correct?

LT. COL. FRENCH: There is always potential (inaudible.) It could be worse, you could have geese and geese are a much larger bird.

MS. PELLETIERE: Okay. I still haven't had my question answered on the (inaudible) and also -- sound by the explosive company. Just what plans do you have in disposing of this air hazard?

LT. COL. BRISTOL: Do we have somebody on the panel that would like to--

FROM THE FLOOR: I could not hear the question.

LT. COL. BRISTOL: Could you restate, Mrs. Pelletiere. I understand the question is that there are some existing functions and structures within the Areas 1 and 2 and your question is what actions, if any, does the Air Force propose to take in reference to either modifying those structures or otherwise to reduce the incidents of accidents or the probability of accidents? [F.7.2.12]

MS. PELLETIERE: That's right; that's my question.

LT. COL. BRISTOL: And what were the specific structures that relate--

MS. PELLETIERE: Well, it shows the --way with the tall chimney stacks there that--

COLONEL HANDY: Yes, ma'am--

MS. PELLETIERE: --and it also talked about the explosives. Both locations are on Westover's property. What will we do to eliminate this?

COLONEL HANDY: Well, I don't believe that they're in the accident potential zone, either one or two, but one thing about the zones, the Air Force is delineated; these zones are zones where the Air Force says to the local community, the local community planners, that you should consider very carefully the types of buildings and uses that you allow in those areas.

The Air Force does not control those at all.

MS. PELLETIERE: This is existing buildings I'm talking about; I'm addressing the specific to Westover Metropolitan about their 747s are going to be coming in.

I know the buildings went in there and what kind of a saving has the (inaudible.) We haven't had a civilian airport.

COLONEL HANDY: That's the old Stoneybrook area. The--

LT. COL. BRISTOL: Mrs. Pelletiere, the--

MS. PELLETIERE: That's on West Street in Ludlow. The storage tanks for the fuel.

COLONEL HANDY: Mr. Blair, would you like to address that.

MR. BLAIR: Mrs. Pelletiere, in reference to the Ensign Bickford plant, or facility, the -- I'm not certain that they are storing explosives, even though Ensign Bickford is an explosives company--

MS. PELLETIERE: They are.

MR. BLAIR: The last I spoke with them, which was maybe a year ago, they were storing fuses that were used in the explosive process somewhere.

The important point to remember is being store in old munitions bunkers, which were designed to be an extremely safe place to store munitions and, in fact, that property was sold in one chunk because of the extreme cost or near impossibility of demolishing those structures to provide that land for another use.

So at least in regards to Ensign Bickf· 's use of that property, I would say that whatever they're storing in those bunkers is very sa.ely protected.

MS. PELLETIERE: But if they're only fuses, why are they stored in bunkers?

MR. BLAIR: Well, the bunkers were there and they're waterproof and they're climate controlled, which is important for fuses.

MS. PELLETIERE: All right. What about the MMWEC?

MR. BLAIR: Well, the height of the chimney, or the chimneys, is within the range allowable and there are specific requirements within certain perimeters around airports, about high a structure can be and those perimeters were carefully considered by MMWEC before they even bought the property.

In regards to their storage tanks; I can't really make any more comforting comment to you, other than they're -- that was carefully planned as well and I'm sure that if the Board of Governors of MMWEC considered that a hazard, they wouldn't have located the plant in that location.

MS. PELLETIERE: Maybe they didn't consider it a hazard to the military; maybe they do for the other [planes] coming, the [cargo planes] and the civilian passenger.

MR. BLAIR: There should be no difference in the way either is viewed, in terms of safety, at this airport.

MS. PELLETIERE: No, they shouldn't.

May I have one last thing before I leave. I would like to ask; is the 600 jobs, where does it compare between the [24,000] people being [awakened] from the sleep at night?

Is the 600 jobs worth (inaudible). One offsets the other.

LT. COL. BRISTOL: Mrs. Pelletiere, I don't think that anyone can give you a qualitative judgment, nor -- and I, as the hearing officer, give you anything other than the most objective personal opinion concerning those factors and how they weigh, so I don't propose to put that question to the panel and thank you very much.

LT. COL. BRISTOL: The next individual that I have, I'm really going to apologize here because the lighting is such that I'm have difficulty, but it appears to me that the last name is -- begins with an "L" and is something like Legere.

MR. LEGERE: Yes, that's right.

LT. COL. BRISTOL: Sir, if you would come forward. I apologize. It's my reading and not your writing, or at least half and half.

MR. LEGERE: Well, first of all, I was here in 1981. Now, is Mayor Lak still here?

MAYOR LAK: Yes.

LT. COL. BRISTOL: Sir, if you could state your name and address--

MR. LEGERE: Oh. My name is Aime Legere. I live at 178 Southern Avenue, Chicopee, Mass, born in Holyoke.

LT. COL. BRISTOL: Thank you, sir.

MR. LEGERE: Is Mayor Lak still here and able to answer me?

MAYOR LAK: Yes, I am.

MR. LEGERE: Mayor Lak, will you explain something to me? In 1981, we had meetings here, and we had a referendum ballot. It was nonbinding?

If I remember, the vote was two to one to keep Westover field intact and try to progress with it. Now, I want to know why Ludlow, Granby, surrounding territories are going to dictate to us what we can do with Westover.

(Applause.)

LT. COL. BRISTOL: Again, I appreciate the question, and I know it won't do any good, but I would ask for the record that you refrain from further applause. I know it feels good, and it feels good to me, but--

MR. LEGERE: Well, Mayor--

LT. COL. BRISTOL: Mayor Lak?

MR. LEGERE: Mayor, wait a minute. When we voted here in this city, we knew we had the largest runway in the northeast. We knew it was the most centralized point by state capitals.

Colorel McGovern fold us -- since we met with the Chairman of the board of Albany, I was at the board of Albany meeting and one here. Now, we knew that we weren't going to get the passenger service, but we also knew that Logan is tied in, Kennedy can't build on because of Jamaica Bay, Newark is tied in, LaGuardia is tied in.

Now, the air congestion over all these state -- all these large airports, we knew that some day, and it's coming, air freight because it's the most centralized point.

Now, when we voted, we knew we had the largest runway in the northeast, and we certainly didn't think the Air Force was going to bring in Piper Cubs.

MAYOR LAK: If I can answer that, I think the one worry that most people here would have concerning this is the word dictate? I think you have to understand what this evening is under the Environmental Protection Act, that anyone who is potentially affected by any kind of change in military or civil aviation under the EPA has to be given an opportunity to express themselves.

I think what's important here is the decision has not been made, so I think what you're saying will also be heard and considered, as well as what I will say and what other people will say.

I think the word dictate is not defining this point. Again, the information here is so that those people who have legitimate concerns, those who have them can be given -- those concerns can be addressed.

What you will make statements for and what the other people make statements for or against and other questions, I think the important thing is that once all this information is given, that's when the Air Force will make the decision.

Then we will know whether it's in favor of the transition and also in favor of civilian aviation or not, but I don't feel that these hearings are all being given dictatorially.

There may be an overwhelming group here who may oppose it or those who may support it, but I don't think the word dictate applies tonight. This hearing here is for the sole purpose of getting information.

MR. LEGERE: But our future's here.

MAYOR LAK: I under -- as I said when I first started, no matter what the decision is, the ramifications of the city's future and all the needs will certainly hinge on the decision made not necessarily this evening.

There won't be any decision this evening. The Air Force will, once all this information is available to it, make that decision, and I think your point has been well taken as others will be this evening both for and against.

MR. LEGERE: I have one more question now for the military.

COL. HANDY: Please.

MR. LEGERE: How are you going to determine your report when you go to Washington to the Secretary of Air Force for the approval of the C5-A's at Westover field?

How are you going to determine this, by people that don't live in this city? I want to know how you people -- you've got to -- you've got to consider the 2.1 vote margin in the City of Chicopee. This is our city!

COL. HANDY: Absolutely, and that's--

MR. LEGERE: All right. Now, listen--

LT. COL. BRISTOL: I think your point is -- is understood.

MR. LEGERE: These people aren't worried about safety, about innocent victims. We had atomic bombs here.

LT. COL. BRISTOL: Sir, I think your point is--

MR. LEGERE: Well--

LT. COL. BRISTOL: Excuse me, just a moment.

MR. LEGERE: I'm sorry.

LT. COL. BRISTOL: I understand the question, and I think really the question's been answered that all of these matters, all of the statements that are made tonight, all of the questions that are raised and those that are answered all of the submissions that meet the 23 January deadline will be [wrapped] into the transcript from a procedural standpoint and will be in the decision package, so whether the individuals are from the immediate area of the base or whether they're from the surrounding areas that are impacted by the flight patterns, those views will be included and will all be considered by the Secretary in the decision making process.

MR. LEGERE: I'm interested in Chicopee's future.

LT. COL. BRISTOL: Thank you, sir. The next individual that I have is a Mr. Flis, John Flis.

MR. FLIS: My name is John Flis, and I live at--

FROM THE FLOOR: Will you stand by a mike, please?

FROM THE FLOOR: We can't hear you?

LT. COL. BRISTOL: These microphones, Mr. Flis, are such that you just about have to kiss them to get them to do much projection. Thank you.

MR. FLIS: Okay. My name is John Flis, and I live on Pendleton Avenue in Chicopee. Is that better?

FROM THE FLOOR: Yes.

MR. FLIS: This information that was passed out talks about the different levels of noise pollution. I'd like to direct a question at the gentleman, the expert, the noise expert.

How do they determine or how close do they get to a runway to determine what's a safe level for noise pollution because I live on Pendleton Avenue, and I can watch the airplanes can take off from the runways? [F.8.11]

LT. COL. BRISTOL: Thank you, sir.

COL. HANDY: Thank you, and our expert -- Mr. Martin, would you care to answer that? We have three experts here today, but Mr. Martin here was the one who developed the study and the noise diagrams and the information in the study.

MR. MARTIN: I honestly didn't understand the question? Are you asking about how the noise levels in the statement are determined or what levels are considered as acceptable?

MR. FLIS: Well, they're talking about bringing up the fact that certain noise levels are acceptable. Obviously, you have to make a measurement or a test someplace to come up with the figures.

How do they go about this? [F.8.1, APP. L] How close to the runway? I -- like where I live is about two miles from where the threshold's going to be moved away from Chicopee park area, so how would I know what's a safe level of noise level so my children can grow up and not get deaf? [F.8.11]

MR. MARTIN: Okay, there are actually several questions. First, the noise contours that are contained in the environmental impact statement were generated by a computer model that uses noise data that is collected at a variety of locations near airplane flight paths, and it's collected for a variety of operations including engine ground [runup], takeoff rolls, climbout, level flight and various descent phases.

The data considers the affect of the aircraft configuration, whether or not the flaps are down, [whether the gear is] down, and what the power settings are.

A large variety of data is collected and used to generate the noise contours that are reflected in the environmental impact statement, so those contours were not measured.

In reference to 65 dB as an acceptable level, the day/night average noise levels that are depicted in the document are the DNL concept, that is an average value in which nighttime operations are penalized in the calculation process to account for the increased [annoyance] resulting from nighttime noises.

It has been shown to be the best metric of measurement for gauging community response to noise, and I say community response, not individual response. The DNL level of 65 is generally considered as acceptable, or areas with DNL levels less than 65 are generally considered acceptable for residential housing use and other uses without restriction.

Areas with DNL levels above 75 dB are considered by the Department of Housing and Urban Development and other agencies, including the Air Force, as generally unacceptable even with attenuation.

That doesn't mean that people don't live in that type of areas. Those are generally land use recommendations with respect to -- to -- they're guidelines issued to planning agencies in helping them plan land use, so there aren't many people who live in areas that have "unacceptable" levels.

Areas between 65 and 75 dB normally recommend noise attenuation measures, increases in insulation and various things, to reduce the noise or the annoyance, the effects of the noise level on persons inside the house.

The third part of your question with respect to hearing, in areas with noise levels above 75 decibels, that -- generally, that is the cutoff or the triggering point to evaluate hearing loss due to noise.

Our [studies] have indicated that because the maximum levels were only slightly above 75, that hearing loss should be insignificant.

Now, with respect to other health affects, there's not any good evidence to support the many claims of adverse health affects with respect to noise.

LT. COL. BRISTOL: I think one part of the question, if I could clarify, seemed to be how can you translate the DNL or the noise levels that are in the draft environmental impact statement to a specific area, if you will, the area where this gentleman lives?

How can you translate that in terms of what impacts he might be expected to experience in a particular area. He indicated Pendleton Street, I think.

MR. MARTIN: The response the individuals -- I believe you indicated you live on Pendleton Avenue? That is the street that the school is located on.

MR. FLIS: Pardon me?

MR. MARTIN: Is that this street, this is Pendleton Avenue, or is this somewhere else?

MR. FLIS: Right? I live on the other side of the main drive, the Westover side.

MR. MARTIN: Okay. If you locate your house with respect to the noise contours, that should give you some guidance.

I think -- it's -- it's very important to realize that -- that individual response to noise is highly variable.

The C-5 aircraft have operated at Westover, and you should have had an opportunity by now, I think, to hear one. If not, I think that would be one -- the thing I would recommend would be that you judge for yourself how much that noise bothers you.

The same thing is true with the DC-8 aircraft that are operating. Their noise levels are very similar to those produced by the other cargo type aircraft. We used the 747 simply because it was slightly higher than the DC-8.

With respect to safety or adverse health affects, are don't think there are any. I think, as we said in the statement, the principal impact would be annoyance, and only you can determine how -- how the noise affects you.

LT. COL. BRISTOL: Thank you, Mr. Flis. Mr. David Keith?

(Pause.)

MR? KEITH: In respect to the format of this hearing, I will try to restrain myself to the questions--

LT. COL. BRISTOL: Thank you, Mr. Keith. If you could precede your remarks by your full name and addres

MR. KEITH: Yes. My name is David Keith. I'm from Sunderland, and I'm here representing Valley Citizen Group.

LT. COL. BRISTOL: Yes, Mr. Keith.

MR. KEITH: In respect to Alderman Sullivan's request that questions on the pamphlets we handed out be addressed, is it possible that it may be addressed now so that I can clarify any possible misunderstandings?

LT. COL. BRISTOL: Well, the reason I hesitated to answer before is that I have about twenty more. We're about fifteen minutes away from concluding the first hour of questions. I have about twenty more question sheets.

I was hoping to try to move through those sheets and then go into the statements, and then take the -- after having received the statements, then go point by point down the specific questions that were raised in the -- I haven't had a chance yet to read the sheet, but I can see there are a number of questions that -- that can be addressed and that will be addressed.

You then would have an opportunity to address -- to make comments upon them even if they should be addressed after the other statements have been made.

If I address them during the question period, if we go through that, my prediction is that it will be about maybe ten thirty before we enter the statement period, and I think that might be

unfair to individuals who wish to make statements during the course of the hearing who don't want to be here making them at eleven o'clock or midnight.

MR. KEITH: Well, I do understand that. However several towns requested that the review period be extended so that there could be more hearings so that this one would not have to have all the questions into one night and make it look like some of us were taking up all the time available to the people. [F.2.4]

However, the Air Force has refused to ever participate in other hearings such as with the County Commissioner--

LT. COL. BRISTOL: I understand. This is the only public hearing that's been scheduled and the only one of which I'm aware that I've been asked to participate in.

MR. KEITH: I feel that it restricts our ability to make informed comments. However, I will have comments later.

In respect to the sound question, it's just -- I would ask, I've forgotten the name of the sound expert, if he's aware of a study by Sanford Fidel on aircraft noise annoyance at three joint air carrier general aviation airports which were Burbank, Westchester and John Wayne International.

This study was done in 1985. It's published in a journal, Accoustical Values of America, and seems to indicate that the standards for eye of annoyance that seem to have been used in the environmental impact statement are probably underestimating by half.

In other words, twice as many people will be highly annoyed by aircraft sound at the airport. The issues are that at lower use in airports, it sounds more irritable because the more audible, people are -- the sound of an aircraft having a higher energy level is different than sounds of street traffic because street traffic diminishes more according to where you are in the house.

I wonder if the study the environmental impact statement has is based on studies by Shultz or Kryder or the EPA level. [F.8.1.10]

COL. HANDY: Can you respond to that, Mr. Martin?

LT. COL. BRISTOL: Mr. Martin is the name of the gentlemen to which you referred.

MR. MARTIN: As you indicated, the annoyance levels are generally reflected in those presented by Shultz and Kryder and by the Committee on Hearing [and] Bioacoustics [of] the National Academy of Science, as indicated in the statement.

I am aware of the existence of the study that you referenced. We will go back and take a look at that and address your question in the environmental impact statement.

MR. KEITH: And was your assessment of high annoyance based on the number of people who respond to a complaint or write letters to the editor or start lawsuits or was it taken as a percentage of the people annoyed?

In other words, did you use a high as annoyance scale, or did you extrapolate from the middle range of annoyance?

MR. MARTIN: As indicated in the statement, the levels of annoyance were based on a percentage of persons indicated as highly annoyed in the referenced studies.

The average percentage levels are indicated in the appendix to the environmental impact statement, and they were estimated on [that] percentage basis.

MR. KEITH: I would like to comment quickly that I think it is important for all these studies that people do complain because it winds up being in other studies.

What is the emissions per volume of fuel comparison between a C-130 and a C-5? [F.9.3.1]

There are comparisons in [the EIS for] operations, but not for gallons or number of gallons.

MR. MARTIN: I do not have that data immediately available. If it could be calculated from the emission factor fuel consumption, but I don't know whether they're available.

MR. KEITH: So I will not be able to comment on it before you leave here. Why is the opening of the tower connected to the arrival of the C-5's if the C-5's aren't going to be using the tower twenty-four hours a day? [F.2.1]

MR. MARTIN: I believe that question should be answered by--

COL. HANDY: I'll go ahead and take that unless there's anybody here that would like to do it.

Now, the twenty-four hour operation is not specifically related to the proposed mission to bring C-5 aircraft to Westover.

MR. KEITH: May I respond? One of our members called the state Federal Aviation Association today and was told that the opening of the towers for twenty-four hour use was contingent on the arrival of the C-5's, on the acceptance of the C-5 planes.

COL. HANDY: That's not true.

LT. COL. BRISTOL: As I tried to explain before in the opening remarks, they're being simultaneously evaluated because the cumulative impact is important. It's important to accurately gauge that, but they are separate proceedings, and neither is contingent upon approval--

MR. KEITH: So the FAA was wrong. Is there a state agency responsible for licensing or eventually for stopping the WMDC-- [F.1.9]

LT. COL. BRISTOL: Is there -- in other words, the question is, are there state agencies that would be involved -- that would have a vote or the license authority or the veto authority over the civilian proposal of the WMDC's request for twenty-four hour operation. [SECT. 1.4; APP. J]

MR. KEITH: To whom should people write if they don't want it?

MR. BLAIR: The Secretary of Environmental Affairs is reviewing this environmental impact statement simultaneous with the federal process, and, in fact, a representative from that office plans to make a comment later on this evening.

MR. KEITH: I'm glad to hear. I've been wondering where our state government is.

How many times have C-5's dumped fuel in the last five years? [F.9.2]

COL. HANDY: I'd like to give that to Colonel Webber.

COL. WEBBER: I think that's a hard question to answer, but primarily a fuel dump is only done if it's a situation where life and property's endangered and the aircraft could not operate.

MR. KEITH: That's why I asked?

COL. WEBBER: How many times has it dumped? Well, I'm familiar with only one or two times. However, in our operations at Westover, we don't expect to be operating at those weights which would require fuel dumping.

Our fuel will be down less than one-third of the capacity of the aircraft for our training missions. We don't plan to leave Westover with loads, so our aircraft will be light, and if we did have an emergency, it would not require fuel dumping.

MR. KEITH: In the fact sheet the Air Force sent me on Westover and on the C-5's which was an older fact sheet than the one you're handing out tonight, I notice the changed fact sheet doesn't have the little sentence about carrying special loads such as large missiles not easily transported on the ground.

The Westover fact sheet indicated that you participate in war games and have been the center of several war games, of one war game, and that the war games that you intend to participate in are in Europe and the Middle East, and the stationing of the C-5's here is for a support system for European and Middle East support.

Will you ever carry [missiles or explosives] during these missions? [F.7.2.8]

COL. WEBBER: From Westover? I don't know what the Air Force or the Army requirements may be, but the probability of carrying loads out of Westover is very low because we do not have the ,ojected aerial port operations for Westover.

That means our aircraft will leave Westover and go to another base and pick up their loads or to an Army installation and go from there.

MR. KEITH: And will you assure there will never be more than four sortes, four or five hour sortes, per week? [F.6.2.1]

COL. WEBBER: That all depends on the Air Force requirements at the time. They change as training requirements change.

MR. KEITH: So when $46 million is spent for this renovation, we'll have absolutely no control over the increased adverse impacts that, if nothing else, this environmental impact statement shows would occur if there were more use.

LT. COL. BRISTOL: I'm sorry. The question is -- will you repeat the question? I'm not sure I understood it.

MR. KEITH: My question is, will there be any guaran -- this entire environmental impact statement and all the numbers are extrapolated from the assumption that there will be four, five-hour sorties per week with the C-5's.

LT. COL. BRISTOL: And will there be any guarantee that that won't change.

MR. KEITH: Right.

LT. COL. BRISTOL: Okay.

COL. WEBBER: What we had to do is, we had to estimate the training requirements of the crews that we were projected to have.

We figured we could do that training in those sorties and get the training done. As the training develops, as the crews get experienced, MAC, our headquarters, always look at it to see if those training requirements can be reduced.

It may well be that they will be less, but I can't forecast anymore than what they gave me as our proposal.

LT. COL. BRISTOL: The answer to the question is no, there cannot be a guarantee that it might not increase at some future time, that there's no information now to the effect that it would increase.

COL. HANDY: If I understand the environmental process correctly, if something changed, that would involve a significant environmental impact and we will be back doing this type of activity again, consulting the public.

LT. COL. BRISTOL: That is correct.

MR. KEITH: But, basically, you're saying trust us.

(Applause.)

LT. COL. BRISTOL: Just so everyone else has a chance to ask questions, I'm going to ask if we could move on to the next--

FROM THE FLOOR: I'm going to make a motion on the floor, let us speak for five minutes--

(Applause.)

LT. COL. BRISTOL: Let me just say for the record that I was contemplating trying to impose some type of a limitation but was, you know, trying to avoid that if at all possible.

What I would like to do is impose a limitation something like that and then allow those who have further questions they'd like to ask to come back after the statements are made.

We're not really operating under Robert's rules, but I think we can position it, and I don't suggest, Mr. Keith, that you are, since I have not imposed any limits, abusing any privilege or prerogative, but if you would give me the courtesy of allowing me to go to the next question, and then I assure you, you'll get another opportunity to ask further questions.

MR. KEITH: Yes, because I do have further comments, and I would like to repeat that I think there should be another hearing.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: Mr. Donald Szczebak.

MR. SZCZEBAK: Szczebak. Gentlemen, Donald Szczebak, 174 Jeanne Circle, Chicopee, Mass.

I think, sir, that you ir ated that there was a real estate expert on the panel?

LT. COL. BRISTOL: I'm not sure I expressed it exactly in those terms.

COL. HANDY: No.

LT. COL. BRISTOL: But I know we have a lawyer on the panel--

COL. HANDY: We have a lawyer--

LT. COL. BRISTOL: --who's familiar with environmental laws.

MR. SZCZEBAK: Would he be familiar with the studies in the draft environmental impact statement?

COL. HANDY: I would think so.

MR. SZCZEBAK: All right. Then should I address the question to you or address it to him?

COL. HANDY: Address it to me, please.

MR. SZCZEBAK: How was the 6,000 affected dwellings arrived at that would be affected by the C5-A's takeoffs and landings? [APP. D]

COL. HANDY: Could you repeat that?

MR. SZCZEBAK: Yeah. I think he said approximately 6,000 residents would be affected by the takeoff and landings or the airport noise of the C5-A's.

COL. HANDY: I think we'd better have Mr. Martin from Oak Ridge Labs take that.

MR. MARTIN: I'm not familiar with the number you cited as 6,000 reside -- did you say 6,000 residents or houses?

MR. SZCZEBAK: Let's say dwelling units.

MR. MARTIN: In what context was 6,000 cited? I'm not familiar with -- I can tell you now, the numbers were arrived at--

MR. SZCZEBAK: Well, you further said that depending upon the decibels over 50, 2.6 -- an average dwelling will drop in value 2.6 percent per decibel.

MR. MARTIN: That is a -- that is not a conclusion of [the] study. That was a conclusion from an FAA study which indicated a range of, I believe, .6 to 2.6 [percent] and an average decrease of approximately one percent per decibel.

Those numbers were a compilation of data from about nine studies that were conducted.

I thought initially you had said something about 6,000 residents.

MR. SZCZEBAK: Well, how many -- how many dwelling units do you think will be affected by the increased activity at Westover?

MR. MARTIN: It depends on the -- the specific scenario of which of the options are intended and whether they are intended in combinations.

I think the highest number is about 11,400 residents, 11,400 persons. Based on the average household size of approximately 2.7 persons per residence, I think you could -- my mind isn't working -- that would be about 4,000 residents.

MR. SZCZEBAK: Oh, I'm sorry. I used the figure 6,000. That was my figure. You had 4,000.

MR. MARTIN: That was why I didn't understand.

MR. SZCZEBAK: Yes, I'm sorry.

MR. MARTIN: Let me tell you how we arrived at the estimates of the population. The noise contours that were produced by the computer map were digitized into another computer system and [plotted] to a scale that is compatible with census block maps.

Census block maps are the most detailed data released by the US Census Bureau. We overlay these maps, [with] the (inaudible) [noise contour] maps and estimated the percentage of each block that was within each contour [interval].

Now, where it was split, there was an estimate made of the -- the percentage in each [contour] interval and they were the assigned.

MR. SZCZEBAK: Now, in other words, maybe -- maybe I'm not understanding properly. From the end of the runway, you have a zone there, a safety zone of some sort. Now, from that point, you then make contours going out into the affected areas.

MR. MARTIN: The accident potential zones have no relationship--

MR. SZCZEBAK: I understand that. In other words, where do you start these contours from, from the takeoff point, from air borne--

MR. MARTIN: Well, they normally centered around the runway. They also consider locations at which the aircraft are, what [we] call [run] up, on the ground.

MR. SZCZEBAK: All right. And do they include the -- when the aircraft is air borne passing over land and population--

MR. MARTIN: Yes, they do.

MR. SZCZEBAK: All right. Within a one mile zone of the end of the runway, let's say on an average day, you know, make everything on the average, where would the -- on the C5-A, where would the most noise occur? Within the first mile? The first two miles?

MR. MARTIN: The maximum noise levels occur closest to the runway as the aircraft -- because the aircraft is closer to the ground, as the aircraft climbs out.

MR. SZCZEBAK: Then it would be less because that's more -- in a one mile radius from the end of the runway (inaudible), a one mile range up, what would the average decibel level be? And, does it have anything to do with frequency?

MR. MARTIN: The noise contours that are presented in the environmental impact statement take into account frequency. Those are not intended to be representative of the noise levels produced by a single aircraft operation, so they do take into account the frequency and the type of operations. So the contours that are presented in Appendix D are averages over the various periods indicated.

MR. SZCZEBAK: Okay. Well, we don't have this line--

LT. COL. BRISTOL: I'm going to try to move to another question, sir. I'm going to try to hold everybody down to five minutes?

MR. SZCZEBAK: If I can make a statement, I'll try to see how I do with my figures. May I address any questions to the WMDC?

LT. COL. BRISTOL: I'm going to try to move on, if I may, to another question. As I say, if I don't do that, if I don't adhere to a five or six minute per question it simply is going to be the case that those who wish to make statements are -- many of them, I'm afraid, aren't going to get to do so because it will be of the lateness of the hour.

We'll be here, but it may not be the case that everybody else will be able to stay. Did you have a specific question that you wanted to address to the WMDC?

MR. SZCZEBAK: Well, I can skip that and save it for later, if you prefer, but I'd like to take one question out to the -- whoever's in charge of federal studies here.

In other words, what I'm trying to find out is did you know that there was a federal law that required mandatory survey of archaeological sites before any transfer can be made of private individuals of federal land. [SECT. 4.8]

Does anybody know that?

LT. COL. BRISTOL: I believe Dr. Maraman-

DR. MARAMAN: Yes, we were aware of that, and it is referenced in the document, itself. There was a study done. Offhand, I don't remember the time frame, '83, I believe--

MR. SZCZEBAK: Eighty-one.

DR. MARAMAN: Eighty-one, okay. One of the universities, Brown University?

MR. SZCZEBAK: Brown University.

DR. MARAMAN: There were some sites on the base that were identified as having potential or archaeological resources.

These sites were located along the boundaries of some of the streams and areas where there's not any current Land use other than grass and trees and those kinds of things.

Now, the results of that study did advise us if there's any construction to be done on those sites, that an additional survey should be done.

MR. SZCZEBAK: Yeah. Well, I was in contact with the people. It's no longer Brown University people (inaudible).

I was in contact with them today, and they recom -- they told me that they recommended an extensive study which was never done, and since the survey was never done, which was a very, very preliminary, this is known as a survey, just a preliminary, and as mandated by federal law, the study should have been completed, so I'm just wondering if the WMDC is receiving property that it's not entitled to receive at this point.

Maybe we should put a hold on the transfer of additional reservation property.

DR. MARAMAN: There are holds put on by GSA when you transfer this real estate, and the study does have to be conducted to satisfy GSA requirements.

As far as the time frame of the study, itself, there's no mandated time frame for that. The mandate is if you intend to disturb the site that has potential, that you do the study at that time to preserve the integrity of any sites that may be there.

MR. SZCZEBAK: I might be -- I might be in error, but I thought the law read that before any land is transferred, it had to be complete, and we'll discuss that later because I don't want to tie you up.

Keep it in mind, and I'd like a written -- I'd like a written response to this question from the [EIS] people, the study people.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: What I'm going to do is now -- it's nine forty-one by my watch. I'm going to try to stay, and if you could do this, I'd appreciate it, on a five minute per question or schedule so that we can proceed through these.

In any event, at about ten fifteen, I'm going to move to statements, and when we get the statements out of the way, we'll return to questions.

Good evening.

MS. POIRIER: Good evening. My name is Linda Poirier. I live at 76 Percy Street, Chicopee. Colonel Bristol, with regard to the C5-A's and their environmental impact, my questions are about a different nature, a quieter nature.

They regard personnel dependents, if any. Are there any plans to house dependent spouses or children? How many of them? And, if so, what plans, if any, have been made to educate the children? Will there be schools on the base, or will the children be educated in local public and private schools? **[F.14.2; F.14.3]**

Thank you.

LT. COL. BRISTOL: Thank you.

COL. HANDY: I think I can answer that for you, ma'am. The -- this is an Air Force Reserve base, and so the people are Air Force reservists who live in the local area.

There will not be people coming onto the base? There will not be base housing per se, and if you're concerned about the excess housing, no, that's been transferred to the city. We have no plans.

The folks who work on the base are members of the community and attend community schools and pay community taxes, etcetera.

Thank you.

LT. COL. BRISTOL: Peggy Gillespie?

MS. GILLESPIE: Well, actually, I wanted to make a statement, but I'll turn the statement, if I can do that and get it over with very quickly, into a question at the end.

The reason -- my name is Peggie Gillespie, and I'm a stress expert. I teach at Medical West in Chicopee and I also have a book, Less Stress in Thirty Days. It's a national book on stress, so I wanted to just address the topic of stress and noise, and I'll be addressing the stress/noise expert up there. I think it's Mr. Blair, is it?

I just wanted to first give a little information to (inaudible). One of the myths about noise is that you can become accustomed to it, that somehow your ears just toughen in response to high sound levels. Not true.

If you think you got used to the thing, you probably already suffered some ear damage. There are forty studies that have demonstrated that noise is a factor in raising blood pressure, one of the major risk factors for heart disease and strokes.

Youngsters attending schools around the flight path to LA International are found to have higher blood pressure than pupils at schools in quiet areas. I know that the people in Chicopee are very concerned about the health of their -- themselves and their children. **[F.1.1]**

We're susceptible to the physical stress noises even when we sleep. This is to the M -- M whatever your initials are, MD or whatever. Not only can noise disrupt sleep and by extension make us irritable the next day, but it also triggers physiological stress responses even when we become so accustomed to it that we don't wake up.

This became evident when French researchers bombarded six volunteers with recorded tropic sounds for fifteen nights while they slept.

At first, the recording woke the volunteers. After a night or two, they were able to sleep, but even so their bodies continued to react to the noise. The researchers documented increases in heart rate up to four times normal.

Finally, the prenatal peril which should concern the mothers and fathers in this district. I'm from Belchertown and planes fly right over my home, too.

Early in pregnancies, noise may indirectly threaten crucial stages of development. It's known that physical response is triggered by stress can pass from mother to child.

In Japan, for instance, researchers found a higher proportion than average of low weight babies in noisy communities. There's also some evidence of such birth defects as hair lip, cleft palate, spinal defects are more prevalent among people living near busy airports.

Surveys in more than the United States show a recorded higher rate of admissions to psychiatric hospitals among people living close to the airports.

LT. COL. BRISTOL: I'm sorry. Ms. Gillespie, could you proceed to the question?

MS. GILLESPIE: Okay. The question is, what are you going to do about -- you said before that there are no health [effects], just annoyance, but my -- from my experience as a stress researcher and stress writer and stress consultant to individuals and groups, I find that annoyance can trigger kind of what is called chronic -- reaction, and since that leads to decreased in the immune system which many [scientists] are saying now can lead to any kind of disease from ulcers, heart disease, cancer. What are you going to do about it?

You know, you are denying that there are health affects, and I know that there are. There are tons of studies that show that so what are the solutions going to be to people's health problems, or do you acknowledge them? [F.1.1]

LT. COL. BRISTOL: Do you understand the question? Are those matters being considered?

COL. HANDY: I think she addressed the wrong person there. Allan Blair is not an expert on stress, but certainly Mr. Martin, who authored the document, can probably have some comments for you on that.

MS. GILLESPIE: Okay.

MR. MARTIN: What I think I'm going to do is pass the buck.

COL. HANDY: Okay.

MR. MARTIN: Let me make a two points. First, I'm not really the author of the -- the document. I was the [project] manager involved in the preparation of the document, and I'm not an expert on the physiological affects of noise.

We do have Dr. Clay Easterly of our staff here. I can tell you that I'm aware of the studies that you referenced, at least in general. I'm not sure that I'm familiar with the specific one.

The review of the literature indicates a lot of controversy in these areas. I think we attempted to summarize it in Appendix B. I'll ask Dr. Easterly to respond to that.

DR. EASTERLY: Thank you for that very competent question. There have been quite a few studies, as you mentioned, which (inaudible.)

One of the important features of many of these, I guess, has been a difficulty to convince the concensus with the [scientific community] and this has not been by fault of a particular author, but most often because of the circumstances of (inaudible) [the studies].

The National [Academy] of Sciences has periodically reviewed the literature regarding [stress] and things of that nature.

At the present time, we are not able to persuade ourselves that we should take a different position. In other words, our interpretation of the data is not substantially different from theirs, and it is, for example, for pregnant mothers in a special report on that particular issue. They recommended that pregnant women not be subjected to noise levels in excess of 90 db. for extended periods of time.

With regard to the increases in cardiovascular risk factors, I think there's -- there's a small margin for discussion. Again, we don't [presently have a consensus of opinion].

Most of the studies have been [contradictory], as you probably are aware of, and that's our difficulty on our position, too. I think it's clear in a lot of the studies that there is initially a margin of measurable changes in many of the particular facts.

Some, though, are kept only on production and things like that which are evidences of the (inaudible), and I think in order to have a real impact on cardiovascular disease, you've got to sustain these levels for prolonged periods of time.

Generally, but not always, these studies do show a diminish in (inaudible) so we're not closing our eyes to the theories and uncertainties, and I don't think that anyone would presume to say that there's not some margin for error.

MS. GILLESPIE: Thank you. Just -- you know, I understand that there is that uncertainty. It just worries me about the health of this community.

I think back to the time when it was considered okay to go out and stand under atomic test blasts that resulted in the leukemias and the cancers that are occurring now because of assurances that were given then. It worries me.

LT. COL. BRISTOL: Mrs. Gillespie, thank you very much. I'll see that the matters that you've raised are addressed in the final environmental impact statement.

Our next questioner is Miss or Mrs. Lisa -- it looks like Sergienko.

MS. SERGIENKO: Sergienko.

LT. COL. BRISTOL: Thank you. I'm going to try to move through these as rapidly as I can with the view of trying to go to the beginning of the statements about quarter after ten.

MS. SERGIENKO: My name is Mrs. Sergienko. I live at 61 Morrow Drive in Chicopee, pretty much directly in line with some of the flights coming in and out.

As a follow-up or a tie-in to what Mrs. Gillespie was speaking about, since the discontinuance of the regular Air Force use of Westover field, many new homes have been built in the Burnette Road area.

Many families have moved into this area? What affect, if any, would single incidents and long term noises have on our health [and the health] of babies and very young children?

I'm speaking purely of physical health. I know a baby's inner ear or middle ear is not fully developed until they are a certain age and are not allowed on airplanes for that reason, and I would like to know if this noise will have an impact. [F.8.11]

COL. HANDY: Would you like Dr. Easterly to cover that?

LT. COL. BRISTOL: I believe our previous responder would be the most appropriate individual to address that question.

DR. EASTERLY: If you wouldn't mind, you were talking about single incidents or continuous noise?

MS. SERGIENKI: Well, I'm talking about either the single incident noises that the gentlemen were speaking of on the takeoff of the C-5's and the landings of the C-5's as well as long term ise, continuous flights in and out of Westover field (inaudible) civilian useage.

DR. EASTERLY: Could I address the panel? Is there some way that you can get an idea of the single event noise level for the DNL from where she lives?

(Pause.)

COL. HANDY: If she could show us [where she lives].

(Pause.)

LT. COL. BRISTOL: I might just make a brief comment in this respect that if there are going to be questions that for one reason or another we may not be able to get an answer to this evening, in each case the questioner and the question will be taken down, and a response will be provided both for inclusion in the final environmental impact statement and for a direct response to the person who posed the question.

MS. SERGIENKO: In the interest of time, if that's what the committee wishes to do, I am prepared to accept that answer.

LT. COL. BRISTOL: If the gentleman's prepared to attempt an answer now, that would be fine, or else we could defer it and submit it to you later and for the record.

DR. EASTERLY: I'll be happy to do that.

COL. HANDY: Just a moment.

MR. MARTIN: I think the long term average noise levels would be approximately 65 dB there. I can't tell exactly which side. It could be slightly more or slightly less than 65.

I would anticipate that the -- the maximum single event noise level would be in the area of 90 decibels at that point, but I would have to check on that.

DR. EASTERLY: Based on those numbers, we wouldn't have any evidence to suggest a difficulty with regard to hearing, but we will be more accurate with our numbers in our response.

MS. SERGIENKO: Thank you very much.

LT. COL. BRISTOL: Sabina Parker?

(Pause.)

LT. COL. BRISTOL: And the next up after her will be James Baker so you can be ready.

Good evening, Mrs. Parker.

MS. PARKER: Good evening. Sabine Parker, 75 Sixth Avenue, Chicopee, (inaudible) Section.

As usual, this hearing is as clear as mud. You tell me there will be less noise on this park, more noise on the other. Noise has been compared to a vacuum cleaner and to a garbage disposal.

I, for one, use my garbage disposal perhaps two minutes twice a day. I use my vacuum twice a week, and if I'm real energetic, three times a week.

Tell me, how can you compare this noise that is going -- that we're going to have to something like this? You people are telling us that we are expendable. When I was on the redevelopment authority back from '73 to '76, we were in the process of planning Canterbury (inaudible).

Now, (inaudible) and yet we were told then that we had to have an environmental study or we wouldn't get the money, and we got it by the skin of our teeth.

Now, tell me, what are you people going to do? Mr. Lak isn't worried about Granby, Belchertown and our surrounding communities? I am.

(Applause.)

(Inaudible) silver haired legislatures. I am concerned about the old people. I'm one of them. It seems to me if you can't kill me one way, you're going to kill me the other.

(Applause.)

That's all. Thank you.

(Applause.)

LT. COL. BRISTOL: I think the question that I perceived was how or why could the people who drafted the environmental impact statement use those kinds of comparison bases, that is household appliances, to describe various levels of noise that might be experienced by the C-5A or other over-flights.

Colonel Handy, you can refer that one to whomever you wish.

COL. HANDY: I sure would. It's either Mr. Martin or Dr. Maraman here, and I think right offhand that the attempt was to clarify or to simplify a rather complicated process on evaluation of the noise, but perhaps you all would care to comment.

MR. MARTIN: One of the things that we try to do in preparing the statement was to avoid comparisons of -- of aircraft noise to anything else. I think some of those have been made -- those comparisons have been made by people not involved in the preparation of the statement.

There is a table in Appendix A that is intended to try to put noise levels in perspective in terms of the decibel scale, but we did not imply that the noise from a specific aircraft event is in any way related to a dishwasher, garbage disposal or anything else, and I think some of the comparisons that I have seen reported in the press are, in fact, [wrong ones].

The -- a very important point, we focused most of our analyses on the day/night average noise level, and that is expressed in decibels just like the noise level that is measured for an (inaudible) or a typewriter, whatever some of the things listed in that table are.

That is not in any way the same. The day/night average noise level is a yardstick for planning purposes and tries to indicate the average noise environment. There's also a figure that illustrates the range of day/night average noise levels in different types of environments in Appendix A, and I think it would be more appropriate to look at that.

I recognize that the whole concept of noise is very difficult and requires some mathematics that are beyond the average person. It's a very difficult concept to understand, and I apologize for any difficulty.

We've done the best we could in presenting it. I think we tried to be careful not to draw those comparisons within the statement.

MS. PARKER: Well, these noises are only during daylight hours. Now, what's going to happen when the airport comes in?

You know, when that [when the airport] was first born, due to an oversight, Chicopee ended up with one representative so, therefore, all of the other commissioners were from the surrounding

areas who didn't give a damn about what was happening to Chicopee, but it was good for them because they were [away] from it.

Another question--

LT. COL. BRISTOL: Mrs. Parker, I'm going to try to move on to the next questioner.

MS. PARKER: Okay.

LT. COL. BRISTOL: I'll put your sheet in the stack so that when we get to make the statements that you'll get another opportunity. Okay?

MS. PARKER: Thank you.

LT. COL. BRISTOL: Mr. Baker?

COL. HANDY: Could we answer that question for her, the one about the WMDC operations?

LT. COL. BRISTOL: Yes. I'm not sure I understood that--

COL. HANDY: Would you address that, Allan? It had to do with the -- ma'am, would you repeat your question, please?

MS. PARKER: Well, in the beginning, the statement that I wanted to make was we had one representative from Chicopee.

When Mayor Ziemba was handing out these appointments, he handed them out to various people who finally came to the realization hey, we've got one from Chicopee, so, therefore, up until this time where we now have three, decisions were made by everybody else, but not Chicopee.

I say this is where it all got out of hand.

LT. COL. BRISTOL: Okay. Thank you. As I said, I'll put your sheet in the file for the statements, and you'll have another opportunity.

Mr. James Baker?

(Pause.)

LT. COL. BRISTOL: I'm sorry. Is Mr. James Baker here?

(Pause.)

LT. COL. BRISTOL: Mr. Gerald Drewnowski?

MR. DREWNOWSKI: Good evening. My name is Jerry Drewnowski. I live in Chicopee on 21 McDonald Drive. I'm a fairly new resident to the area.

I'll try to be brief. I hope my answers will be. One question I had was if -- if the property around (inaudible) is indeed devalued with these implementations, this twofold implementation, will the property taxes be reduced accordingly? **[F.8.4.2]**

(Applause.)

MAYOR LAK: I think, again, the system would work in parallel to the legal system. If you can show at any time that there has been an adverse effect on your property, under state law you have a right to request an abatement.

That abatement is based on established devaluation. By definition, if you can show your valuation instead of being $90,000 is $60,000 based on your ability to see or because of a substantial reduction due to fire or something else, an abatement is a reflection of a reduction of that value.

To answer you, if you can show that, then the answer is by law is that we have to give it.

MR. DREWNOWSKI: Thank you very much. May I continue?

LT. COL. BRISTOL: Yes.

MR. DREWNOWSKI: Thank you, Mr. Mayor, I appreciate that.

The other question I had was, I have this map here, and it's -- it's about noise and they speak of averages called DNL or something like that.

You show this runway circled with 85 as a number. Now, you've also shown on another piece of paper here that was shown to me aircraft -- I want to know the maximum of, let's take a couple of points, say the start of the runway, the center of the runway, the end of the runway some of the bordered fences.

What would be the maximum dB. I would receive if I stood there with a meter? How much noise are we talking about these planes will--

LT. COL. BRISTOL: That's in reference to the C-5's?

MR. DREWNOWSKI: The C-5's, the C5-A's and the other aircraft. Rather than maybe answering that here, what I'm really asking for is a more detailed map than this so I can get an idea as to -- of, you know, what the maximum noises will be and how far out they will encompass the area.

That's what I'd really like to know. How can I get that information?

LT. COL. BRISTOL: We'll not only answer that question, but if you'll mark your name on that map and leave it with me, I'll -- I'll use that as a reference point to the extent that we might be able to provide you with one that's more detailed?

MR. DREWNOWSKI: Thank you very much.

COL. HANDY: What was the closest distance you wanted to come to an airplane?

MR. DREWNOWSKI: All right, let me rephrase the question. If a C5-A were taking off and landing on this long runway, I believe you have a number for it, and I stood on the boundary of the Westover fence where it crosses the brook or the closest proximity, and I stood at that point outside the base, what would the noise level be at that point when that plane took off and was -- the takeoffs and landings.

COL. HANDY: Okay, we'll do our best with that one.

MR. DREWNOWSKI: Thank you.

MR. MARTIN: Could I make a couple of quick comments on that? There's a table in Appendix A-4 -- I mean Page A-4 of Appendix A which indicates a value called a sound exposure level.

Now, the sound exposure level is a measure of the total noise energy produced by a single noise event. It represents the value of a continuous tone lasting for one second that would produce an equal amount of sound energy so it allows comparison of the sound energy of varied events that take place over different periods of time.

That table provides values for various types of 1,000 feet from the measurement to the aircraft, say an angle of about 45 degrees.

The -- those values range about between -- the C-5 is 111. For other types of aircraft, it's between 100 and 106, 100 and 110 for the types of aircraft we're looking at here.

The -- because the noise associated with an aircraft flight occurs during a -- over a long period of time, twenty or thirty seconds, the -- if you were to take a sound level meter that measured the instantaneous value, the maximum reading that you would get would be lower than the sound exposure level because of the duration. It couldn't be [much higher] or couldn't exceed that level for more than a second, and I don't think it would.

Typically, those [maximum] values would be five to seven decibels lower than the sound exposure level close to the aircraft. They would be about ten dB lower if you were further away because it would take the aircraft longer to fly through the area that you could hear it so that would give you an idea about -- about a mile from the end of the runway.

If you were -- if you look at the tables in Appendix -- Tables D-1 and D-8 in Appendix D, those indicate the sound exposure levels at schools in the area that are predicted, and they would similarly be about five or seven db. above the maximum level which you would measure, so that might help you.

MR. DREWNOWSKI: Okay, one more--

LT. COL. BRISTOL: That's it for now.

MR. DREWNOWSKI: Okay, thank you very much.

LT. COL. BRISTOL: Thank you, sir. I'll put it back in the stack so we'll get to you.

I've taken a look at the next statements -- the next questions, rather, and we have about ten. Many of them actually contain the question on the form, although that wasn't required. I know some of you thought that was indicated.

What we're going to do now is switch to statements, and then we will come back to the questions, and I assure you that everyone who has asked a question will have an opportunity to have an answer.

The first that I'm going to call, and we indicated we would start with public officials, is Representative Stan Rosenberg.

(Applause.)

MR. ROSENBERG: Thank you very much. First, let me thank you for the opportunity to present some comments and share some thought with you this evening.

By way of introduction, I'm Stan Rosenberg. I'm the newly elected state representative from the third district consisting of towns of Amherst, Belchertown, Granby and Pelham.

My primary concern here tonight is to ask that the review process be extended by some period of time, 60 or 90 days, whatever period of time that's necessary so that people in this area can learn and understand the implications and the material that you're presenting here.

I don't know about the people in the audience behind me. I suppose a politician's not supposed to admit this, but I'm terribly confused about many, many points that have been discussed here this evening.

Much of what you say may be exactly on the mark, but I need to learn that, and I need to understand that. In the three weeks or so since this report has been out, I've had about two weeks to read it.

Reading it is not enough; you have to study it, and you have to learn it to really understand what's happening here.

I've spoken with constituents who report back to me. I know the selectmen of the Town of Belchertown have voted to ask for an extension. I know selectmen in other towns have either voted or discussed in open session the need.

It seems to me that there are many, many questions that people have that deserve answers to, and the format and the excellent job the moderator's doing trying to move things along and trying to give everyone a chance to get those answer questions, or those questions answered, is obviously clearly by experience.

It seems to me that that spirit has to continue because sixty or ninety days will not make an enormous difference from anything that I've heard in the success of this proposal if it is to move forward, and those who will live with the consequences of this will live with those consequences for decades.

Sixty or 90 days, it seems to me, is not an unreasonable period of time to allow people to have in addition to the time already made available to explore additional questions and to have additional opportunities to speak with you folks and to really get into a dialogue. **[F.2.4]**

The format tonight, understandably, has to be restricted in some way, but there needs to be dialogue. I need to be able to ask you questions, and maybe a lot of stupid questions and ask you over and over again, until I understand.

The format here this evening just doesn't allow that. It just simply doesn't allow that. Most of us have been working, some of us since five or six or seven o'clock this morning, and we may not be out of here until midnight.

We can't stay here all night, and we can't leave here, any of us, confused about the thing that concerns us because what happens at this Air Force base and with regard to the C-5's and civil aviation is going to affect us all, whether we live in Chicopee or Belchertown or Granby, Amherst or Pelham.

I have a number of questions that I'm just going to throw out. I'm not looking for answers to them right now, but to let you know about some of the things that I'm thinking about.

All that I've heard about sound tonight does not reassure me. I'm not reassured that we're not going to be adversely affected by the noise level.

The predictions that are in your own report are troubled. They concern me, and I need to understand what the true impact is. Reading 65 dbl means absolutely nothing to me.

If I drop a pin on the floor or I hit that table with a hammer, I don't know whether that's one decibel or 700 decibels.

I would urge you to consider bringing some planes in here and taking some of us down and letting us hear planes take off. **[F.8.1.5]**

(Applause.)

I need to be convinced of that, and the citizens need to be convinced of that and to be reassured, so all I'm asking is for an opportunity for people to be really reassured.

If we took a poll tonight, I doubt that many people in this audience tonight are walking any better informed and any better informed or less confused about whether or not noise is going to be a real problem for them, for their families, for their friends, for their homes and what that's going to mean to them.

I'm also concerned about some of the environmental impacts, and some of the things just haven't been discussed tonight.

There have been violations in state hazardous waste management. I understand the base has taken steps to correct them. What assurances do we have, what assurances do we have that those things will not reoccur and that there aren't other things that you're working on or that we're unaware of that need to be addressed or haven't been addressed. [F.10]

I understand there's a hazardous waste treatment plant on your base. What connection does that have to this proposal and to the operations of both the civil and the -- and the C-5A's? [F.10]

I also read that there's 745 tons per year, is that it, additional emissions. What does that mean? I don't know what that means. [F.9]

You need to instruct me, you need to help me understand what that means, and I'm not going to learn that at one o'clock this morning, and there's not enough time in the next two weeks before this report is due for me to understand that.

I'm asking you to help me understand that. There's currently no evidence that I can see that all of the communities affected by this are going to benefit by it.

I know Chicopee's going to benefit by it, and I have no interest in hurting Chicopee's interest, and I have no interest in stopping development and keeping people from getting jobs and from having a better life in this are, but I'm really concerned about the fact that most of the jobs, I suspect, are going to end up pretty much in this area.

Granted, they're going to have the most noise, and maybe they should have the most jobs, but will any of the jobs be in the Town of Granby that the planes will fly over?

I have no assurance that that's going to happen. I know that in other settings, there are fees assessed in airports to compensate people for the disturbances.

The National Airport, for example, while the Supreme Court says we may not limit the hours of flight, the Supreme Court has ruled that it is okay to charge fees to compensate for the disruption that that causes so if you want to land an airplane at National Airport after certain hours, you're free to do it, but it costs you some money.

Should we be looking at some kind of a -- an airport use fee that's distributed to communities in proportion to the costs that they are incurring, the negative impacts? [F.5.2.2]

What I'm talking about here is simply the equity of the fairness issue that all communities, if this proposal were to go forward, ought to have benefits if they have costs, and so I don't see this reflected in the report, and I'm anxious to know, how will we be sure that these things will happen.

I'm terribly confused about the job situations-- [F.14.1]

LT. COL. BRISTOL: Representative Rosenberg, if you could be concluding your remarks.

MR. ROSENBERG: I will after this point. Thank you.

I'm very confused about the job situation. I talked with a gentleman on your staff who was very patient and -- and took me through it, but when I finished, I realized that I still didn't understand it.

If there are approximately 500 people attached to the C-130 and if you're going to have 1,000 people attached to the C5-A's and the C-130's are disappearing, where are those 500 people going, and why two years from now, which is the projection I have, is it demonstrated that there were going to be 1,000 new jobs? [F.14.1]

What are those 500 jobs going to be used for that were involved with the, not being very clear, the C-130 jobs, where are those going?

Why are they still in the budget for the base is the C-130's are going? I'm just not really clear how many new jobs there really are going to be and why the staffing level is projected, and I need to understand that. [F.14.1]

Let me conclude by saying that I -- I ask for very serious consideration of this request to extend the review period so that we can all understand what's happening here and be better informed so that when the decision is made, we know that we've had a chance to really understand all of the aspects of this and feel comfortable with the decision, or at least more comfortable or understand what's going to happen to us.

Thank you very much.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: David Shepardson.

MR. SHEPARDSON: Thank you. I'm David Shepardson from the State Office of Environmental Affairs, and I'm here representing Secretary of Environmental Affairs, James S. White.

We have been reviewing the civilian operation at the airport since 1980. This was involved with a Mass Aeronautics Commission filing that preceded the transfer to the development corporation.

The document that's being reviewed tonight has been under review on the state level since December 10th, and I'm sorry to say that the open [comment] period on that, which is thirty days in length, ends tomorrow.

The secretary has to issue a statement as to the adequacy of the document in answering questions on noise, air quality and the safety zone of the civilian operation by the following Friday, the 16th.

I will -- I am taking down comments that are being made this evening, and I will use those as part of the secretary's analysis for this project.

I will also stick around for some period of time after the meeting, and I also will take, if there are letters that are going to be sent during the first three days of next week, before the 14th, if you will call the MEPA office and let me know of your comments, I will try to work those into the secretary's analysis.

We are -- our time frame is 30 days for public comment. As I said, that started December 10th, and then there's a seven day period for the secretary to issue a statement on the adequacy that is strictly by the Massachusetts Environmental Policy Act.

I think that pretty well covers it. As I say, our review is to make sure that the information for state -- that will act on the proposal, and this is primarily the Massachusetts Aeronautics Commission, has good -- for their decision making purposes.

I believe that -- if the decision is made from both of the civilian operations at the airport to the twenty-four hour program as opposed to the limited program now, that it will require an additional approval by the Mass Aeronautics Commission.

Thank you.

LT. COL. BRISTOL: Thank you, Mr. Shepardson. Our next individual is Mr. Charles Snyder, who is the Director of Administration and Planning of the Mass Aeronautics Commission. Mr. Snyder?

MR. SNYDER: My name is Charles Snyder, Director of Administration and Planning for the State Aeronautics Commission which has been working with the people at WMDC over the last couple of years on the issue of the civilian part of both the industrial park and more particularly the -- the airfield side of the civilian operation.

The state has [contributed]-- assisted in the funding over the last two or three years. We've offered that they take advantage of a technical assistance from our engineering department and our planning department.

As Dave Shepardson indicated from MEPA, it may see as one of our prime interests in this issue as it deals with the civilian prospects for additional civilian operations.

It will have to do with the extent to which we consider any prospective change, that is additional charter flights either day or night, assuming they have the twenty-four hour towers, those kinds of changes, to what extent we would consider it significant changes and, therefore, would require the Aeronautics Commission's approval.

As I said, very few of the issues, at least on the civilian side, are being discussed tonight. Our -- as I've also indicated, we've been generally supportive of the effort to develop that 178

acres, particularly the airfield side of it, into an economically viable facility that, when you talk about the type of airplanes that may operate either during the daytime or the potential for night time operation, with the additional penalties that people have been talking about, that those kinds of this would be taken into consideration, and that, as a number of speakers have indicated, that people living around the airport understand what that means.

I think -- I believe Representative Rosenberg suggested the idea of people hearing what the C-5A or what a DC-8 may be, which by the way -- operates as the so-called quietest four-engine airplane to be operated at the so-called Stage 3 which is, based on the update standards, the quietest -- the airport has an airplane that's an old fuselage with four new engines.

The new engines are high tech ratio with details. The people ought to hear what that sounds like over their head at 100 feet, 200 feet, 1,000 feet to get some idea, as well as the C-5A.

In conjunction with what I said about the Commission's authority to approve changes in the civilian operation, in that regard people can reach me or other people on the staff in Boston. Our number is Boston, 973-7350, or you can grab me before we go back to Boston tonight.

Without repeating myself, I will say that the Aeronautics Commission believes in the viability of the civilian -- the potential for the civilian development. That could be done at a very reasonable way, we believe.

The WMDC is proceeding in that direction particularly as it relates to the possible discussion of the type of airplane that will operate either during the daytime or during the night time, and the type of airplane -- the type of airplane, what I mean is the amount of noises those airplanes will make.

The fact that WMDC seems open to those kinds of negotiations when -- when negotiating the -- with -- it is a good sign.

It's a sign that other airport operators, both in Massachusetts and around the country, are taking what we feel is a good step.

It's not an easy process for an airline that does not have space reject [inaudible], does not have quiet airplanes, but only has the middle level noise -- then you've got a problem?

If they don't have those airplanes on order, the negotiations (inaudible) to get the minimal operations or not operating -- or possibility of Phase 3 somewhere down the line.

The Port Authority at the airport (inaudible) [in Boston], we've spent considerable amount of time negotiating those kinds of issues. It's not impossible. It's not easy, and it's -- you're looking at a business entity that has certain interests.

In some cases, it's possible to make it worth their while to operate quieter airplanes if they had them in the fleet.

I'll just throw that out as a -- as a point of information that it's an unknown world to a lot of people including myself until three or four years ago.

We will, in submitting our written comments over the next week or two, ask as other individuals have for clarification particularly in the areas of the methodology used to determine the decreased or increased property values.

We have some problems with -- we're simply uncertain as to what the methodology may or may not be. We all have got questions about the methodology used in determining sleep disturbance that we'll be talking with Mr. Maraman about and also have written comments.

The report is not an easy one to digest even for people like myself, engineers or planners who I work with, so don't feel bad if you don't fully understand it. It's not an easy thing to deal with, and part of this is because the language problems, the jargon, the concepts.

I think, as Mr. Maraman said, that they're difficult concepts to grasp or to relate computer models to what you really hear or what you see or (inaudible.)

Don't get too distressed about that because I suspect we all sort of share that on different levels of -- of thought, so I'll close there and with one word to the Air Force of thanks, actually, for including both the twenty-four hour tower issue and the C5-A issue into one document.

That may make it harder to segment and figure out which is the best or which is the worst, but it is, in fact, the way to get at [cumulative] impact, noise and otherwise of a very complicated issue.

Thank you.

LT. COL. BRISTOL: Thank you, sir. Mr. Peter Lappin who's with the State Department of Commerce.

MR. LAPPIN: Thank you very much. My name is Peter Lappin. I'm Regional Director for the Department of Commerce and Development which covers the four western counties of Massachusetts.

I'm here tonight to specifically address and in so endorse the support for the phase of the WMDC in regards to what we feel the Commonwealth, in this part of the state, is a sleeping jungle.

There is a mission, and I think you, Colonel, have addressed that tonight. There's a mission in the state also, and that is to keep jobs in Massachusetts.

We're talking about jobs that we're losing. We're talking about the two industries. We're talking about plant closings, and we're talking about where are the jobs going in this area.

We're talking about the fact that probably in the last ten years, there's been about 15,000 to 16,000 [manufacturing] jobs lost. We've seen certain industries close even though there is plant legislation about closing, representatives which may be strengthened this year, but I think the real task and the real responsibility is what the potential is and what can we do in regard to supporting WMDC?

I know myself, personally, in regards to working with many industries, companies that come into the area, let me say even when the plant closes, what's been happening to certain jobs.

We have a diversity here in Massachusetts that is tremendous. The Governor has addressed that on many occasions that we don't rely upon one industry in this state.

One of the growths that we have seen as we look at the lowest unemployment rate among the twelve or thirteen industrial states in America is the fact that we have had a healthy climate, but we have had cooperation, support in realizing that our universities are industrial based so that the availability of resources within the states come together to support what we think is a very collective effort.

When we talk about WMDC, let me give one example and I'll be very brief. A certain company that has a potential of looking at this area has come up.

One of the things that has attracted itself, and when I told him about Westover, I told him about the potential for the 24-hour tower, they became very excited.

What this means in regards to jobs, and let me address that quickly to some of the individuals. The jobs are going to come to Westover. They're going to come for everybody in this area, the four counties and even Connecticut, Vermont, New Hampshire.

If they're eligible, if they can apply, they will be considered a sure representative for those jobs. But what it means is the spinoff effect of a good size industry, of a good size company coming to Westover, the impact it will have on its neighbors in the area.

The fact, not only, what it would do to the educational system, but the fact that it will offer something for the growth for our future because we talk about service industries, grant you, they're coming, but we've got to get back to the concept of certain manufacturing jobs, and Chicopee, God love it, has suffered many job losses in quite a few past years.

The manufacturing job aspect will be a spinoff because I'm concerned of where my children will be working in the future.

What will happen in regards to the pace of our economy? Will it be eroding? So, I feel very strong as a regional director, and I am confident that the Department of Commerce, of what we can do with regards to supporting WMDC efforts for our future is now.

We can't say two years or three years or five years down the road, why didn't we do something to correct this problem. It's got to be corrected now, and it's got to be addressed now, and it's got to be looked at because competition is there, and if we can't compete, we're going to lose.

Thank you.

(Applause.)

LT. COL. BRISTOL: Thank you. Mr. John Frykenberg from the Chicopee Chamber of Commerce.

MR. FRYKENBERG: If I may, I have a couple of statements that I've been authorized to--

FROM THE FLOOR: We can't hear you.

MR. FRYKENBERG: On behalf of other public officials as well, who are not here, I have very brief letters in addition to my own statement.

My name is John Frykenberg, and I'm President of Chicopee Chamber of Commerce, Church Street, Chicopee. Tonight, I'm speaking on behalf of the Chamber's elected Board of Directors and 500 constituent member firms from the City of Chicopee.

COLONEL HANDY: John, would you speak up just a little bit, please?

MR. FRYKENBERG: Yes. Before I present my testimony, I have two letters that I would like to read, however, and they are addressed to me.

Dear Mr. Frykenberg, unfortunate -- this one is from Kenneth Lemanski, Chairman, Commerce Labor Committee, and he's also State Representative from the City of Chicopee.

Dear Mr. Frykenberg,

Unfortunately, my attendance this evening at the Governor's inaugural prohibits my being with you. That fact, however, does not diminish at all my desire to have this project received successfully.

The City of Chicopee, as well as the entire Western Massachusetts area, can only benefit from this particular project given the favorable action performed in the environmental impact statement.

I find no need to reiterate the many positive facets -- relative to the stationing of C5-A's here at Westover. Please, note that as -- that I, as a resident of Doverbrook property here at Westover, have no objection to this project moving ahead.

In short, I wish to go on record as supporting this project fully. Sincerely, Kenneth M. Lemanski, State Representative.

The next one is from Westover Job Corps.

Dear Mr. Frykenberg,

Unfortunately, I will not be able to attend the public hearing regarding C-5's at Westover on Tuesday -- it should be Thursday, but I would like to go on record regarding Westover Job Corps's position on this issue.

As an employment and training program based in the Chicopee area and specifically at Westover Air Force Base, we believe that the proposed base expansion with the arrival of C-5's would provide valuable training and employment opportunities to our area students.

The Job Corps program has a long history of providing quality training to our nation's disadvantaged young people and positive economic impact the base expansion would bring the C-5 campaign would enhance the Job Corps's mission and provide broad faced employment opportunities to our program graduates.

We endorse the arrival of C-5's and look forward to economic growth and improvement in the quality of life that the base expansion will bring to the Chicopee area. Sincerely, Robert Robinson, PhD.

My own testimony this evening, let me begin by saying that the Chamber played a key role in inviting the Department of the Air Force on our elected congressional delegation to bring C-5A's to Westover Air Force Base knowing full well those liabilities and problem areas which might result.

Given the economic plights of Western Mass, the loss of 15,000 manufacturing jobs in the past five years, the earlier loss of 2,000 jobs at the Uniroyal Plant in Chicopee, the shutdown of the Strategic Air Command operations which cost 10,000 jobs and the most recent layoff of 1,000 employees at United Technologies Diesel Systems have left Chicopee and the entire area somewhat beleaguered.

Local families have suffered economic hardship, loss of self-worth, a real deprivation that goes far beyond the inconvenience of living with more noise.

A fraction of less than one percent additional pollutants in our atmosphere or the highly improbable chance that a falling object will hit someone; we deal with greater pollution safety hazards and chance of injury if local car dealers have a good year, which [certainly] would be justification for returning to the horse.

Moreover, the economic boom that has so dramatically impacted upon Eastern Massachusetts never quite made it here. Indeed, the northwestern tier of our state has the highest unemployment rate in the state.

The C-5A's can increase DC-8 air freight business and help by providing jobs, some now and more in the future.

Plainly put, we cannot afford the luxury of halting the encroachments of 20th Century. There will be sacrifices and suffering somewhere, but the common good of all of our people demands that we move forward cautiously, carefully, but forward nevertheless.

In deference and sensitivity to both our environment and the will of the community, the Air Force has agreed to alter landing patterns and shorten a useable runway to decrease noise.

The safety clear zone at the end of the runway will not alter the recreational use of our state park, and night operations which might disturb people's sleep are not planned.

Insofar as potential use of Westover Air Force Base by civilian DC-8's at night is concerned, it is noteworthy that there has not been one complaint in a year and a half because of the super-quiet Phase 3 engines on these aircraft.

Is there risk? Is there danger? Is there probability of problems with more and larger airplanes in the skies? Yes, there is, just as with the advent of the automobile, but we cannot turn the clock back, nor would we want to.

For a future filled with promise, relief from misery for many, the addition of major new healthy components to our economy and prospects of a better future for our children as a realizable goal, is here.

Thank you.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: Mr. Patrick Goggins who's from the Hampshire County Commission? Mr. Goggins? Not here?

Mr. Pat Sackrey who also indicates he's with the Hampshire County Commission. I apologize, Pat, I never know.

MS. SACKREY: I know, it's hard. Thank you very much. I'm sorry, Mr. Goggins had to leave before his time came.

I'm speaking as a Hampshire County Commissioner for myself, not for the Commission. We haven't taken a vote on the environmental impact statement as a body.

I did host a meeting of Hampshire County residents, anybody really who wished to come in Northampton Monday night to give people an opportunity to speak together about the environmental impact statement and the plans for Westover Air Force Base.

We had, I think, nine communities represented by citizens that night, a wide spectrum of opinions and of concerns, and I'd like to speak about that for just a few minutes, if I may.

I'd like to echo a couple of things that have been said here tonight, one by the previous speaker just now that we need to move cautiously and carefully, and I'd like to echo Representative Rosenberg's plea that in order to do that, you or whoever it is that makes these decisions, give us an extension of sixty to ninety days to study and respond to this environmental impact statement. **[F.2.4]**

I'm sure that there are many reasons why it's better to have done the study with the civilians in the military proposals. I think it's important to have a sense of (inaudible), but for lay people like ourselves and for those people who attended our meeting Monday night, it served only to confuse us.

It's very difficult for us to figure out who's doing what to whom in that environmental impact statement and for us to really respond intelligently to some of the analyses that you've very carefully, and I'm sure very time consumingly, using a lot of time, put together, the issues that surfaced in my mind (inaudible) safety and noise with respect to C5-A's.

Concerns that perhaps towns need to think about rezoning certain areas where the planes will be flying over, and there is fear of danger, of falling aircraft, as one person said, certainly of falling parts on citizens, on their homes and noise from the commercial venture. [F.7]

Twenty-four hours is a terrible disruption in people's lives, and particular to those people living near the runways and under the flight paths.

Water pollution from oil and gas runoff and toxic waste pollution was a concern which they felt was difficult to get clear answers on from the environmental impact statement. [F.10]

Toxic waste, the history of hazardous waste problems at Westover, the future of such problems. We talk a lot about jobs. Everyone in this room has to earn a living. Some of us have had to earn livings for children for years, and some (inaudible) and know the problems of unemployment, plant closings.

But I think to a person, even to those people who are in favor of the Air Force proposal in particular, and I don't believe there is one soul in favor of the commercial proposal, I believe we had two in favor of the military proposal, the issue of jobs at any cost, at the cost of quality of life, disruption of people's lives was an important one to everybody.

It is an important problem in Western Massachusetts. We have had a diminished amount of industrial jobs, but there's really not been the [concerted] effort in our region that there might be to talk about how to solve those problems in the Chicopee area in ways that would not give us others.

I haven't heard of a regional task force that has been set up that would represent the challenge that we're talking about being affected here.

With people with imagination and creativity that could talk about creating jobs that before long help clean up toxic waste before beginning to create (inaudible), why not (inaudible).

In no way do people at that meeting, nor do I, want to affect adversely the lives of people of Chicopee. On the other hand, we don't want people to benefit on one hand and hurt people on the other.

I'm from Texas where oil drilling has been an important part of people's lives. It certainly was a good kind of economy for a long time, but on our ranch, where we raise cattle in West Texas, we were lucky that nobody ever hit oil.

You know why? Because the jobs that would have been created by doing that would have destroyed that land, would have destroyed the future possibilities of ever doing anything productive there, and it would destroy areas where we had -- mining in Colorado and Texas as well as these grounds.

It's an analogy, I think, to creative jobs at an Air Force base or a base where people will benefit on one hand and destroy the environment for others for a long time to come.

The next issue that came up had to do with the diminishing of the property values that (inaudible) and I'd like to echo that from our meeting in Hampshire County? [F.1.7]

The last thing I'd like to address is one that hasn't come up, and I'll end it with another request to you.

It has to do with a change in quality of life due to increased militarization of our local society and society in general.

There were people at our meeting who were very concerned. These are people who are not our normal activists. They don't stand on picket lines. They haven't gone and tried to stop the Trident, the submarine, for example but are ordinary citizens who speak out of concern for things happening around them about which they feel they have little or no control.

They felt they needed assurance from the military that no mid-air launch of minuteman missiles would occur from the C-5's, for example, and -- and we'd want that from you. [F.7.15]

The quality of life changes in which people have had no say is not fair. We're not having a hearing on the decisions of the military here.

We're only able to address the environmental impacts. I'd like to ask that there be that opportunity for us as citizens to address the decisions that have to do with our very lives and the military strategy of our own country.

Where is it, we can ask the question, should we do this at all? Ninety days is not much time, I represent to those on staff, and I've pleaded with you on behalf of the people who were at our meeting, people who would call us people from a neighboring county, we do care about this area including Chicopee.

Give us time to look into this, to respond more intelligently and with caring so that we can solve these problems together.

Thank you.

LT. COL. BRISTOL: Thank you.

(Applause.)

LT. COL. BRISTOL: Mr. Robert Gladden who's with the Ludlow Chamber of Commerce?

MR. GLADDEN: Good evening. My name's Robert Gladden. I'm Vice President of the Springfield Chamber of Commerce and Manager of the local Chamber of Commerce.

I have submitted a brief statement, and I would like to read that statement now on behalf of the local chamber.

The local Chamber of Commerce enthusiastically supports the expanded use of the Air Force facility at Westover in the development of the airport.

The benefits of a full functioning airport for the entire region is very exciting.

The Ludlow side of the park is only five miles from the terminal, and that is a tremendous advantage in attracting new development. The importance of this transportation facility for businesses relocating outstanding in our area cannot be overstated.

At this point in time, plant closings and the dislocation of significant numbers of workers threatening the economic vitality of the region, it is especially important to job creation strategy to vigorously pursue.

We look forward to supporting the efforts at Westover particularly for that reason, and thank you for the opportunity to make this statement.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: Mr. William Collins? I want to be corrected if I'm wrong, but at this point I'm into statements of individuals other than public officials.

I'm going to presume, unless someone indicates to the contrary, that we have people who are speaking in their individual capacities as concerned citizens where the three minute time limit, we will try.

Mr. William Collins? Is William Collins here?

MS. BLOCK: I'd like to make a statement.

LT. COL. BRISTOL: Did you fill out one of my forms?

MS. BLOCK: Yes, I did.

LT. COL. BRISTOL: Okay. Are you Joanna Block?

MS. BLOCK: Yes, sir, I am.

LT. COL. BRISTOL: Yes. I've been trying to take, once the public officials are finished, to start with the group representatives, but it isn't always apparent on the form. You may speak.

MS. BLOCK: Thank you very much. My name's Joanna Block, and I live in East Springfield, Mass, and I'm a board member representing the East Springfield Neighborhood Council, and we have many concerns of the C5-A's and the twenty-four hour tower.

Within a three-mile radius of Springfield, there are at least seven to eight schools. Within a five-mile radius, there are two high schools.

Runway 5's use would affect the largest number of schools and would be expected to occur less than twenty-five percent of the time. Our schools would be exposed to five-hour equivalent noise level or 65 decibels. [F.8.6]

A study done from 1968 to 1972 reported 369 major accidents within the ten nautical mile radius of the air field. This included several kinds of aircraft.

The potential for the spills and leaks of fuel by--

LT. COL. BRISTOL: Ma'am, you might move those microphones slightly down and speak into the one that's a little bit higher than the other one. It seems to be working better.

MS. BLOCK: Is that better? The potential for spills and leaks of fuel which may enter the storm drain system and eventually reach surface waters resulting in damage or destruction of acquired organisms and reduction in life quality. [F.10.2]

Carbon monoxide emissions would increase by approximately 385 tons a year; emission of hydrocarbon and oxides of nitrogen would increase by approximately 158 to 178 tons a year respectively; emissions or particularly matter of sulfadiazine would increase by 7 to 18 tons a year respectively; 745 tons total per year.

Although these increases would be unavoidable, they would not be expected to have the significant impact on regional or local air quality.

How can this high number of increased hazardous air pollutants not have a significant impact on our air quality? [F.9.4]

During the past year, Westover has been found by the DEQE to be in violation of a dozen state and federal hazardous waste regulations. A few have been corrected, although an official of DEQE -- said Westover achieved compliance less by upgrading its handling methods than by changing its designation as a transportation, storage and disposal site. [F.10]

Following negotiations with the EPA, Westover was designated only as a generator of waste with less stringent requirements.

However, DEQE documents how show Westover not only wants its TSD designation back, but wants to become a regional transfer site for hazardous defense waste. [F.10.4.6]

We believe Westover did not bargain in good faith with DEQE. They are not -- they are being manipulative. Also, the EPA audit completed in September cited Westover to continue problems with training records, mislabeling and waste segregation. [F.10.4.4]

These are paper violations and don't present an eminent threat, but are a bit -- and need to be corrected. At least three full length books have been published about the C-5A's maintenance problems and cost overruns that sparked a series of congressional investigations that continue to this day.

The environmental impact report stated no animals would be affected by increased noise levels? Animals' hearing is ten times more acute than humans. [F.8.12]

The increase in numbers of aircraft operations would result in an increase in probability of a serious accident occurring in the vicinity of Westover.

The larger size of commercial air cargo, air traffic in comparison to C-130 would increase potential consequence of an accident should one occur.

Although the potential consequences of an accident could be mitigated, some increase in the risk of public would be unavoidable.

In view of the heavy population, we consider risk to the public to be a prime concern. The size of the C5-A would increase the disaster, should one occur. [F.7.3.1]

It was brought up in September 1986 meeting that most jobs in the area would be specialized and not for the average person. Therefore, the benefit of jobs to the area is exaggerated. [F.11.1]

Other factors we feel are important to our community are approximately eighty percent of the air cargo operations would take place between ten p.m. and seven a.m. with most landings between ten and midnight and most takeoffs between five a.m. and seven a.m.

The largest number of people are affected by landings using Runway 5 and takeoffs using Runway 23. From 600 to 24,000 persons could be awakened by one or many more aircraft between 10 p.m. and 7 a.m.

We, the residents of the East Springfield Neighborhood, would like to be considered in means for both proposed -- and changes.

Thank you very much for letting me speak.

LT. COL. BRISTOL: Thank you.

(Applause.)

LT. COL. BRISTOL: In looking back through the comment sheets, I notice that Mr. Sullivan previously asked a question to the City of Chicopee. I didn't know if he desired to make a statement.

Is Mr. Sullivan still here? The Chair will recognize -- there's a gentleman there raising his hand. Yes, sir?

FROM THE FLOOR: (Inaudible.)

LT. COL. BRISTOL: I haven't completed the list, sir. What I was indicating was that the -- the procedure was to do the public officials first, the group representatives and then the private citizens.

I still have another ten to go through. I haven't put them in any particular order.

FROM THE FLOOR: I was one of the first ones to--

LT. COL. BRISTOL: Yes, sir. I'll get to you just in a moment. Let me just see if Mr. Sullivan's here, and I'll--

FROM THE FLOOR: He went home.

LT. COL. BRISTOL: Did he go home?

FROM THE FLOOR: Yes.

LT. COL. BRISTOL: Mr. William Collins? I'm sorry, Mayor Lak?

MAYOR LAK: Thank you. As the Mayor of the City of Chicopee, I feel it is my duty to let the people here this evening know why I support the change in the military at Westover and the expanded tower hours in the civilian operation.

(Inaudible) at Westover in terms of military indicia, civilian aviation, industrial development and new housing means a better living or a better way of living for not only the people of the City of Chicopee, but for the entire region.

Why I've stated so often and will restate again, this growth must be controlled, region development. We seek, and we will do all in our power to assure the greatest positive economic benefit with the fewest adverse affects on the people and the property and the quality of life of Chicopee and the entire region.

In the beginning, I must confess my concerns were many, and I'm sure similar to many of those that were discussed this evening, but I have asked these questions, and I have studied this report and other reports, and my suspicions and fears for the most part have been laid to rest.

The self-initiated action by the Air Force in dealing with sensitive issues such as taking the state park out of the clear zone and attempting to reduce noise levels has satisfactorily demonstrated to me that they wanted to be good neighbors and will continue to work with our communities.

As to the development of civilian aviation, it is not by accident. That process includes air cargo transportation. The goals of the military and the Westover Metropolitan Development Corporation are, indeed, complementary and compatible.

Yes, larger airplanes, but also longer refuel flights, fewer takeoffs, fewer landings and more and more jobs.

Again, let me repeat, controlled reasoned development, the greatest positive economic impact with the fewest adverse effects.

I'm sure there are those who are asking how can you be so sure. The answer is not difficult. We are starting at the beginning. There are no contracts to live up to, no terms to renegotiate.

Civilian carriers will have to meet not only the regulations set forth by the Federal Aeronautics Administration, but the criteria established by the local airport authority in the City of Chicopee.

This position is borne out in the Environmental Impact Statement Page III. Although a decision by the Air Force to increase the hours of air field operation will not result in direct increase in civil aviation activity, it will provide the basis for WMDC to proceed with negotiations with potential air cargo carrier.

Further on Page 109, "Because there is no specific proposal for air cargo operation, the analysis of noise impact is based on operations considered representative of general air cargo operation, and no specific [mitigation] measures have been incorporated."

"A variety of possible mitigation measures could be developed to reduce noise impacts of those operations. The feasibility of specific mitigation measures would have to be determined in negotiations with potential air cargo operations."

I would like to end by sharing with you some history, the history of Westover as it was first designated as Northeast Army Air Base and the history of Westover.

During the great migration at the turn of the century, my grandfather, like millions of other Europeans, made his way to Ellis Island and then to one of the hundreds of mill towns in the northeast, a place called Chicopee Falls.

During the ancient period prior to World War II, the War Department, now the Department of Defense, began to look for a site to locate an air base in 1939 and chose 4,000 acres of Chicopee.

Since that time, and more specifically since 1952, my father and mother and their children moved to their new home on Broadway directly in the flightpath of the north/south runway designated as Runway 05, and the Lack family's lived in that area for the entire era of the B-52's and KC-135's.

One thing has remained constant. Westover and the Lak family have remained in Chicopee. The coming of the C5-A's in civilian aviation will not change that.

Thank you.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

MR. KARETKA: First of all, my apologies to the ladies and gentlemen that have to admire my back side.

(Laughter.)

My name is Peter Karetka, K-a-r-e-t-k-a, 40 Worthington Street.

Representatives of the Air Force, city officials ladies and gentlemen, I am a dues paying member of the Chicopee -- City of Chicopee. I moved here about thirty years ago.

Westover was a viable, active United States Air Force base. During my tenure of approximately thirty years, most of my time and my living at home has been under the wings of the Air Force.

I, personally, gentlemen, welcome you, welcome the C5-A's, and I wish to the C-130's could stay here. I like the idea of the Air Force being here. We need them; this country needs them.

As your flight planes fly over my home or in the area of my home, my windows rattle, my figurines look like they're coming to life, but I still like my Air Force flying over my home.

I admire you people up there.

Another thing I want to bring out, I am strongly opposed to the commercialism of this airport. I cannot accept seven days a week, twenty-four hours a day with a multitude of flights.

I want to go on the record as letting you know, I have read in the local paper that somebody made mention that a lot of, people don't know any air freight is flying here.

I want to go on the record and let you know I do know Emery is flying here, but I would much rather see C5-A's or the C-130's over my home.

Another thing to keep in mind, when these commercial air -- let me progress on that a little bit. I would prefer what I understood to be in the early stages, it would be strictly a commuter type of commercial facility?

This, I approve of. Daylight hour flights, small planes, a place where people would want to make some short travel or make connections.

Keep in mind, ladies and gentlemen, commercial airlines are out to make a profit, and I don't think they would have our safety in mind or our sleep in mind.

I think the military would follow up any complaints and try to help us out. We need them, and I am pretty sure a short while ago there was quite a catastrophe or disaster, if you will, not too far away from here, but I think, I know, and I'm glad they did, the United States Air Force flew down to that island, opened up the nose of their airplane.

Their personnel, their medical people came out and they helped our citizens, and they brought them back home. We need the Air Force to protect this country.

I want to go on record for this, keep them here, keep the C-130's here. I have no objection to the four of them flying over my home, and if I may publicly appeal to you, if there's any kind of ceremony for the departure of the C-130's which I am sorry to see go, I would like to be invited.

When the C-5A's come in, and if there is an official ceremony, please invite me because I would embrace the crews that bring them in.

Thank you very much, sir.

LT. COL. BRISTOL: Thank you, sir. Is Mr. William Collins here?
(Applause.)
LT. COL. BRISTOL: I don't believe that he's here. Mr. Armand Duso?
(Pause.)
LT. COL. BRISTOL: Mr. Armand Duso?
(Pause.)
LT. COL. BRISTOL: Mr. Victor Annoff?
(Pause.)
LT. COL. BRISTOL: Mr. Philip Brocklesby?
MR. BROCKLESBY: My name is Philip H. Brocklesby, and I live in Chicopee, 42 Naomi Street. The last name is spelled B-r-o-c-k-l-e-s-b-y.

I would first like to read a statement from the Chicopee Board of Health member, Dr. Peter J. (inaudible) who unfortunately is out of town today. I tried contacting him.

As reported in the morning news on the 9th of December of 1986, the day after the EIS was made public, he says, and I quote:

"Both the federal government and the state DEQE did not mention at all the increased cancer rates affiliated with the neighborhoods around Westover Air Force Base and Otis Air Force Base in the formal area."

"In the past two years, our state Department of Public Health shows that there's a marked increase in prostate, lung and breast cancer surrounding these two areas."

"I am sure the exhaust emissions must have an affect on the population right below the jets, and I think that these health hazards should be addressed immediately."

"I have not seen a report that addresses this issue of carcinogenesis around both these air force bases."

I also found out tonight that a cancer study's expected to be released on the final day of public comment. Now, was this done to keep the public from finding out about the cancer increases or possible cancer increases? I don't know.

I have to ask, can it be coincidence that the highest cancer rates in Massachusetts can be found next to these two air forces bases, and why does the EIS mention this fact at all? **[F.9.5]**

I would also like to read part of a reply to a letter that I sent to Congressman Boland. He wrote that the Air Force would give no greater value to the testimony tonight than the views received through other means, so if you're opposed to this, write them.

And he continues, and I quote, "The larger question in this matter is whether the Air Force should do the things stated in the draft EIS, that is station 16 C5-A's at Westover and expand the hours of tower operations." "If there is sufficient interest from residents of the areas which would be affected by these activities and their elected officials, I would be happy to request that the Air Force hold a session in which these concerns would be aired."

Now, I've heard many people in the past few weeks tell me they're opposed to it, but we can't win because we're fighting the federal government.

I say everyone opposed to it must speak out and be heard. There's strength in numbers. Tonight's hearing is the only one the Air Force will allow in this matter.

They've refused to participate in meetings held in other towns concerning these issues, and the Air Force has also refused to postpone this hearing even though elected -- even though requested by elected officials from neighboring communities; namely, Granby and Ludlow.

The Air Force base claims that they want to be good neighbors. Obviously, they aren't committed to their statements.

There will be far too many questions concerning health and safety left unanswered unless another hearing is held. Why is the Air Force so afraid of granting the opposition's trying to review the EIS? **[F.2.4; F.2.9]**

Are they worried about what we might find? If the EIS is so damned accurate as they claim, they have nothing to fear. Maybe they're worried that they didn't tell the whole truth about the environmental impact such as the high cancer rate in the area around Westover.

Abraham Lincoln once said that ours is a Government of the people, by the people, for the people. I'd say they'd better start listening to the people.

Are we going to let the Air Force tell us what they're going to do? I say no. The people opposed to this should contact their city, state and federal officials and demand another hearing.

Remember, we're paying their salaries, and their job is to represent the public, not the Air Force.

Thank you.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: Henry Mason?

MR. MASON: Thank you. My name is Henry R. Mason, Jr. I'm a resident and home owner in the City of Chicopee living at 439 East Main Street.

Many years ago, the citizens of the City of Chicopee gave up its rights to peace and tranquility when it invited Westover to come down and look over our land area and decide whether they wanted to build an air field here.

Since then, we've seen many changes in the operation of Westover, and I've gone through every one of the changes because I was born across the street from where I live now which is one mile off of the south boundary of the runway.

In 1958, I watched the KC-135 crash and burn right across the river from my backyard. I am not objecting to the change in operation of Westover to the C-5A's.

I believe that their flights, the diminishing flights that they will have with the C-5A will not threaten us as the C-130's. I was most happy to see the B-52's leave though because you couldn't hold a conversation.

If you were on the phone, you had to wait. If you were in the backyard, you shook, so I was glad to see that leave.

Since then, God forbid, we can live with Westover field as a military installation. My objection tonight, though, is to the civilian aspect of this program.

I don't know how they stuck it in here, but they did a darned good job. They coupled it with what we consider to be our national defense. I wish it had been a separate entity because I'm afraid that there would have been a lot of people still here tonight just to fight that one issue. [F.2.1]

The over flights that are going to transpire because of that civilian aspect is going to be tremendous. It's going to take up a lot on a lot of people.

Sure, the reward's big and great. We may bring in an industry or two, but how does this compare when we're going to affect the lives of 14,000, 15,000, 20,000 people? Don't we take that into consideration?

I'm one of them, but I'm only one? What about the young, the aged, the infirmed? Where can they go? How can they get away from this?

Somebody says sure, you can maybe put a little more insulation in your house. What happens in the summertime when the windows are open? What happens when you're out in the yard? What happens at five o'clock in the morning when all these civilian planes are taking off?

Are we to just sit there and accept all this disturbance? I think if we work hard enough, we don't need a civilian airport in order to attract any business in this community.

We gave up 25 square acres of prime land when Westover was built. We didn't consider anything then other than Westover field.

It is ironic that just last year, 3,000 feet to the south of the major runway, a landfill operation was told that they could not operate their business between the hours of five thirty p.m. and seven a.m. in the morning because it was -- the operation of their vehicles, their equipment, was disturbing about 50 people in the neighborhood that abutted the landfill.

Now, all of a sudden the same people in city government are telling us that oh, this is okay, we can have a whole load of flights and disturb 24,000 people because it's good for the city now, but it wasn't good for that landfill operation.

Where's the justice here? Also, two weeks ago, I received in the mail a notice of increase in my appraisal on my property. It went up about $16,000 which means about $200 on the tax bill.

Am I now to go back to these people and say now, all of a sudden, we've got Westover field that's going to disturb us, that's going to knock down the value of my property? Are we going to reduce this?

Oh, yeah, we've got the rights to appeal just like we have the right to appeal the increase. Where is the justice? I, like Peter Karetka, say welcome to the military.

I think that they are taking a lot into consideration. They will operate between seven and eleven p.m., not at five or seven in the morning or ten and midnight?

Thank you.

LT. COL. BRISTOL: Thank you, Mr. Mason.

(Applause.)

LT. COL. BRISTOL: Morton Sweeney?

(Pause.)

LT. COL. BRISTOL: Mr. Morton Sweeney?

(Pause.)

LT. COL. BRISTOL: Mary Wadsworth from Granby.

MS. WADSWORTH: I hope that my questions meet your criteria. It was a long time ago that you established them. If not, stop me.

I'll go as quickly as I can because some previous speakers have addressed a couple of these issues. I don't know what you want, just the questions and then submit my sheet and you can give me answers later or what?

LT. COL. BRISTOL: Well, it's your judgment. What you might consider, if you have a list of questions, what you might consider is just submitting them, giving them to us now and submitting them for the record, and answers will be provided back to you.

MS. WADSWORTH: Well, I'll tell you something. I want the people here to hear these questions.

LT. COL. BRISTOL: All right.

MS. WADSWORTH: Okay.

LT. COL. BRISTOL: We're on a statement mode now on a three minute limit that I'll try to keep to, but if you'd like to use that time to read your questions--

MS. WADSWORTH: I don't understand why I missed the statement. That must be my error because this is not really a statement. It's a series of questions prefaced by very brief statements which allude to the EIS so perhaps that's my--

LT. COL. BRISTOL: It sounds to me like it's close enough to a statement.

MS. WADSWORTH: Yes.

LT. COL. BRISTOL: Why don't you just go ahead and do it?

MS. WADSWORTH: Okay. Marion Wadsworth, 79 Temple Street, Granby.

Colonel Bristol, in your opening comments, you mentioned the principal objectives of the National Environmental Policy Act so I won't repeat that.

The reason I have done this is because one objective is to carefully consider environmental aspects, and I feel that the EIS does not do this, that it does not, and it leaves many important questions either unanswered or not clear.

Environmental issues, most of them, are dismissed as not being a consequence. No adverse environmental impacts can be expected, and I started to count those, but I gave up, using the word significantly usually, and I would submit that significant is a qualitative word. [F.1.8]

Okay. Here are some comments and suggestions. Page 46, Section 351, 1,556 gallons of hazard chemical waste is what that air base generates, and the further statement that flight line -- facilities and operating procedures are designed to prevent the accidental release of oil and so forth, and that the runoff from the -- taxi ways and most of the runway area is directed -- oil and water separates because of surface waters. [F.10.3]

It has been reported, however, that fuel is routinely discharged from your planes before landing. Is this true? [F.9.2]

COL. WEBBER: Not true.

MS. WADSWORTH: Not true?

COL. WEBBER: Not true.

MS. WADSWORTH: Not true, okay. It has also been reported that the oils water separates may not be currently operating up to standards and that untreated chemicals, hazardous chemicals, in the runoff are going to surface waters. [F.10.3.4, F.10.4]

COL. HANDY: All water (inaudible) are up to standards and checked regularly.

MS. WADSWORTH: Thank you. That bothers me a lot. Is it not true that in the spring of 1985, after DEQE visited the base that two of these separators were cleaned and that sludge was taken by the truck load and dumped in the woods east of [Runway] 33 and that this is in violation of the law? [F.10.2]

COL. HANDY: This happened -- I was Base Commander there when that happened. I was kind of upset about it.

What happened, they did clean the oil water separators, and this individual no longer employed at the base did dump the sludge at the bottom of the oil water separator into an area on the base.

When that happened and we found about it -- out about it, we notified the DEQE, and they advised us to monitor the area.

The area's staked and is sampled, and samples have been sent in, and so far, we've not received anything to indicate that it's a problem.

MS. WADSWORTH: Well, that's good. Now, the manual further states that most of the runways are served by [drainage] ditches.

How much runway area is not covered by these runoff separators, and where are they located? Now, if that cannot be given in a quick answer, we can skip it, and I'll submit the question, but I'm interested to know -- see, the manual says most of the runway.

That means that some of the runway or areas of the runways is not served by these ditches, and I'm interested to know how much is not served by the ditches because if they're not served by the ditches, then it means that any (inaudible) or whatever, you know, whatever else, is going onto the land. Would you like-- [F.10.3]

COL. HANDY: I believe they are. I do -- I do have our base environmental engineer, Mr. Paul Gagnon, right there. Maybe you could be more specific on that.

MR. GAGNON: My name is Paul Gagnon, and I'm an environmental engineer at Westover Air Force Base, and I've been there for five years now.

Would you repeat that question, please?

MS. WADSWORTH: Yes. The manual states that most of the runway is served by a drainage ditch. It's implying that some runway area is not, and I'm wondering if this is extensive, the runway area not served by ditches. Is this an extensive area?

MR. GAGNON: (Inaudible.)

LT. COL. BRISTOL: Paul, would you speak up into the mike, please?

MR. GAGNON: Yes. No, it's not.

MS. WADSWORTH: What do you mean by that?

MR. GAGNON: Our runways, what we call the air field, the runways, runoff themselves, go through storm drains, and there are areas where the storm drains don't exist.

In those areas, they have swales or drainage ditches. Those drainage ditches eventually go down into the runoff.

MS. WADSWORTH: All right, thank you. Thank you very much.

A previous speaker had made reference to the fact that in April of "86, the EPA visited your air force base and there were many, many violations of state law and environmental standards, and that as a result of this a plan of correction or management plan was prepared, and that presumably by January of 1986 everything was in order.

The problems, many of them, evolved around the fact that you were, in fact, a TSD or hazardous waste treatment storage disposal facility, as a previous speaker mentioned, and that you were ordered to convert to a generator facility. [F.10.4.3]

There were, apparently, many problems with this conversion, and it's my understanding the status of this is not clear even at this point.

Are you or are you not a generator facility, or are you a little bit of both, and -- okay? [F.10.4.6]

COL. HANDY: Yes, sure. Who--

MS. WADSWORTH: Well, my concern is that if -- if this situation is continuing, then really you're not in environmental compliance at this point, or at least a lot more work needs to be done. [F.10.4.5]

COL. HANDY: I'd like to defer this to Dr. Maraman. He's environmental -- head of environmental engineering at headquarters.

DR. MARAMAN: Let me speak a little bit about the history of this problem. In, I believe it's, 1981, the Resource Conservation Recovery Act was passed which identified many things that's happened to this waste that in the past had not been.

These are things like produced in service stations and those kinds of activities, and it required regulation and no more dumping in ditches and no more dumping in water -- in underground and those kinds of things.

Initially, there was a requirement for any facility or any business that generated this kind of waste and stored it on site to apply for a storage permit.

Now, there were some conditions established on the interim storage permit that you had to have facilities that -- that would meet these conditions.

The wastes that are generated at Westover that meet these conditions are things like fuels, hydraulic fluids, motor oils and things of that nature.

We have a tenant on Westover that is not related to either the C-5 mission or the C-130 mission. That tenant is a defense agency whose function is to dispose of used and surplus DOD materials, and as such has a requirement sometimes for disposal of things that meet the definition of hazardous waste.

Now, we did file for an interim storage permit for that facility, and yes, we did receive an inspection in, I believe it was, January time frame of '86, and we did get notices of violations for improper storage of these kinds of waste or improper record keeping and things of that nature.

At that point, we looked at the situation real closely, and we identified that we did not have a facility that would meet storage requirements so we did ask the Environmental Protection Agency to change our status from a storage facility to a generator status which meant, Number One, that we could no longer and that our tenant could no longer store materials for long time periods. It had to be removed within ninety days.

That's the conditions under which we're operating now, and there was a hazardous waste management plan that was developed and is being -- has been implemented. It has been approved by both the State and the Federal Environmental Protection Agencies.

Now, normally, when we have an inspection by any of the agencies, the inspectors, as a courtesy, tell us that they're on the base, not -- not to let us know or anything about the inspection procedure, itself, but there are safety problems associated with going on a facility of this nature if you're not familiar with the base. There are security problems.

Now, in September, as we understand, our tenant that has the requirement for disposal of surplus government materials, he'll -- his facility was inspected by his home agency, and the Environmental Protection Agency employee was with them on that inspection.

The Westover folks were not aware of that inspection and was not aware of that inspection until yesterday, and there is a requirement for that -- that tenant to meet the conditions of the hazardous waste management plan and yes, that is a true statement that it was reported properly, and it is a thing that we're looking into and we will implement a solution to.

LT. COL. BRISTOL: Put your comment sheet in the stack with the questions.

MS. WADSWORTH: Okay.

LT. COL. BRISTOL: Or if you wish, you can submit the other questions.

MS. WADSWORTH: I just -- well, I have just -- if I may ask just one question more, and then I'll give you this statement, just one.

LT. COL. BRISTOL: Yes.

MS. WADSWORTH: Because I think that these things are very serious, I really do, and I think they've been under-played and not clearly explained in this report, and I don't think we can call it a satisfactory environmental impact statement until there are answers to some of these questions.

LT. COL. BRISTOL: It is a draft statement, and that is why were are here tonight, to get your input so that that draft can be made better and be made into a final statement in which you can have confidence.

MS. WADSWORTH: All right. I hope so, sir. The Western report of 1984 indicates the possibility of serious contamination of ground waters, hazardous chemicals and dichloroethylene at unsafe levels have been found in the monitoring of Well B, and dichloroethylene in unsafe levels has been found in Stoneybrook.

Stoneybrook comes to Gramby. Has there been any follow up to this study, and what do you plan to do about contaminations of this (inaudible) where we have wells, you know, for our water supply? We're really not that far away. **[F.10.4.2; SECT. 3.5]**

COL. HANDY: We have a representative right here from the headquarters from the -- office who is in charge of that particular program, the monitoring portion of taking a look at past disposal sites.

MS. WADSWORTH: I just wonder if anything has been done since "84, for one thing. **[F.10.4.2]**

MR. HYATT: (Inaudible.)

LT. COL. BRISTOL: Sir, would you speak into the mike?

MR. HYATT: One of my functions in the job is to manage the, what we call, Phase 2 of the installation restoration project which studies past hazardous waste disposals and operations, past practices.

In direct answer to your question, we have a $512,000 contract that was just let in September of "86 as a follow up to the study that you referenced in "84. The contractor is on site right now, as a matter of fact, monitoring wells and will begin the sample procedure within the next thirty days.

MS. WADSWORTH: Will we be made aware of the results of this study in the next report somehow?

MR. HYATT: Yes, ma'am.

MS. WADSWORTH: Okay.

MR. HYATT: All these reports are -- obviously, you must have gotten a copy. These are public documents.

MS. WADSWORTH: All right.

LT. COL. BRISTOL: Thank you, ma'am.

MS. WADSWORTH: Okay. Shall I submit this?

LT. COL. BRISTOL: Yes, ma'am. If you'd like, you can just give it to the gentleman here at the slides, and he'll give it to me.

MS. WADSWORTH: Thank you.

LT. COL. BRISTOL: Thank you very much. Neil Major?

(Pause.)

LT. COL. BRISTOL: Is Neil Major here?

(Pause.)

LT. COL. BRISTOL: Ronald Przysycian?

(Pause.)

LT. COL. BRISTOL: The lights are such that I can't see if there's anyone moving towards that side, so let me know if there's anyone moving toward me.

Mr. Russell Tracy?

(Pause.)

LT. COL. BRISTOL: Ronald LaPlante?

MR. LAPLANTE: Yes. I'm Ronald LaPlante, and I'm from Chicopee.

LT. COL. BRISTOL: Yes, sir.

MR. LAPLANTE: I'm a private citizen, sportsman, conservationist. My main concern happens to be with the wildlife in the immediate area of Westover and the wetlands.

After reading this report, on Page 99 there were a number of questions that seemed to be unanswered. One of them happens to be if -- if, at all, was there a wildlife impact study done at Westover and the abutting wildlife areas such as the state wildlife management area, the wetlands and the state park? [F.12]

LT. COL. BRISTOL: Okay.

COL. HANDY: Was that included in the included in the analysis that's reflected in the draft environmental impact statement?

MR. MARTIN: Yes, there has been a study done on base, and I'm not sure if they referenced it in the study -- in the document. I'm sure they did. It's Melvin's study.

We didn't -- we did not conduct or prepare a written study, but the Dr. Roger [Kroodsma] of the laboratory staff, who is an specialist in that area, did evaluate the impact.

COL. HANDY: We do have a base wildlife plan. It's about--

MR. LAPLANTE: Well, my main concern at this point happens to be the federal law on environmental impacts, I think, has to do also with even wildlife.

Also, on the wetlands in the immediate area have been affected by a number of things. I had talked to the DPU or something like that and Mr. Gagnon in regards to the, and I think the lady just discussed it, the oil/water separators, okay.

The main discharge goes into Cooley Brook reservoir, okay, or Cooley Brook, itself. Cooley Brook is the last natural native brook trout nursery in Chicopee. There are no others.

My main question here is that is the oil/water separator functional on this type of a drainage. [F.10.3]

LT. COL. HARGIS: I can tell you -- I can tell you that it is. I was there two days ago, and I saw--

MR. LAPLANTE: No, I don't mean now. At twelve below?

LT. COL. HARGIS: The answer to your question is yes, it was.

LT. COL. BRISTOL: What I think you are saying, sir, is that you would like it if the final environmental impact statement addressed the wildlife and--

MR. LAPLANTE: Exactly, yes, and the wildlife area because there are statements in here (inaudible). They don't deal with any of the fish in the area. They don't mention any fish.

The other -- the other statement happens to be involved that the landtaking of wetlands. Currently, I think there's some taking of the land on the state park. This is the outlet of Cooley Brook that's going to be taken over.

Now, is this area going to be then sought also as such as land taking over Ludlow when you took the (inaudible) across from the golf course? [F.7.3.10]

COL. HANDY: I can go head and answer that. The land at Ludlow, first part, was fenced off because of vandalism.

The -- we've even had forest fires in the area and you've been out there, and you've seen it so--

MR. LAPLANTE: Well, it s not something--

COL. HANDY: Yes, so that's why -- why we work with the City of Ludlow and, by the way, the State Forestry officials who all thought this was a great idea.

The other question was about the clear zone at the end of Runway 05 and Cooley Brook and the reservoir area.

The purpose of a clear zone at the end of the runway Air Force control of it is not to fence it. The purpose of it is to keep people intensive uses off the end of the runway where they shouldn't be anyway.

MR. LAPLANTE: Yeah. I'm just wondering if you can expose any wetland area to any danger such as you're asking.

COL. HANDY: Not that I know of. We can research that farther and reference that in the final document, or, if you would like, whatever we come up with should be sent to you.

MR. LAPLANTE: Yes. My main concern is that there's no violations of the wetlands act or any of the wildlife -- wildlife management, wildlife regulations and rules, both of the state and federal, and that there's no violation of any of the environmental -- Federal Environmental Act that's involved in this. [F.12; F.13]

COL. HANDY: Can you give us a specific question that you would like answered before you leave tonight?

MR. LAPLANTE: Yes. One of the things happens to be with the -- with this oil/water separator. Currently, it's functional, okay, but now you're increasing, one, your fuel storage capacity and your fuel transfers ten times.

I know Mr. Gagnon said that there was going to be less flights. I'm not going to be up there counting one, two, three, okay. I know that you have a larger fuel capacity, and there's going to be some large transfers and (inaudible) if you're going to have a mishap, and I'm just wondering if an adequate breakdown, adequate -- water separator functional is enough of a safety zone to stop the-- [F.10.2; F.10.3]

COL. HANDY: I believe it is, and that specific question was addressed, and--

MR. LAPLANTE: Well, I don't know if there's a formula for spillage there, okay, and if--

LT. COL. BRISTOL: Mr. LaPlante, I would just add that, before we go on to the next speaker, that if you have anything specific that you would like to submit, that the Air Force should consider, then feel free to submit as much as you'd like.

Thank you very much, sir.

(Applause.)

DR. MARAMAN: Let me correct something that was said.

LT. COL. BRISTOL: Okay, go ahead.

DR. MARAMAN: On the double increase of storage of fuel capacity, that I think is an erroneous statement. Currently, at the base we have eight 50,000 gallon underground storage tanks.

As a requirement for this mission, change would only increase that by four additional so it would not be a hundred percent increase in the storage facility or storage capacity.

LT. COL. BRISTOL: Mr. Michael Goldsman.

MR. GOLDSMAN: My name is Michael Goldsman from Chicopee, and I appreciate the professional way you're handling this.

LT. COL. BRISTOL: Thank you, sir.

MR. GOLDSMAN: First of all, I'd like to thank the Mayor of Chicopee that, you know, the people are very thankful to the Mayor of Chicopee that he doesn't have any relatives in nuclear disposal and biological hazardous waste industry. We'd certainly have a lot of problems here if he did.

I would like to know why the people of Chicopee deserve the treatment that our local officials are giving to us.

First, it was [HERCO]. The people in the Air Force don't realize what that is. That's our garbage disposal plant that the DEQE said was unsafe even though our local officials said that it was perfectly safe.

First of all, people of Chicopee would get all the output from this, more than the people of Holyoke so here we have our local officials giving us pollution in the air, and now they want to have 20,000 people have pollution by noise.

What have we done -- what have the people of Chicopee done to deserve this? It's unbelievable that one man and one government -- the Chamber of Commerce person spelled it out perfectly, so what if 20,000 people in this area have no sleep for the next thirty or forty years, we're going to have more jobs.

Of course, the jobs are coming to people who already have jobs, not to reservists or people who want to be employed, and those who are already working there so this whole thing about balancing jobs and all that is just -- is a big exaggeration. [F.14.1]

I was at one of the first airport meetings several years ago where they were discussing having a commercial airport, and one of the big topics there was, well, we certainly would never have

flights at night because we know that that would certainly disturb everybody, and so as soon as that got through, the next thing was well, now we're going to have flights all night long.

I'm wondering when the Air Force is bringing in these planes, whether they say well, now we have simply, you know, training and so forth, these planes will be flying.

The next step up will be nuclear missiles in the planes, nuclear waste coming in, you know, an escalation of the intended purpose.

As members of the Air Force said tonight, we don't know what the future is. We only know what we're told now. The point is, that's a Catch 22, you know.

What's the plan? Well, we don't really know what the plan is because it's long term. It could be anything, okay.

A lot of the stuff, I was very confused listening to the Air Force on some of these comments, and I think we got off the subject of whether it was a safe thing and whether 20,000 people deserved to get disturbed in the sleep forever for them, okay, unless they move out of here because -- because of these things.

I have the most objections to the commercial airport because this is -- this is something that doesn't have to be done. It's one thing to have the Air Force have planes and have training, okay, that's for our country, but having a commercial airport run twenty-four hours a day disturbing all these people is something else.

We -- you know, I would like to mention to the public that a lot of -- a lot of military input's not necessarily true input. If the public -- probably have a bit of a (inaudible).

We certainly -- I can hear people at the meeting saying hey, this thing works great, you know, I read some magazines where the tank completely missed the plane, but the commander said it worked the way we wanted it, you know, but apparently that isn't -- that isn't, you know, the way it turned out.

Who will profit from having these airports here? Will the people of Chicopee have their tax rate lowered? Of course, not.

There was a diner right across from City Hall that was purchased by the City of Chicopee for $200,000, and the city said we're going to have more parking for people, but who parks in that area? The people who work at City Hall.

I mean, nobody parks in that area. I'm wondering how much confidence we can put in our local official who can't even get the traffic lights timed right. If anybody goes to Chicopee Falls at the underpass for Willimantic, it's unbelievable how anybody in their right mind can have traffic lights like that.

These guys cannot even do that right. Where can their level of expertise be in order to do something this complicated and have this -- you know, have this work out?

Thank you.

(Applause.)

LT. COL. BRISTOL: Mr. Richard Wiley?

(Pause.)

LT. COL. BRISTOL: Lucy Pelletier?

(Pause.)

LT. COL. BRISTOL: I'm getting now to people who previously asked questions and indicated that they also wanted to make statements.

Is she still here?

(Pause.)

LT. COL. BRISTOL: Mr. Legere? I think I saw Mr. Legere leave just a moment ago. Mr. Flyss?

(Pause.)

LT. COL. BRISTOL: David Keith? David, are you still with us?

MR. KEITH: Yes.

LT. COL. BRISTOL: Have you still got that pile of materials with you?

MR. KEITH: Still got it.

LT. COL. BRISTOL: In Court, I always tremble when a lawyer comes with stacks of books.

MR. KEITH: I can--

LT. COL. BRISTOL: Mr. Keith, I wanted to say that with respect to the Valley Citizens listing of questions, that they are so well worded, and it is printed or typed or whatever, it seems to me that those may be able to be included in the record and answered for the record, and it might prove to be equally satisfying, although I'll let you make the judgment of that.

MR. KEITH: All right. I would just like to make some comments.

I see that most of the people have gone. I resent the marathon session. I would rather come maybe to more than one hearing.

I resent the fact that my state officials send surrogate state officials, David Shepardson sitting in for the -- for James [Guttenson] who's [stumping] for Dukakis running for President.

They've come telling me that they come to hear the civilian side of this thing, and it's (inaudible). Where's Dukakis in this thing? There are serious environmental problems, serious questions, certainly an extremely complex issue, and DEQE and DPH and the executive office of environmental affairs don't take the time to come?

As for the comments of other people, the -- the Chamber of Commerce person, Mayor Lak and so on, I -- I don't know how I can, you know, win out (inaudible).

Mr. Blair said that Emery airplanes won't come here because they won't get (inaudible). Well, that's not what I'm hoping that might next -- the Air Force.

I think someone said that he had laid his fears to rest. That was Mayor Lak. [Kind] of an interesting choice of words. I'm glad he can lay his fears.

However, tonight I want to just say a few things about the humor of these poor tired Air Force officials waiting for me to shut up trying to defend the assignment of a plane that represents the greatest procurement of fraud ever perpetrated on the Air Force of the United States.

Not only were they robbed once, but they fell for it again. There's a current lawsuit going on suing our city for more than any contractor has ever been sued for before for costs over a defraudulent (inaudible) $600 toilet seat.

In 1966, Frank Faulkner, Ernest Posterro, a pentagon analyst, as he writes in his book, said to a co-analyst working on a special task force looking into procurements, Joe, they've flimsied up the airplane.

He was referring to basic design changes made to the C-5 to help avoid (inaudible), to avoid colossal cross-over runs, and Colonel Joe Lauren replied, I can see it now, the big pink (inaudible) 1966, April, 1983, May, 1985.

The very planes coming here shed forty-six parts over Delaware. Fitzgerald writes in his book, the high -- of waste, that these planes can be maintained at costs of hundreds of millions of dollars a year to keep them "patched up".

We can go on putting seventy-four maintenance man hours per hour of flight to get a ridiculous operational efficiency, and you people have to come here and sit and pretend you love the thing.

Well, I'm real sorry about that, and I think you ought to be mad about it so that's my comment.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: Donald Szczebak?

(Pause.)

LT. COL. BRISTOL: That would be the last of the statements for which I have comment sheets, and I'll return to the questions.

MR. SZCZEBAK: Thank you. For the record, Mr. Frykenberg does not speak for the total of 500 Chamber of Commerce members.

FROM THE FLOOR: Four ninety-nine.

MR. SZCZEBAK: Four ninety-nine. He speaks for the Board of Directors of the Chamber of Commerce.

Several comments I'd like to make briefly. Studies on the effect or property evaluations in just Chicopee alone, in Wards 4, 5 and 6, the most greated affected areas in the city, I project 6,000 residents in that area which is roughly thirty-five percent of the city's total evaluation of

1.2 million dollars, works out to 455 million dollars assessed valuation directly in the flight path of Runway 05. [F.1.7]

I welcome the Mayor's comments previously, put in for an abatement. Well, Mr. Mayor, be on notice that our group will take it to the Appellate, if necessary.

Property reductions, assessed reductions in the area, the day the first C5-A lands in this city. I project a loss of income to this city of Two Million, Seven Hundred and Thirty Thousand Dollars per year in lost assessed value.

Our good Mayor -- let me back up a second. The WMDC, Mr. Blair, during his presentation of the slides, showed you the vehicle over here, how the -- oh, incidentally, these figures, these figures on assessments, population I got from our town assessors, and they're the very latest.

But, the -- our Mayor, Mr. Blair, were referring to the fact that we have kind of a citizens (inaudible). Do you remember that, Mr. Blair?

We have those thirteen citizens overwatching (inaudible).

MR. BLAIR: Yes.

MR. SZCZEBAK: Our Mayor hasn't appointed thirteen citizens yet to that. We've never had thirteen citizens (inaudible) citizens appointed to there.

More people have told me this evening they were petitioning the Mayor to do this, and in the minutes of the Westover Airport Advisory Committee, they've requested it several times.

They think that this committee was deliberately weakened so as not to keep watch over the WMDC. Members not attending far exceed members attending. They've never had a quorum.

I think that in 1986, the had a quorum three times. Last -- the beginning of last year, of this year, excuse me, 1986, excuse me, the beginning of 1986, the Mayor Zabadowski, his first in command, I guess, met with our airport advisory committee.

The Mayor made comments to this committee on their duties, their specific roles. Mr. Zabadowski defined these roles even more. The committee was told that they have the power to veto over the decisions made by the WMDC, and I quote from the minutes, within ten days of the WMDC's vote. The WMDC has never submitted any of their decisions, or at least in 1986, for this committee to vote on which, in effect, makes any of the decisions the WMDC has made in 1986 not binding and illegal.

If there have been, I'll find out tomorrow In 1985 and 1984 back to the inception of this committee, then I question the legality of your decision making process.

I call on the Mayor at this time to remove committee members from the Westover Air Force Base Advisory Committee that don't attend meetings. There are some people on this committee that haven't attended a meeting all year. Now, how are you going to get a quorum?

How can this committee possibly vote in ten days on a decision made by the WMDC when they need better than sixty days? It doesn't make sense.

I think that this committee was set up to pass -- for some of the citizens here, and it should either be disbanded or some other thing, but it's serving no useful role, an important committee like this.

LT. COL. BRISTOL: Mr. Szczebak, your time is just about up. I'm sorry.

MR. SZCZEBAK: Give me two seconds, please.

LT. COL. BRISTOL: Yes, sir.

MR. SZCZEBAK: Okay? I've waited until midnight so--

LT. COL. BRISTOL: I'll give you one more minute, sir.

MR. SZCZEBAK: Sure. In addition, as I brought up before, there are many valuable [archaeological sites]. Federal Law mandates that private use, any federal land used for private use, must be surveyed for possible [archaeological sites]. It hasn't been done.

I have contacted Debbie Cox who did the studies up there. If you will talk to her, she indicated that there are hundreds of valuable sites that should be looked into on the base, that a very preliminary beginning was done and that no survey was ever completed. [SECT. 4.8]

I say that the GSA, WMDC, in Chicopee you've got a problem here if the Federal Government investigates (inaudible) into this matter.

Thank you.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: We're not back to the questions, and I know that some of these individuals may not be here.

I'm going to go through the names quickly. Yes, sir?

MR. SCHLATKA: May I make a statement?

LT. COL. BRISTOL: Yes.

MR. SCHLATKA: My name is Mike Schlatka, eighteen years of age, and I've listened to a lot of comments tonight.

It seems that the main argument of the majority of the people that were here were arguing about the noise, and I've heard a fellow make a comment a few seconds ago that said so many thousands of people are going to be awakened at night by these planes.

I have a question. Are all these people going to be awakened at the same time? No. It depends on the individual. Who can sleep through a thunder storm? Who can sleep lightly?

Noise is an issue that will have to be talked about and discussed, or it will be a sacrifice that will have to be made for the economic growth of the city.

Economic growth is the key issue here. The more people entering and leaving the city via the WMDC's issues, the more people that stop for a sandwich, the more people that will stop at any other kind of business.

I heard an issue here today about the seagulls, very weak issues. Citizens run over squirrels, pigeons. A plane went over a seagull.

I heard issues about environmental protection, cancer from fumes. I don't see any fumes. I don't believe it.

It's a long term thing. What's short term is that Westover is sitting there. Chicopee is sitting here. The children and the future rely on Chicopee, and the economy will be built up if these things come in.

That's all I have to say.

LT. COL. BRISTOL: Thank you, sir. We're going to take a short break for about five minutes. It is an essential break. We'll call it a comfort break, and then we will resume, so we will be in recess for five minutes.

(Whereupon, a five minute recess was taken.)

LT. COL. BRISTOL: I will give those who are still here an opportunity to pose their questions to the panel members.

As I read through these names, if anyone is here and still desires to pose a question, speak up and come down to the podium.

Richard Pinkis?

(Pause.)

LT. COL. BRISTOL: Is Mr. Pinkis here?

(Pause.)

LT. COL. BRISTOL: Gerald Drewnowski?

(Pause.)

LT. COL. BRISTOL: Linda J. Adams.

(Pause.)

LT. COL. BRISTOL: I'll note that on a large number of these, the questions are written out so they will be considered submitted for the record and will be addressed in the final EIS.

In fact, that might have been the intention of some of the submitters was to really submit them as written statements.

M.J. Macisz. Again, it appears to be a written submission.

Joseph Kusiak?

(Pause.)

LT. COL. BRISTOL: Edna Allen, Mrs. Edna Allen?

(Pause.)

LT. COL. BRISTOL: Diana L. Tomb, T-o-m-b?

(Pause.)
LT. COL. BRISTOL: Mr. Edward F. Valago or Valego?
(Pause.)
LT. COL. BRISTOL: Again, the questions are written down and will be answered.
Ms. June or Jane, one or the other, Rausch in Belchertown?
(Pause.)
LT. COL. BRISTOL: Jane and Marv Rausch, Belchertown?
(Pause.)
LT. COL. BRISTOL: Warren Will from Chicopee?
(Pause.)
LT. COL. BRISTOL: David Sussman from Amherst?
MR. WILL: Warren Will.
LT. COL. BRISTOL: Oh, Mr. Will. Okay.
MR. WILL: My name's Warren Will, 58 Gramond 181 Avenue Chicopee, recent property owner, bought my house in May.

I'm just wondering why the sudden upsurge in interest in Westover Air Force Base since it was basically deactivated after the McGovern sort of carried the state against Richard Nixon. [F.3.1.3]

I'm just wondering why after all this time, after Westover and comments by the Chairman of the Chamber of Commerce said that SAC took 10,000 jobs away from the City of Chicopee, why should we so whole heartedly embrace the Air Force in returning to our city.

LT. COL. BRISTOL: All right. Then the question is why, if the base was deactivated in 1974, does the Air Force now have interest in having additional forces and additional aircraft at Westover. [F.3.1.3]

Colonel Handy, would you like to, address that?

COL. HANDY: I can answer that unless one of you all would care to.

As we briefed just a little bit earlier, you know, Westover has been a reserve base. It's been a flying activity since 1974 so the presence of the -- of military flying has never left Westover.

The reason that the C-5's are considered to -- are being considered to be transferred here to Westover is because, as we pointed out earlier, it has nice facilities albeit they're old. It has a nice runway. It has good recruiting potential. It has a good work force here, so when they put all these things together and they compared them to other places that they could send the C-5's, Westover came out right up on the top, and that was the criteria that they used.

MR. WILL: If it's such a fine installation, why wasn't it then?

COL. HANDY: Well, it was -- I don't know how to answer that one. If somebody here would like to take a shot at it, I wouldn't touch it.

MR. WILL: Well, I think that that would be your job to touch it, and without a proper answer, I can see no reason why 10,000 jobs were lost and the City of Chicopee survived the loss of 10,000 jobs.

COL. HANDY: Well, I can't answer for the policies of the government in 1974. I would just -- I just wasn't privy to the information. I just couldn't give you an answer.

MR. WILL: That's not unusual anyway. I'd just like to go on record as stating Westover has been -- it's abandoned Chicopee, so why should Chicopee embrace Westover?

It -- it seems to be pointless that -- if you're going to bring in transports, you're obviously going to transport something then, and because more transport, more air activity, more chance of an accident, and the more the military gets their hands on the base, the more it's going to move through it. I mean, that's just common practice. [F.7.2.7]

I'd like to go on record as stating that I'm opposed to the C5-A's. If any role should be recognized in Westover, it should be recognized to a civilian air strip. It should be given back to the City of Chicopee and should be used for its benefits.

If the military and the government of the United States didn't care enough about keeping this base alive, then it's a little too late to reactivate it and tell us that we need it now, because we needed you then, and where are we now?

Hey, sorry folks, but I think you dropped the ball. That's all I have to say. Thank you for a very interesting evening.

LT. COL. BRISTOL: Thank you, sir.

(Applause.)

LT. COL. BRISTOL: David Sussman?

(Pause.)

LT. COL. BRISTOL: John Budz?

MR. BUDZ: Yes, sir.

LT. COL. BRISTOL: Mr. Budz.

MR. BUDZ: My name is John Budz. I live at 32 Lord Terrace in Chicopee. I bought a house there in September of last year, and I've got a couple of questions that pertain not only to myself and my wife and my future family, but for my neighbors and other people that live in the area.

Recently, and it hasn't been taking me too long to notice, but a couple -- let me tell you where I live. I live right on the state park. On the other side of the state park is the runway.

I get a very, very strong smell of burning or burned jet fuel, and I'm wondering what is going to happen when the C-130's leave and the C-5A's come in.

I'm wondering for not only myself, but for other people how that's going to change when these different types of planes come in. **[F.9.6]**

LT. COL. BRISTOL: Okay. Why don't we take them one at a time? Colonel Handy?

COL. HANDY: I'd like to refer that to one of our environmentalists here.

LT. COL. BRISTOL: The question is will the C-5A's in any way change or increase or decrease the odor of the jet fuel that is apparent to those who live in the areas that Mr. Budz referenced adjacent to the park.

MR. MARTIN: It's very difficult to answer a question about odors. Looking at the -- at the emission data that's included in the impact statement, I would think that comparing the total emissions for hydrocarbons in the particular matter, we are projecting a decrease in both of those.

I would think there would be some possibility that -- that the odor that you notice would decrease. I really can't address that.

I will try to look into that, but we have not specifically addressed odors.

LT. COL. BRISTOL: But that is something that can be addressed in that can be addressed.

MR. MARTIN: Yes, sir.

LT. COL. BRISTOL: What was the next question?

MR. BUDZ: What I would like to do also is address that to the person who is in charge of the WMDC asking him for a similar type of response to the same question.

I don't know how long the C-130's currently have to warm up prior to takeoff, but I'm wondering whether the C-5A's or other commercial private planes also have to warm up and whether the time frame will change, either becoming greater or less than what is currently happening.

Do you understand my question?

LT. COL. BRISTOL: Is the concern about the warm up time or the taxi time, is that concern related to the smell?

MR. BUDZ: Both the smell, the noise. I don't have any idea exactly how far away this new street is located, but it runs approximately parallel to what I believe is the north/south, Runway No. 5, I believe. **[F.9.6; F.9.4]**

COL. HANDY: That's the one that goes right there at Chicopee Park.

MR. BUDZ: Yes.

COL. HANDY: Our operations guys can tell you the difference between the aircraft. We have people here that qualify in both the C-130 and the C-5's on the WMDC side.

MR. BLAIR: I can just say that -- that given the experience we have presently with the DC-8's which are four engine aircraft, they require very little warm up time before takeoff.

The -- one of the advantages of Westover that is enjoyed now by this air carrier and will not be diminished even with increased activity is the ability to start engines and taxi to the runway and take off without much taxi time or stack time, waiting time, before having to do that which means that there isn't a lot of idling and wasting of fuel and putting those types of fumes in the air.

Even with the increased activity that we project it will be spaced at such intervals that we don't expect that advantage to be lost.

In regards to the odor, I would ask that Oak Ridge look at the similar problem on the civilian side as they look at it from the military side.

MR. BUDZ: One of the other questions that I have is, this clear zone that they speak of at the end of Runway 5, will that in any way change the current status of public use of the beach facilities and -- well, I'll let you respond to that. [F.7.3]

COL. HANDY: Okay. The answer is no, it will not, and if I may go back to your other concern about the time that the aircraft are sitting there with engines running and whatnot, well, you know, that does burn fuel, and we're quite concerned about fuel conservation, and so we do that just as little as possible, but back to the clear zone and the state park.

No, there will be no change in useage. In fact, the state park is really controlled by the state.

MR. BUDZ: Yes. On that mark, do you know if there will be anything done with that track of land between the beach area and an area closer, I guess, farther up the stream. I don't remember the name of the small stream that runs down the hill, but--

COL. HANDY: Cooley Brook?

MR. BUDZ: Cooley Brook. Do you know whether any track of land directly behind our, you know, properties those of us who live on that street, if there's--

COL. HANDY: We have no plans for any type of construction.

MR. BUDZ: That's really the only questions that I have, but I would like to see if any type of studies have been done already with regard to any C5-A's that are presently coming or going out and how the noise would impact various locations, you know, around the runway, you know.

COL. HANDY: You mean, are you talking about the current aircrafts that are dropped in the transit base, the ones that have already been here, if we have received any noise complaints, that type of thing?

MR. BUDZ: No, no. What I -- sort of. What I would, more precisely, like answered is whether or not any studies have been done at Westover with C-5A's that measure the actual noise level, the decibel level, for various areas surrounding the airport and runway. [F.8.1]

COL. HANDY: Yes. As part of the study, they -- they -- they went out and measured noise on December 17th last year, just prior to Christmas, and if somebody would like to add onto that, we've got the guy right here that did it.

MR. MARTIN: As is noted in the document, we did it. We had a contractor to Oak Ridge National Laboratory who did make limited noise measurements on the 17th of December There was also those measurements indicated values that were somewhat lower than predicted by noise map. The Air Force elected to use the higher values predicted by the noise map program primarily for consistency with other -- other studies it has conducted, and as pointed out in the -- in the document, the -- the values used in the noise map program are based on much, much wider sampling of operating conditions than we were able to make.

We simply made measurements at one location at one day -- on one day, and, in fact, were unable to make all the measurements we would have liked to.

If you remember, that was the day that they brought the bodies back from the plane crash in Labrador, and they closed [Dover AFB] because of the mortuary. They were unable to complete all of the measurements, but we did -- we did measure -- we did make measurements on approximately forty operations or takeoffs and forty landings.

As I said, the values were somewhat lower than predicted by noise maps.

MR. BUDZ: One question just coming to mind, also. I believe Westover had F-111's stationed there last summer or maybe the summer before last.

Do you know if those fighter jets will continue to come in and out of Westover periodically because those seem to be the ones that are most noisy?

I can have my radio or television or stereo at a more than easily heard level, and when those things take off, there's absolutely no way I can hear them with the windows closed.

I don't know whether it's Westover policy or Air Force policy or not, but I would like to say that a couple of Sundays ago around eight o'clock in the morning, I don't know what kind of jets were taking off, but they surely weren't the C-130's, and I was looking for a plane to come out somewhere down the runway, and this plane is going straight up, and I just could not hear myself think, nevermind talk.

I don't know whether anyone has heard any concern or things about that, but surely, I would like that to be discussed.

COL. HANDY: Okay. I think there's a -- well, we can make a couple of comments. The FB-111's were from Pease Air Force Base, and they were here during the summer because they were working on the runways at Pease.

They're back home now, and I don't know how often they do that type of runway work, but I would imagine it would be something like every ten years or maybe even longer.

The noise you talked about, I'll just let the Base Commander see if he can answer that one.

LT. COL. HARGIS: It's a simple thing to say, but we need to know your complaints.

As strange as it may seem, we don't get that many complaints so I needed to know the complaint that you had. We can do things to make those kinds of nuisances go away.

We can adjust the hours of operation during nights or mornings or during church services, those sorts of things.

I can't promise you I can specifically stop every single incident, but we react to your displeasure at certain things we do. If it's not required for training, then we can respond by -- by causing the people who fly airplanes in and our of our place to -- to do the things that make the people in the community more comfortable to live around the base.

MR. BUDZ: Where do people have to either call in their complaints or address their comments?

LT. COL. HARGIS: You can call the base operator and she'll relay the complaint to me directly.

MR. BUDZ: Okay, that's all I have. Thank you.

LT. COL. BRISTOL: Thank you, Mr. Budz.

Jeremiah Connors?

(Pause.)

LT. COL. BRISTOL: Arthur Champagne.

MR. CHAMPAGNE: Yes.

LT. COL. BRISTOL: Good evening, Mr. or I should say good morning, Mr. Champagne.

MR. CHAMPAGNE: Arthur A. Champagne, 188 East Street in Granby.

It's way past my bedtime so don't mind me. We know that Westover is not part of Granby, but we are affected by everything that goes on at Westover, and being a resident of East Street and being right in the flight path, I believe the -- Runway 23, and the planes come over my place, and you can see the colors of the pilots' eyes. They're flying that low. I'm just wondering, and I haven't heard anyone ask any questions about what the impact would be for Granby.

LT. COL. BRISTOL: Thank you, sir.

COL. HANDY: What type -- sir, when you talk about impacts, are you talking about -- specifically, what are you concerned about? Noise or--

MR. CHAMPAGNE: Well, yes, I'm concerned about the -- about the noise and what affect it will have on the properties and how close to East Street in particular is the end of the runway and so forth, and what affect will it have on Granby. What kind of noise pollution can we expect and what altitude are the planes flying?

COL. HANDY: Okay. There's a whole bunch of questions there, and the Base Commander will take the first part of it.

LT. COL. HARGIS: Just -- we're looking at a map here of East Street, just off the end of Runway 23. I don't think my map goes up as far as you live.

MR. CHAMPAGNE: I believe that my piece of property is the last piece of property before your runway.

LT. COL. HARGIS: All right. Mr. Martin says he can answer that. Go ahead.

MR. MARTIN: As pointed out in the impact statement, the area on East Street approximately 1,500 feet east of Sherwood Drive, that subdivision, is the point of highest noise level in the area, so the noise levels at that point would be -- the day/night average level would be approximately 77 decibels.

If you live there, the -- as I mentioned before, the C-5 has operated in the area. You should have some idea what the individual noise levels would be.

MR. CHAMPAGNE: (Inaudible.)

MR. MARTIN: I couldn't tell what color the pilots' eyes were, but I could read the lettering on it so I understand. We made measurements quite close to you.

MR. CHAMPAGNE: So, in effect, I guess what it amounts to is I should be thinking of selling because I don't think it would be the proper place to live and raise a family. I think I'm concerned about it, not especially for myself, but the -- direct are going to be faced with problems of great loss in value of property and also the health hazard of being subjected to high intensity noises and of much greater frequency than we are getting now.

In fact, we would very often see 130's even though they're coming over, you know, and live with that very nicely, but once you get the traffic, the traffic twenty-four hours a day, I think we're going to have a problem. Granby's going to have a problem.

It seems that most of the speakers in here were more concerned with the economic impact than the impact it would have on the health of the residents in the area.

MR. MARTIN: I think you -- I certainly understand your concern, but I really can't respond in very specific terms.

I think only you can decide whether -- whether you should be thinking about selling your house. My personal opinion is that you should have a pretty good basis on which to make that kind of determination, you probably moreso than anybody who's spoken tonight.

As we indicated, I think that is the point of greatest impact, the area in which you live. Again, from the standpoint of health defects, our feeling is that the health defects are not a serious issue.

It would be more your personal decision as to whether you are comfortable or annoyed by the noise to want to change your residence.

MR. CHAMPAGNE: And what recourse, if any, if we did decide to sell in a month or so if we could be compensated of the losses that we would have to take? There's no question about that. [F.1.7]

MR. MARTIN: I really can't answer the question with respect to compensation. I think--

COL. HANDY: I think we covered that once again, but maybe one of the attorneys here would care to repeat. How about you, Major Waller?

The question -- the question -- I take it the question was about property values, decreasing property values and legal recourse that you may have if your property decreases in value or you think it does.

MR. CHAMPAGNE: That is correct.

MAJ. WALLER: We had a question very early in the hearing this evening concerning avenues of -- for recourse if you felt you suffered a loss of value or damage to your house as a result of the noise or the over flight.

The Air Force has an internal claims procedure that allows you to file a claim that will be considered and investigated, and in lost instances, it will be turned over to the Army Corps of Engineers for eventual determination, and it can result in compensation if -- if a loss has been proved.

We also had the individual from WMDC indicate that they did not have an existing claims procedure internall to compensate for those losses so at this point it would depend on exactly the nature of the loss.

If you did make the decision to sell your house or to remain there and still file a claim because of the loss in property value, you should get in touch with the Public Affairs Office at Westover and indicate your interest in getting in touch with the claims personnel.

MR. CHAMPAGNE: Thank you.

LT. COL. BRISTOL: Thank you, Mr. Champagne.

(Applause.)

MR. MARTIN: If I could say one thing, we did make measurements at the point about the 190 block of East Street which is the point of maximum impact, if that helps you locate. I believe you said you were at 108?

MR. CHAMPAGNE: At 188.

MR. MARTIN: One eighty-eight. Well, then you're--

MR. CHAMPAGNE: I'm right there. When you come in the flight path, you're right in my driveway.

LT. COL. BRISTOL: Thank you, sir. Lisa Sirjenko?

(Pause.)

LT. COL. BRISTOL: Sabina Parker?

(Pause.)

LT. COL. BRISTOL: James Baker?

(Pause.)

LT. COL. BRISTOL: Anyone else who has not submitted a statement who would like to either ask a question or make a statement should let me know at this time.

I see two hands. Yes, ma'am, would you like to be the first?

MS. PHELPS: Before all this came up, I signed on the dotted line for five acres in Granby by April 15th, so I'm concerned about a lot of the things the gentlemen talked about--

LT. COL. BRISTOL: Would you state your name for the record, please, ma'am?

MS. PHELPS: My name is Martha Phelps. I live in Chicopee, work in Chicopee.

LT. COL. BRISTOL: Thank you.

MS. PHELPS: I've taken my little nest eggs from all my life and transferred it from Chicopee to five acres in Granby hoping with the rabbits and squirrels here and all the things.

Now, I haven't even moved in. All I've done is committed myself, and I don't know where it stands now, both for value of the property and the environmental impact.

I've heard a lot about money here tonight. I'm not going to make a nickel on the Air Force or an airport Neither is my family, but I'm not concerned with that.

It may be good for Chicopee, but there are a lot of people in the area who have the same concerns that I do, and I would like -- I don't really feel that I got an answer, but if I had to vote today, I'm prepared to vote a yes or no.

I would have to vote for money or environment, not -- and that's what I've heard tonight, not, you know, would it be good or bad for everyone.

That's all I have to say.

LT. COL. BRISTOL: Thank you, ma'am.

(Applause.)

LT. COL. BRISTOL: There's a gentleman on the other side of the aisle, sir, if you'd like to come down.

MR. PINO: My name is Robert Pino, and I'm from Longmeadow, Mass. I'd like to read this prepared statement.

This base is not being built from scratch. It has existed for 47 years and paid for with tax dollars and should be utilized to its fullest as an air base.

This would be a golden opportunity for Western Mass. We can be as big as Boston in 25 to 50 years. What shipping did for Boston, this base can do for -- the same for this area.

Everybody wants to travel by air including those here, and I'm sure that's the trend here. It seems to be -- the feeling here is when anybody that spoke tonight wants to travel, it's okay to go to Bradley and fly over someone else's house, but it's not okay to fly over their house, and I'm sure everybody in this room tonight has flown on an aircraft, commercial aircraft.

Ella Grasso, the former Governor of Connecticut committee 100 Million Dollars for the expansion of Bradley before she died. Bradley has been good for Connecticut, she said, and they just completed that expansion.

Westover can be good for Western Mass because Bradley is still too small to handle future air traffic, and Westover is needed for backup to Bradley and Logan which is also jammed up.

Jobs and a thriving economy is what we can have if we do not throw it away. We can't please everyone. If the people of Boston and New York, etcetera, can learn to live with the noise at Logan, Kennedy, Laguardia and Bradley Airports, why can't we in this area?

Other states with high unemployment would give anything to have this air field bought and paid for in their state.

The C-5A represents progress in aviation, and in the not too distant future, we or our survivors will travel by rocket and not by airplane. Progress again. It's all progress.

Having heard of one -- I haven't heard of one C-5A crashing, and if parts have fallen in the past, it has been the fault of service personnel and not the airplane, itself.

The people in Belchertown and Granby must have known that the air field would be reactivated some day, and if so, why did they buy homes and live in the flight path area?

Do they expect the government to tear it up to please a few people at a tremendous cost to the taxpayer that paid for the facility?

Furthermore, it is too difficult to start building from scratch anywhere in this country, that is a new air field. We are fortunate to already have it in this part of the state for use by us.

Richard Rust, who I listened to Sunday on television, Director of Tourism in Massachusetts, stated that it, tourism, is the second largest industry in our state now.

Nine million dollars has been spent to promote our state to attract tourists. I don't know whether that's per year or to date.

These tourists from all over the world have to land at Logan Airport to visit Massachusetts, but could land in the center of Massachusetts here at Westover if it were reactivated as a civilian field as well as for military use.

Forty-six million dollars from the Air Force and $32 million from the civilian side is an awful lot of windfall to receive, and it only scratches the surface, a beginning of what could follow.

Trains, this is getting to where I live now. Trains blow whistles as they pass my house many times every day. I got used to it. I hardly notice it now.

Seaplanes taxi service across the river from where I live. It makes noise worse than the C-5A's. We got used to that as well.

Also, I-91 is just below my house, and the truck traffic noise traveling from Holyoke to Connecticut is deafening, but we learned to live with that as well.

All of this is a part of our economy, our way of life. All of these annoyances were there before I purchased my house, and so I either learned to live with it or move away.

I stayed and have been there for twelve year now. Also, I might add, when Riverside Park starts up every spring with the race track and the race is out there, I can hear that noise all the way down my place, which has got to be eight miles away, at least, and again I learned to live with that.

Many expensive homeowners, elderly housing as well, along Route I-91 experience the same noise and have gotten used to it, and there are no vacancies -- no vacant houses in this area.

We could prevent an exodus of our adult children from this area if jobs were here and not elsewhere upon their graduation from high school or from their respective colleges.

Thank you.

LT. COL. BRISTOL: Sir, we'll need your name for the record, please, and thank you very much.

MR. PINO: Robert Pino.

LT. COL. BRISTOL: Thank you, sir. Spell it, please.

MR. PINO: My last name is P-i-n-o.

LT. COL. BRISTOL: Yes, sir.

MR. HARNOYS: I didn't really want to say anything, but I've stayed this long so I might as well.

Rene Harnoys, 281 Front [St.], Chicopee Falls. I see this as being a minute expression, a war between those people who own businesses and the poor regular, everyday person.

Knowing and having dealt with some of the people at the WMDC in the past, I know they do not want industry that's going to employ people.

They want aviation that is not going to employ people in Chicopee. I have heard that 18,000 people have lost jobs in the area, and I agree with that, but Westover will never, never even get to that number.

How many people does Emery employ in Chicopee at Westover? Holyoke's Mayor Prue does not want warehouses on the vacant land that Wang is going to sell. He wants industries that are going to employ people.

He had said he doesn't want warehouses. Keep them in Chicopee, we want warehouses. I once, a couple of years ago, not a full-time job, just part-time, worked at Zayre's warehouse. It's off of the turnpike. I really don't know the name of the town, Milford or something like that, beautiful industrial park.

That warehouse must cover acres of land. I don't think 50 people worked in that warehouse. I would like to see the Mayor of Chicopee, the WMDC give a listing of the thirty-three businesses in air parts east and west, the amount of people that work in each one of those businesses the amount of taxation that they pay to the City of Chicopee.

I'll be willing to bet I pay more on my house than some of those buildings do.

Unless the WMDC changes their attitude, there's never going to be business there that's going to employ people so -- I lost my train of thought here, but I want to say that in order to get industry here, as one person mentioned, get rid of the airport.

Then we'll get business in here, and if Mr. Blair is here, I'd like to ask him, do you want aviation, or do you really want businesses that are going to employ people?

I read that there's 1,325 people working in the businesses at Westover, somebody to 1,900, 1,600. I don't care what those numbers are. They're so small. That averages out to 46 people per business.

You're going to employ thousands of people? Again, Emery and all these other places that you want to figure in, are not going to employ people, and these other people have thanked the Air Force.

I'm not going to thank the Air Force. This has been a fiasco. I was at the last meeting. You said there would be nine civilian employees. Now, we're told there's going to be no civilian employees unless I want to join the Air Force Reserve, and at my age they wouldn't take me anyway.

Thank you.

LT. COL. BRISTOL: Thank you, sir.

MR. HARNOYS: No. I, again, lost my train of thought because there's so much running through my mind. As I said, I did not intend to speak here.

The fiasco that's going on, I'd like to know if there have been any medical doctors here that could answer our questions, not just doctorate which I've heard, but I'd like to -- I don't like that term doctorate just because you received a degree from a college in order to answer questions about the decibel level.

I have read that a rock and roll band will destroy your hearing. Now, I see according to that paper that the C-5 is going to have that very same decibel level, and if you don't think that's going to destroy people's hearing and is going to hurt their health, come to a dance at the school, I'm the President of the PTO, and listen to the rock ; and roll, and have to listen to that seven days a week.

I'm sure you will run out very quickly so that these questions that the people have asked here have not been answered. I am surprised that a company from, was it Tennessee that made this environment impact did not foresee the questions that the people here would ask.

Most of you cannot answer questions unless you're using Air Force jargon. It is a whitewash. It is a tub of mud. You haven't heard said anything that we haven't heard before.

I think they ought to go back, have their company do another environmental report and answer these questions.

LT. COL. BRISTOL: That's what's going to--

MR. HARNOYS: You don't even know where the people live in the area.

LT. COL. BRISTOL: That's what's going to happen.

MR. HARNOYS: Well, I don't think we should have to come here and spend hours to early morning hours just to have you tell us this is only a draft and our comments, are going to be taken into consideration.. This is disgusting.

LT. COL. BRISTOL: There is time, ample time, in my judgment, for those who even have not yet had a chance to read the draft environmental impact statement to peruse jit, to study it, and even if the 23 January deadline doesn't permit time to completely arrive at particular views, it should at least permit time to identify issues that you want to see addressed differently or further and use that time to identify those issues and to take advantage of the opportunity to write Dr. Maraman by the 23rd to identify those issues.

It isn't perhaps necessary that you become the expert prior to the 23rd, but sufficiently expert that you can, in some way, raise those issues and phrase those questions, and I encourage you, regardless of whether the powers that be might extend the time frames, I would encourage you to make the assumption that the 23 January deadline will be the operative deadline and do everything that you can, with the aid of the base officials, Colonel Walker and his staff to review the draft statements and submit your questions and your comments prior to the 23 January deadline.

In that way, just by your participation tonight, and I commend you for your perseverance. In that way, the decision process can be improved, and the right decisions can be made on these few very important proposals.

It may not be the right system as everyone would like to see it, but if you think that twenty years ago, we didn't have this environmental impact analysis, and we're still perfecting it, but we have tonight an imperfect draft environmental impact statement done by experts who reside elsewhere.

Now, we're getting the input as we are supposed to do from the experts who live here in the area most directly affected, and it's through that combination of the inside and the outside points of view, if you will, and this constant perfection of the product that, hopefully, the final environmental impact statement will be realistic, accurate and complete document.

Again, thank you very much for your attendance. If there are any questions that any of you have that you'd like to ask me concerning the procedures, I'll be here for a few moments while we're closing down.

Thank you very much for your attendance.

FROM THE FLOOR: There's a lady in the back with her hand up.

LT. COL. BRISTOL: I'm sorry. The lights are such that I could not see. FROM THE FLOOR: Ma'am?

LT. COL. BRISTOL: Did someone have a statement or a question in the back?

FROM THE FLOOR: (Inaudible.)

LT. COL. BRISTOL: We'll arrange to get some additional copies here. We have -- we will leave the ones here that we have tonight, and we'll arrange with the base, I'll see to it that it's done, that additional copies are provided here.

FROM THE FLOOR: (Inaudible.)

LT. COL. BRISTOL: We'll arrange to get the additional copies, and I cannot address the -- I don't have the power to extend the time limit, and I think you've adequately made it a matter of record this evening that that's what you'd like to see done, but I'd suggest that we work in the near term in getting, the extreme near term, in getting these additional copies so that you can have the opportunity to read them in the time frame prior to the 23rd of January.

Again, thank you very much for your attendance and your participation. Good evening.

(Whereupon, at 1:15 a.m., January 9, 1987, the above matter was concluded.)

APPENDIX J

WMDC NOISE MITIGATION PLAN

APPENDIX J

WMDC NOISE MITIGATION PLAN

The Westover Metropolitan Development Corporation (WMDC) proposal presented in the Draft Environmental Impact Statement (DEIS) represents an unmitigated scenario with respect to fleet mix and operating characteristics. As such, it is possible to reduce the extent of predicted noise impacts through the implementation of a variety of procedural and operational measures.

To accomplish this mitigation from an operational standpoint, WMDC has prepared a Noise Mitigation Plan (for which they are seeking appropriate State and local approvals) that includes the following:

- o Maximum use of runways which affect less densely populated areas. The noise exposure contours in the DEIS indicate that runway 23 would be utilized for 80% of all operations at any time of day. Given the location of the WMDC facilities on the airfield in relation to runway 05-23, it is reasonable to maximize the use of runway 05 for departures and runway 23 for arrivals. While this mode of operation would not only be logistically feasible since it reduces taxiing operations to a minimum, it would also put more operations over the area northeast of the base which is known to be less densely populated than the area off the other end of the runway southwest of the airfield.

  A review of recorded wind data for the last 10 years indicated that it would be possible to utilize this mode of operation more than 95% of the time. As a result, WMDC is committed to utilizing Runway 05 for departures and runway 23 for arrivals to the maximum extent allowed by wind and weather conditions.

  For purposes of modeling the effectiveness of this measure in combination with others, it was conservatively assumed that this procedure will be used 90% of the time.

- o Nighttime aircraft-type restriction. A further feature of the WMDC plan is a commitment to ultimately restrict any nighttime (10 p.m. to 7 a.m.) operation by any aircraft which does not meet minimum Stage III noise compliance levels as well as a prohibition of nighttime operation of all B-747 aircraft. This will serve to reduce not only cumulative nighttime noise exposure (Leq-9), but will also change the "critical aircraft" for the analysis of sleep disturbance from a B-747 aircraft to a DC-10-40 aircraft. A revised discussion of the extent of sleep disturbance under this scenario is presented in Sect. 4.2.3.

- o Development of a formalized oversight and enforcement procedure. The second phase of the program presents a three-part system to ensure adequate enforcement of the proposed mitigation plan. It includes (1) legislative control by both the Chicopee Board of Aldermen and the Airport Advisory Committee; (2) approval and oversight of the

airport's operating rules by appropriate federal, state and local agencies; and (3) commitment to a formal noise complaint procedure.

This multiphase system has proved to be the most effective method of implementing a program of this type.

The complete text of the Westover Metropolitan Airport Noise Mitigation Plan as submitted to the Massachusetts Aeronautic Commission is provided below.

J.1 WESTOVER METROPOLITAN AIRPORT NOISE MITIGATION PLAN

GOAL: To minimize the overall environmental impact of noise due to civil aircraft operations, especially at night, between 10 p.m. and 7 a.m.

METHODS: WMDC will adopt certain airport operating restrictions and procedures, and also establish a maximum nighttime noise contour which will be used to limit aircraft operations by frequency and type, as necessary to stay within the maximum contour.

OPERATING PROCEDURES:

1. Full length takeoffs for all turbojet aircraft.

2. Preferential runway use whenever the tailwind component does not exceed 10 knots will result in 90% of all operations over the least populated areas.

3. Optimize flight tracks over least populated areas.

4. Mandate the use of standard FAR 36/NBAA departure procedures by all airfield users.

5. Prior permission required for all nighttime flight operations.

6. Restriction of scheduled operations between the hours of 1 a.m. and 5 a.m.

MAXIMUM NIGHTTIME NOISE CONTOUR: Leq-9 (2200 hrs. to 0700 hrs.)

The maximum noise contour is based on the maximum 28 operations per night projected in Table 4.2. The assumptions made to mitigate the size of this contour are:

1. All night operations will be conducted by Stage III, new technology quiet aircraft by the time the maximum number of operations is reached.

2. 90% of all operations will be landing on runway 23 with 90% of the takeoffs on runway 05.

3. All night operations will use full length runway for take-off, thereby gaining as much altitude as possible before passing over the airfield boundary.

WMDC may permit a mix of Stage II and Stage III aircraft in the interim, as activity level grows, so long as the Leq-9 is not larger than the maximum permitted contour. Consequently, WMDC will have to closely monitor the balance and mix of old generation and new generation aircraft. To do this, WMDC will run a computer analysis of noise impact each time new, scheduled night flights are proposed, and they will only be approved if the cumulative impact of all night flights will remain within the maximum contour.

OVERSIGHT AND ENFORCEMENT: (see Fig. J.1)

I. City Ordinances:

A. Chicopee Board of Aldermen - The City's legislative body has oversight and enforcement powers in two important ways.

1. Approval authority of the 1987 WMDC Economic Development Plan of which the airport master plan and the maximum nighttime noise contour are integral parts. In this review and approval process, the Board seeks public input and recommendations of its own Airport Advisory Committee.

2. Police powers to enforce state and federal statutes relative to aeronautical safety and civil airport security.

B. Airport Advisory Committee - This citizen review board was established in 1979 to oversee WMDC actions relative to the development and operation of Westover as a civil airport. The Committee meets with the WMDC Airport Manager monthly, and the Committee Chairperson meets with the WMDC Board of Directors monthly. The Committee has legal power to veto, subject to override, actions of WMDC which it may deem detrimental to the community environment. WMDC will recommend to the Board of Aldermen that the Committee be expanded to include citizen representatives of surrounding communities directly impacted by civil aircraft operations at Westover. This Committee can monitor the impacts of civil operations with daily operation data provided by the Air Force Reserves (AFRES).

II. Airport Operating Rules:

A. Civil Airport Authority: Under state law, WMDC is the legal civilian authority at Westover with power to adopt regulations for civil aircraft activities, and to negotiate and execute lease and operating agreements with civil aviation tenants. WMDC also has the authority to apply for and accept various state and federal grants for civil airport development. WMDC is committed to operating the civil airport under a good-neighbor policy by mitigating environmental impacts to the maximum extent possible.

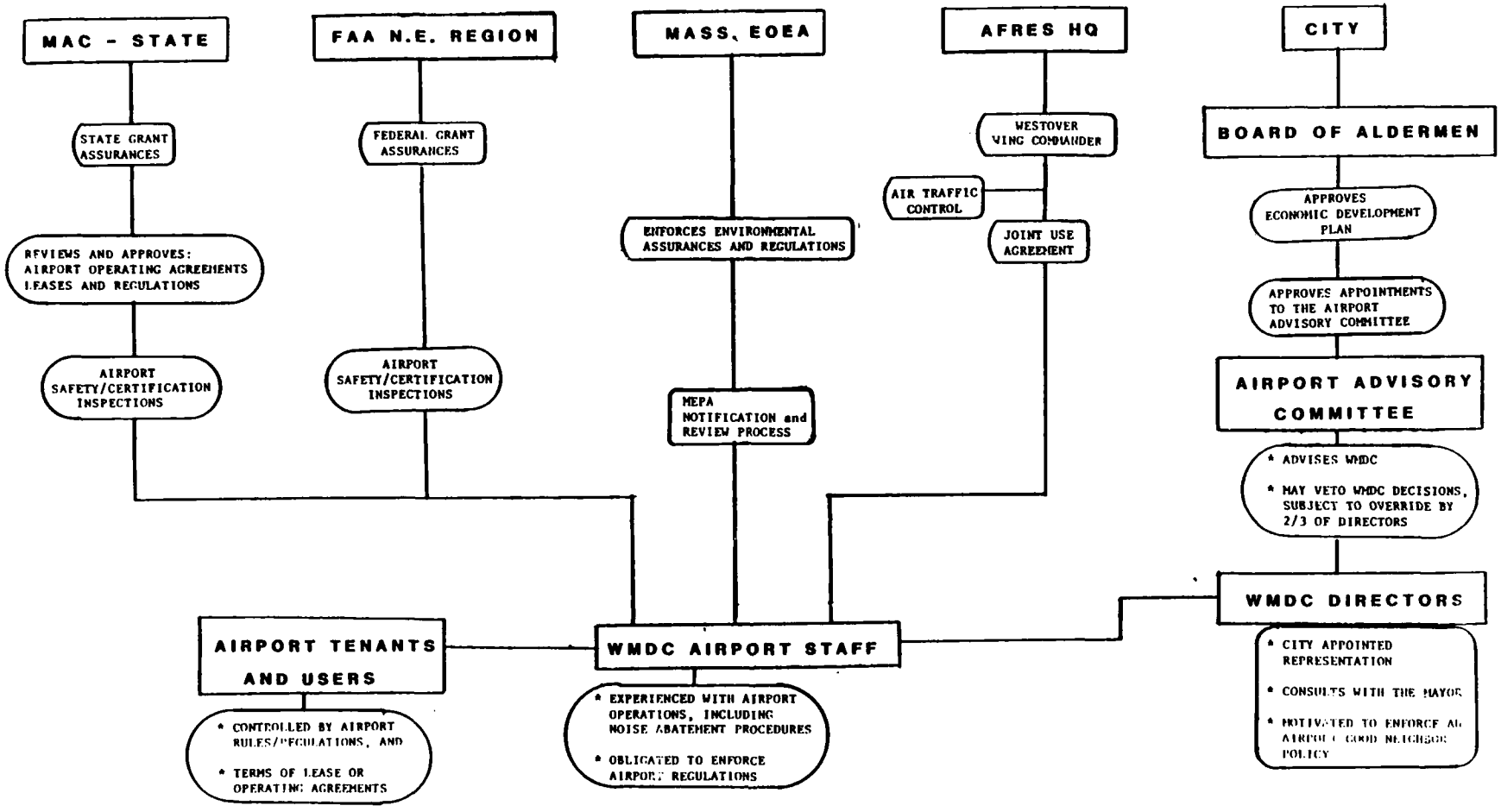


Fig. J.1. Chart indicating City, State, and Federal oversight and enforcement of activities of the WMDC operations at Westover AFB.

B. Massachusetts Aeronautics Commission: This is the state agency which certificates public airports and licenses airport managers. WMDC holds a Massachusetts Aeronautics Commission Airport Operating Certificate for Westover and has on staff a full-time airport manager licensed by the Massachusetts Aeronautics Commission. Also, pursuant to state aeronautics statutes, WMDC must also obtain Massachusetts Aeronautics Commission approval on all airport rules and regulations and tenant lease agreements. Massachusetts Aeronautics Commission also has leverage over WMDC through the terms and conditions of state grants issued through Massachusetts Aeronautics Commission.

C. Air Force: Consistent with the terms of a Joint Use Agreement (JUA) between Air Force and WMDC, Air Force must concur with civil rules which may affect air traffic control, airfield security, or environmental conditions. Air Force air traffic controllers can provide accurate reports to the Airport Advisory Committee and WMDC regarding daily flight operations by aircraft type, runway used, and time of day.

If the request for extension of the airfield operating hours is approved, appropriate procedural measures and operational restrictions will be incorporated into the JUA to execute WMDC's mitigation plan. The agreement stipulates that violations of the terms and conditions for use of Westover AFB can be cause for termination unless corrective action is taken within 10 days of written notification.

D. Federal Aviation Administration (FAA): This agency must approve the WMDC airport master plan for compatibility with safety standards and environmental regulations. The FAA does not approve or disapprove individual airport rules, but the FAA will often oppose any that unduly restrict interstate commerce. The FAA does not, usually, participate in the enforcement of individual airport noise rules, except when it operates the airport's control tower and has agreed to certain air traffic control procedures, as a conclusion to a FAR Part 150 Noise/Land Use Compatibility Study. Generally, the FAA yields to local police powers for the enforcement of airport noise regulations. At Westover, the airport traffic control tower is operated by the Air Force, not FAA. FAA also has leverage over WMDC by virtue of federal grant assurances made a part of the Airport Master Plan grant and any subsequent FAA grants.

III. Massachusetts Executive Office of Environmental Affairs (MEOEA).

WMDC will file the Maximum Leq-9 Nighttime Noise Contour Map with the MEOEA Massachusetts Environmental Policy Act (MEPA) unit. This contour map will become the basis for evaluating the impacts of periodic changes in civil aviation activity. WMDC has committed to submitting an Environmental Notification Form (ENF) to the Secretary of Environmental Affairs (Secretary) for review prior to permitting any substantial increase in night flight operations. "Substantial," as used here, shall mean an increase of five (5) or more operations.

i.e., landings or takeoffs, or, the implementation of any level of additional service by a new airport user. The filing of the ENF is pursuant to Massachusetts General Law, Chapter 30, Sections 61-62H, and MEPA Regulations, 301 CMR-79, Sec. 11.04 para. (8). The ENF submitted to MEPA will include a revised Leq-9 contour map to show the cumulative effect of the proposed change. The ENF shall be disseminated statewide and given public notice in local newspapers. A 30-day review period will follow this notice and will include the receipt and consideration of agency and public comments by MEOEA. With these data on hand, the Secretary will render a decision that will either require a greater level of analysis and review through preparation of an Environmental Impact Report (EIR), or will accept the proposal and the identified impacts. WMDC will honor the decision of the Secretary.

IV. Complaint Response Procedure:

WMDC and Air Force are committed to the establishment of a coordinated and centralized complaint response procedure, which will make the public aware of a single number they can call, 24 hours per day, to complain about either civil or military flight activity. The central desk will then direct the complaint to the proper authority for immediate investigation and response. All complaints will be responded to, and a record of all complaints will be periodically reviewed by the Airport Advisory Committee for trends which may warrant consideration of adjustments to airport operating procedures.

J.2 ANALYSIS OF MITIGATION PLAN EFFECTIVENESS

In order to quantify the effectiveness of the above proposals in reducing the degree of noise exposure in sensitive residential areas, a modeling analysis was performed by Greiner Engineering, Inc. based on the weighted Leq-9 contours presented in the DEIS (see Figure D.7 on page D-33. That exhibit presents the anticipated level of impact for the nighttime period when only civilian operations are projected to occur. It also represents the most critical time period with respect to home occupancy and noise-sensitive activities such as sleep. It is also this nighttime period and the level of noise impact associated with it which has elicited the majority of public and agency comment.

It should be noted that the noise contours as presented in Figure D.7 represent the anticipated nighttime noise exposure based on an 80 percent usage of Runway 23 for both takeoffs and landings as well as a mix of Stage II and Stage III aircraft. As previously described, these elements are subject to considerable change under the proposed WMDC noise mitigation program. The following discussion assesses the effect of these proposed mitigation measures on both the acreage of off-airport land and the number of people.

The proposed mitigation measures are most effective in reducing nighttime noise levels in the heavily populated area to the southwest of the Base. This decrease, which is on the order of 5 to 7 dB is primarily due to

the reduction in utilization of runway 23 for takeoff operations. Equivalent noise levels to the northeast of the base increase only slightly due to the exclusive use of Stage III aircraft.

The proposed mitigation plan would reduce the area within the 65 dB weighted 9-hr equivalent noise level (Leq-9) contour from 5,898 acres for the unmitigated operations to about 3,008 acres, a reduction of 49%. Because the population density is higher in the area to the southwest of the base where the noise levels are reduced, the effect of the mitigation is even more significant. The number of people exposed to weighted Leq-9 levels greater than 65 dB would decrease from 10,774 for the unmitigated operations to 566 for the proposed operations. This represents a decrease of 94.7% in the number of people exposed to Leq-9 levels greater than 65 dB. The areas and estimated populations within the various 5 dB contour intervals for the unmitigated and mitigated operations are compared in Tables J.1 and J.2, respectively.

In summary, the proposed WMDC noise-mitigation plan provides a significant reduction in the impacts resulting from nighttime operations and is recommended as the "preferred alternative" for the proposed development of civil aviation operations.

Table J.1. Comparison of areas exposed to Leq-9 levels greater than 65 dB (weighted) for civilian operations only.

Leq Contour Interval dB (weighted)	Area within contour interval (acres) Unmitigated operations	Mitigated operations
> 85	18	6
80 - 85	461	173
75 - 80	935	352
70 - 75	1,611	800
65 - 70	2,873	1,677
Total > 65 dB	5,898[1]	3,008[2]

[1]From Table D.7.

[2]Based on analysis using Integrated Noise Model (INM) prepared for WMDC by Greiner Engineering, Inc.

Table J.2. Comparison of population exposed to Leq-9 levels greater than 65 dB (weighted) for civilian operations only.[1]

Community	Population within contour interval 65 - 70 DEIS	65 - 70 Mitigated	70 - 75 DEIS	70 - 75 Mitigated	75 - 80 DEIS	75 - 80 Mitigated	Total > 65 dB DEIS	Total > 65 dB Mitigated
Chicopee	6,257	172	2,750	108	14	0	9,021	280
Granby	182	134	172	0	147	0	501	134
Ludlow	116	139	35	13	35	0	186	152
Springfield	1,066	0	0	0	0	0	0	0
Total	7,621	445	2,957	121	196	0	10,774	566

[1]DEIS data from Table D.16; mitigated data based on analysis using Integrated Noise Model (INM) prepared for WMDC by Greiner Engineering, Inc.

APPENDIX K

SUPPLEMENTAL ANALYSIS OF NOISE IMPACTS

APPENDIX K

SUPPLEMENTAL ANALYSIS OF NOISE IMPACTS

Increases in noise levels in areas surrounding Westover Air Force Base (AFB) are considered to be the major issue associated with the implementation of either military action or a decision to permit 24-hr operation of the airfield as requested by the Westover Metropolitan Development Corporation (WMDC) for development of air cargo operations and scheduled passenger service and expansion of general aviation operations. As noted in Sect. 2.1.2.1, subsequent to the issuance of the Draft Environmental Impact Statement (DEIS), WMDC developed a mitigation plan to reduce the impacts of increases in civil aviation operations. This plan includes the following major provisions:

- prohibiting scheduled operations by Stage II large turbojet (e.g., B-727-200 and B-747-100) aircraft between the hours of 10 p.m. and 7 a.m.;
- restricting scheduled operations between the hours of 1 a.m. and 5 a.m.;
- establishing preferential runway utilization to minimize population impacted by aircraft operations. To the maximum extent permitted by weather conditions and military aircraft operations, runway 23 would be used for landings and runway 05 for departures;
- requiring that aircraft initiate takeoffs from the beginning of the runway to increase altitudes and minimize ground-level noise over populated areas; and
- limiting 9-hr (10 p.m. to 7 a.m.) equivalent noise levels (Leq-9) to the level projected to result from the operation of all Stage III aircraft by the time the maximum number of operations is reached.

The mitigation plan proposed by WMDC is provided in Appendix J, and the changes in aircraft operation have been incorporated into the analyses presented in this section and in Sect. 4.2.

The NOISEMAP methodology described in Sect. 3.2 was used to provide estimates of the noise levels that would be expected to result from projected aircraft operations. Contour maps indicating predicted noise levels were prepared by the Air Force Engineering Services Center at Tyndall AFB, Florida, based on the operations data summarized in Sect. 4.1 (Tables 4.1, 4.2, and 4.3) and additional information, including aircraft flight tracks, altitude and power profiles, and runway utilization. These contour maps were used to provide estimates of the number of area residents exposed to various noise levels and to estimate noise levels at schools and hospitals, facilities that are considered to be particularly sensitive to noise. The results of these analyses are presented in this Appendix and provide the basis for the impact estimates presented in Sect. 4.2.

K.1 NOISE LEVELS AND EXPOSURES FROM CIVIL AVIATION OPERATIONS

K.1.1 Predicted Noise Levels

K.1.1.2 Single-event noise levels

As indicated in Table 4.2, development of civil aviation operations would result in the operation of a variety of aircraft at Westover AFB. Because of this variety of aircraft, it was not considered practical to identify single-event noise levels for all aircraft operations. Under the mitigation plan proposed by WMDC, nighttime operations of all B-747 aircraft and B-727 aircraft that have not been retrofitted with quiet engines would be prohibited between the hours of 10 p.m and 7 a.m. Therefore, the noisiest aircraft permitted to operate at night would be the DC-10-40 aircraft, which meets the most restrictive noise emissions standards currently in effect. Sound equivalent level (SEL) values for the DC-8, DC-9, and B-737 aircraft would be approximately 1 to 2 dB lower than those for the DC-10-40.

SEL values at schools and hospitals in the vicinity of Westover AFB predicted to result from B-747 operations are indicated in Table K.1. Differences between SEL values and maximum and average noise levels would be approximately the same for commercial aircraft as for the C-5A (i.e., maximum levels approximately 5 to 7 dB less than SEL values and average levels approximately 13 to 20 dB lower). Comparison of the values in Table K.1 with the values for the B-747 indicates that noise levels at facilities near the base would be about the same as those resulting from operation of the B-747, while levels at facilities several miles from the runway would be reduced by 5 to 10 dB. It should also be noted that under the mitigation plan proposed by WMDC, landings on runway 05 and takeoffs on runway 23 would occur less than 20% of the time during daytime hours (7 a.m. to 10 p.m.) and less than 10% of the time during nighttime hours (10 p.m. to 7 a.m.).

K.1.1.2 Day-night average noise levels

Day-night weighted average noise level (DNL) contours that could result from the development of civil aviation operations to the levels identified in the WMDC Master Plan and in accordance with the mitigation plan (with no change in operations of base-assigned or transient military aircraft) are indicated in Fig. K.1. Table K.2 provides a comparison of the areas within the various DNL contours for current and potential operations. The area within the 65-dB contour would increase to approximately 6.8 sq. mi. As indicated in Appendix D, in the absence of mitigation measures, the area exposed to DNL levels >65 dB would increase to approximately 8.3 sq. mi. The proposed mitigation measures would reduce the area exposed to DNL levels >65 dB by about 18%.

The maximum DNL level in residential areas outside the base (about 73 dB would occur in the area to the northeast of the base (along East Street, approximately 1500 ft east of Sherwood Road), and the greatest increase in DNL levels (about 9 dB) would also occur in this area. DNL levels in the areas of Chicopee south of the Chicopee River would increase by only about 1 to 2 dB.

Table K.1. Exterior noise levels[a] at facilities in the vicinity of Westover AFB for DC-10-40 aircraft operations

Facility	Sound exposure level[a] (SEL) (dB)					
	Operations on runway 23[b]				Operations on runway 05[b]	
		Takeoffs				
	Landing	Straight	Right	Left	Landing	Takeoff
Hospitals						
Holyoke						
Holyoke Hospital	a	a	a	a	a	a
Providence Hospital	a	a	83	a	a	a
V.A. Hospital	a	a	a	a	a	a
Ludlow						
Hubbard Memorial Hospital	a	a	a	a	a	a
Springfield						
Baystate Springfield	a	85	a	a	80	a
Mercy Hospital	a	85	a	a	84	a
Municipal Hospital	a	a	a	85	a	a
Shriners Hospital	a	86	a	a	86	a
Wesson Memorial	a	72	a	65	a	a
Schools						
Agawam						
Agawam H.S.	a	80	a	a	74	a
Agawam J.H.S.	a	82	a	a	77	a

[a]Values are indicated for schools and hospitals exposed to exterior SEL values >75 dB by DC-10-40 operations. Values indicated as "a" would be <65 dB. Exterior maximum noise levels (ALm) would be approximately 5 to 10 dB lower than the SEL and interior noise levels about 25 dB lower in summertime (windows open) conditions and about 35 dB lower in wintertime (windows closed) conditions as a result of attenuation by the building.

[b]Under the mitigation plan proposed by WMDC (Appendix J), runway 23 would be used for landings and runway 05 for takeoffs whenever possible, based on wind conditions and military aircraft operations. Based on wind conditions, the preferred runways could be used more than 95% of the time. For purposes of noise analysis, 80% of daytime and 90% of nighttime operations were assumed to use the preferred runways.

Table K.1 (Continued)

Facility	Sound exposure level[a] (SEL) (dB)					
	Operations on runway 23[b]				Operations on runway 05[b]	
		Takeoffs				
	Landing	Straight	Right	Left	Landing	Takeoff
Danahy E.S.	a	81	a	a	73	a
Phelps E.S.	a	a	a	a	66	a
Pierce E.S.	a	77	a	a	71	a
Robinson Park E.S.	a	78	a	a	71	a
Chicopee						
Alvord Sch.	a	85	79	72	76	a
Assumption Sch.	a	76	75	a	65	a
Barry E.S.	a	76	87	67	a	a
Belamy Sch.	a	66	69	a	a	a
Belcher Sch.	a	88	79	74	85	a
Chapin Sch.	a	a	68	a	a	a
Chicopee H.S.	a	81	76	66	72	a
Comp. H.S.	a	72	78	a	a	a
Elms College	a	78	72	a	69	a
Hampden Sch.	a	a	67	a	a	a
Holy Name H.S.	a	76	74	a	65	a
Kirby Annex	a	a	74	a	a	a
La Voie E.S.	a	70	77	a	a	a
Lithwin E.S.	a	75	72	75	a	a
Mt. Carmel Sch.	a	a	67	a	a	a
Stefanik E.S.	a	66	79	a	a	a
Streiber Sch.	a	67	68	a	a	a
St. Georges E.S.	a	85	83	72	74	a
St. Joan of Arc E.S.	a	a	81	a	a	a
St. Patricks E.S.	a	81	86	70	68	a
St. Stanislaus E.S.	a	79	76	a	69	a
Szetela E.S.	a	73	86	a	a	a
Granby						
Granby H.S.	76	a	a	a	a	a
St. Hyacinths Seminary	83	a	a	a	a	a
South Hadley						
Mosier Sch.	a	a	a	a	a	a
Mt. Holyoke College	a	a	a	a	a	a

Table K.1 (Continued)

Facility	Sound exposure level[a] (SEL) (dB)					
	Operations on runway 23[b]				Operations on runway 05[b]	
		Takeoffs				
	Landing	Straight	Right	Left	Landing	Takeoff
Springfield						
American Int'l College	a	69	a	76	a	a
Armory St. M.S.	a	84	a	65	77	a
Balliet E.S.	a	a	a	81	a	a
Bowles E.S.	a	85	70	80	74	a
Brightwood E.S.	a	81	66	a	73	a
Carew Sch.	a	84	a	a	79	a
Dorman E.S.	a	68	a	86	a	a
Duggan J.H.S.	a	a	a	82	a	a
Freidman M.S.	a	a	a	82	a	a
Glenwood E.S.	a	86	68	65	85	a
Harris Sch.	a	a	a	85	a	a
Holy Cross E.S.	a	a	a	85	a	a
Holy Name Sch.	a	a	a	72	a	a
Homer St. E.S.	a	68	a	79	a	a
Howard St. Sch.	a	75	a	a	65	a
H.S. 1	a	76	a	a	65	a
H.S. 2	a	74	a	66	65	a
H.S. 3	a	75	a	a	65	a
Immaculate Con. E.S.	a	a	a	a	a	a
Jefferson Ave. Sch.	a	86	a	a	82	a
J.H.S.	a	86	a	a	81	a
Kensington Ave. Sch.	a	65	a	71	a	a
Kiley J.H.S.	a	a	a	69	a	a
Lincoln Sch.	a	84	a	a	80	a
Lynch E.S.	a	a	a	70	a	a
Memorial E.S.	a	a	a	82	a	a
Morris E.S.	a	a	a	77	a	a
Myrtle St. E.S.	a	a	a	a	a	a
Our Lady of Mt. Carmel Sch.	a	73	a	a	a	a
Pottenger E.S.	a	84	68	75	75	a
Sacred Heart E.S.	a	a	a	80	a	a
Springfield College	a	67	a	75	a	a
Trade H.S.	a	68	a	83	a	a
Van Sickle J.H.S.	a	84	66	71	76	a
Washington Sch.	a	a	a	75	a	a
White St. Sch.	a	a	a	75	a	a

Table K.1 (Continued)

Facility	Sound exposure level[a] (SEL) (dB)					
	Operations on runway 23[b]				Operations on runway 05[b]	
		Takeoffs				
	Landing	Straight	Right	Left	Landing	Takeoff
West Springfield						
Ashley E.S.	a	66	87	a	a	a
Cowing J.H.S.	a	82	a	a	76	a
Main St. E.S.	a	82	a	a	76	a
Memorial E.S.	a	83	a	a	77	a
Mittineague E.S.	a	77	a	a	68	a
Park Ave. E.S.	a	83	a	a	77	a
St. Thomas E.S.	a	74	a	a	66	a
West Springfield J.H.S.	a	81	a	a	75	a

Table K.2. Areas with DNL noise levels above 65 dB for potential WMDC operations plus current military operations

DNL contour interval	Area within contour		Cumulative area	
	Acres	Sq. mi.	Acres	Sq. mi.
Current operations				
>85	29	0.05	29	0.05
80-85	131	0.20	159	0.25
75-80	369	0.58	528	0.83
70-75	468	0.73	996	1.56
65-70	1,143	1.79	2,140	3.34
Total	2,140	3.34		
With potential commercial and general aviation aircraft operations				
With mitigation as proposed by WMDC				
>85	108	0.17	108	0.17
80-85	431	0.67	539	0.84
75-80	546	0.85	1,085	1.70
70-75	1,067	1.67	2,153	3.36
65-70	2,216	3.46	4,369	6.83
Total	4,369	6.83		
Without mitigation				
>85	192	0.30	221	0.30
80-85	461	0.72	653	1.02
75-80	576	0.90	1,229	1.92
70-75	1,389	2.17	2,618	4.09
65-70	2,701	4.22	5,319	8.31
Total	5,319	8.31		

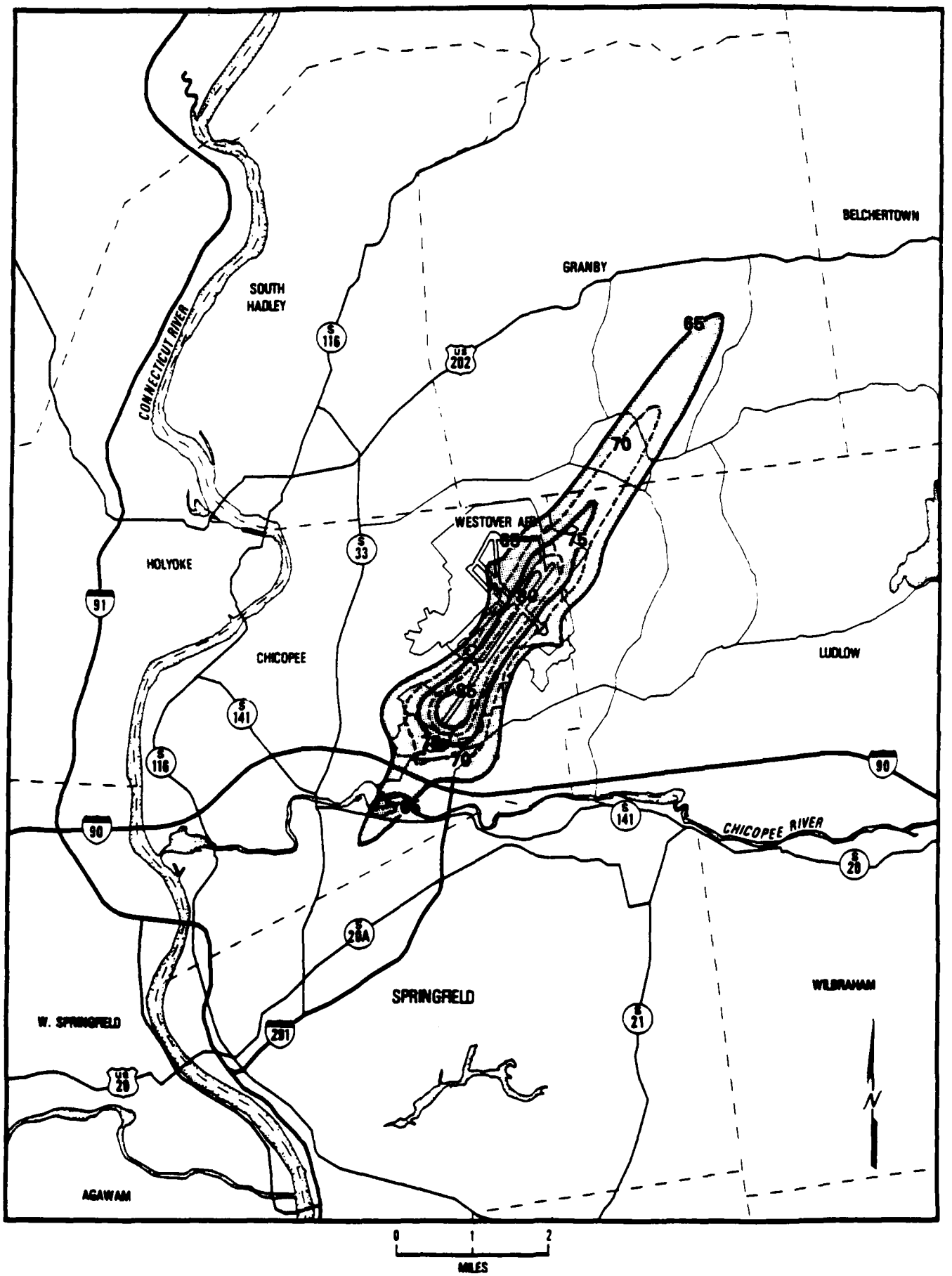


Fig. K.1. DNL contours for potential WMDC operations (with mitigation) with current military operations (C-130s + transients).

K.1.1.3 Equivalent noise levels

Because approximately 46% of the total civil aviation operations and 80% of the air cargo operations were assumed to take place between the hours of 10 p.m. and 7 a.m., and because WMDC has committed in its mitigation plan to limit noise levels during this period to the levels based on projected operations of Stage III aircraft by 1995, the equivalent noise level for this period was also estimated. In calculating DNL levels, a penalty of 10 dB is applied to nighttime operations to account for the increased level of annoyance associated with intrusive noise events occurring at night. A similar weighting was applied in the estimation of equivalent noise levels resulting from nighttime operations. Figure K.2 indicates the 9-hr equivalent noise levels (weighted) that could result from civil aviation operations if the WMDC request for extension of the airfield operating hours is approved and operations are developed in accordance with the mitigation plan. The areas within these contours are summarized in Table K.3. Comparison of the data in Table K.2 for operations with and without mitigation indicates that the proposed mitigation plan would reduce the area exposed to weighted Leq-9 noise levels >65 dB by approximately 32% (from 9.2 to 6.3 sq. mi.).

K.1.2 Population Exposure to Aircraft Noise

The technique described in Sect. D.1.2 was used to estimate the number of residents within the DNL and Leq contours discussed in the preceding sections. The results of these estimates are presented in Tables K.4 and K.5.

Fewer than 100 people are exposed to DNL levels >65 dB by current military and civilian aircraft operations. As indicated in Table K.4, approximately 1,500 persons could be exposed to DNL levels >65 dB if civil aviation operations were developed to the levels indicated in the WMDC Master Plan in accordance with the mitigation plan. Of these, approximately 300 would be exposed to levels above 70 dB. The highest DNL levels in residential areas would be about 73 dB. Comparison with the data for operations with and without mitigation indicates that the proposed mitigation plan would reduce the number of people exposed to DNL levels >65 db by approximately 77% (from about 6,500 to about 1,500).

Population exposure estimates for operations between 10 p.m. and 7 a.m. are presented in Table K.5. An average of approximately 550 persons could be exposed to 9-hr weighted equivalent noise levels >65 dB as a result of nighttime operations. Approximately 130 could be exposed to Leq-9 levels between 70 and 75 dB and approximately 140 could be exposed to levels >75 dB. Comparison of the data for operations with and without mitigation indicates that the proposed mitigation plan would reduce Leq-9 exposures by approximately 95% (from about 10,800 to about 550).

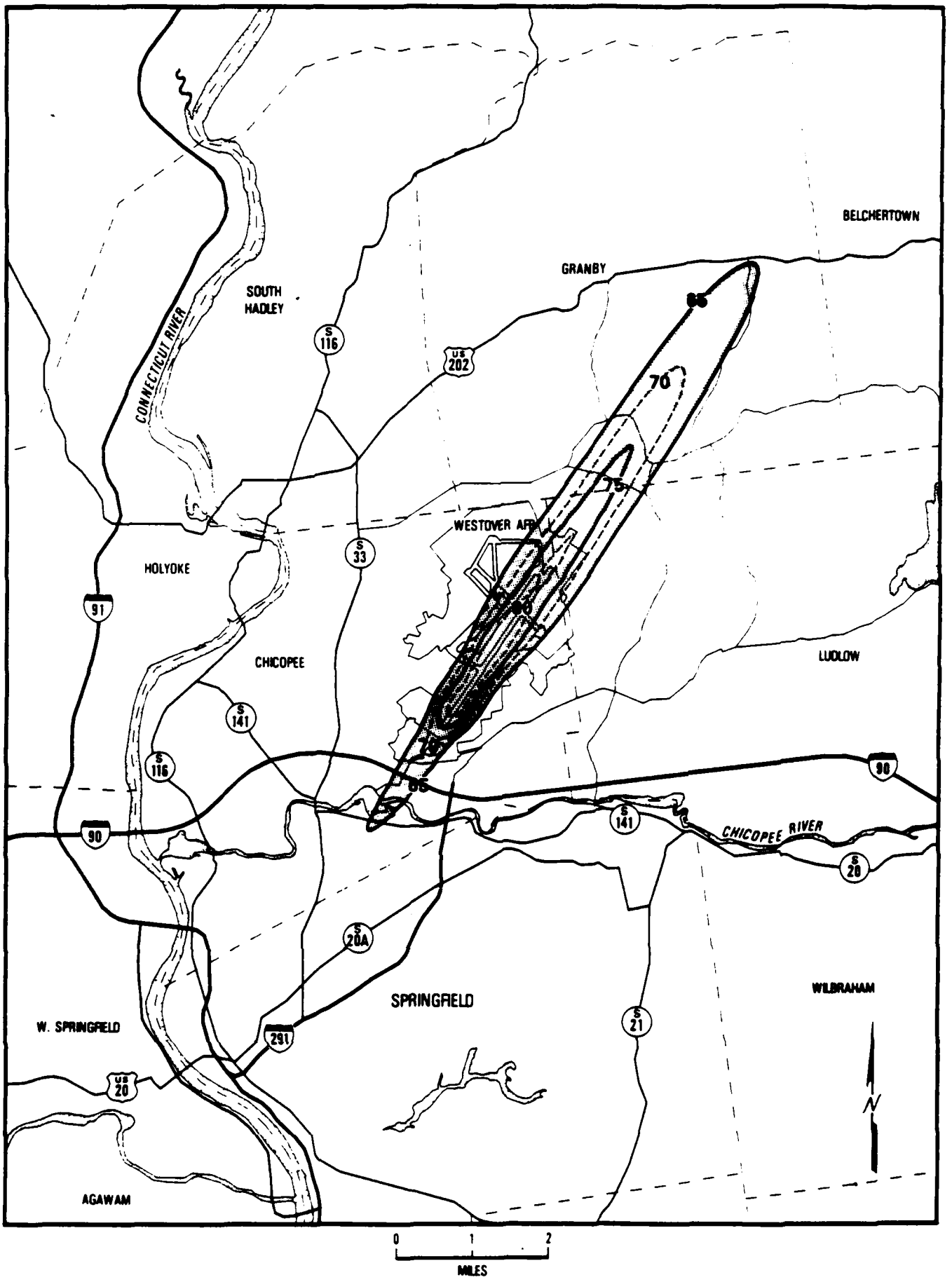


Fig. K.2. Weighted Leq-9 contours for potential WMDC nighttime operations (with mitigation).

Table K.3. Areas with weighted Leq-9 noise levels above 65 dB for potential WMDC operations between 10 p.m. and 7 a.m.

Leq contour interval (weighted)	Area within contour		Cumulative area	
	Acres	Sq. mi.	Acres	Sq. mi.
With mitigation as proposed by WMDC				
>85	0	0.00	0	0.00
80-85	307	0.48	307	0.48
75-80	660	1.03	968	1.51
70-75	996	1.56	1,964	3.07
65-70	2,026	3.17	3,990	6.23
Total	3,990	6.23		
Without mitigation				
>85	18	0.03	18	0.03
80-85	461	0.72	479	0.75
75-80	935	1.46	1,414	2.21
70-75	1,611	2.52	3,025	4.73
65-70	2,873	4.49	5,898	9.22
Total	5,898	9.22		

Table K.4. Population exposure to DNL noise levels above 65 dB for potential WMDC operations plus current military operations

Community	DNL level (dB) 65-70	70-75	75-80	>80	Total
With mitigation as proposed by WMDC					
Chicopee	1,092	68	0	0	1,160
Granby	124	226	0	0	350
Ludlow	0	0	0	0	0
Springfield	0	0	0	0	0
Total	1,216	294	0	0	1,510
% highly annoyed	21	32	46	63	
Number highly annoyed	255	94	0	0	350
Without mitigation					
Chicopee	5,710	250	0	0	5,960
Granby	152	213	0	0	365
Ludlow	109	71	0	0	180
Springfield	10	0	0	0	10
Total	5,981	534	0	0	6,515
% highly annoyed	21	32	46	63	
Number highly annoyed	1,256	171	0	0	1,427

Table K.5. Population exposure to weighted Leq-9 noise levels above 65 dB for potential WMDC operations on runway 05 between 10 p.m. and 7 a.m.

Community	Noise level (dB) 65-70	70-75	75-80	>80	Total
With mitigation as proposed by WMDC					
Chicopee	108	0	0	0	108
Granby	172	134	139	0	445
Ludlow	0	0	0	0	0
Springfield	0	0	0	0	0
Total	280	134	139	0	553
Without mitigation					
Chicopee	6,257	2,750	14	0	9,021
Granby	182	172	147	0	501
Ludlow	116	35	35	0	186
Springfield	1,066	0	0	0	1,066
Total	7,621	2,957	196	0	10,774

K.2 NOISE LEVELS AND POPULATION EXPOSURES FROM PROPOSED AND ALTERNATE MILITARY ACTIONS WITH WMDC OPERATIONS

K.2.1 Predicted Noise Levels

K.2.1.1 Single-event noise levels

Single-event noise levels resulting from operation of military and civilian aircraft would be the same as those indicated in Tables D.1 and K.1.

K.2.1.2 Day-night average noise levels

Implementation of either military action in combination with the development of civil aviation operations to the levels identified in the WMDC Master Plan would result in cumulative increases in DNL levels relative to those resulting from military or WMDC operations alone. DNL contours that could result from development of civil aviation operations in combination with the proposed (16-aircraft) and alternate (8-aircraft) military actions are shown in Figs. K.3 and K.4 respectively, and the areas within the various contour intervals are indicated in Tables K.6 and K.7 respectively.

As indicated in Table K.6, implementation of the proposed (16-aircraft) military action in combination with the development of WMDC operations in accordance with the mitigation plan would increase the area within the 65-dB DNL contour to approximately 11.8 sq. mi. Comparison of the data for operations without mitigation indicates that the proposed mitigation plan would reduce the area exposed to DNL levels >65 dB by approximately 17% (from 14.2 sq. mi. to 11.8 sq. mi.).

If the alternate (8-aircraft) military action is implemented in combination with the development of WMDC civil aviation operations in accordance with the mitigation plan, the area within the 65-dB DNL contour would increase to approximately 8.8 sq. mi. Comparison with the data for operations without mitigation indicates that the proposed mitigation plan would reduce the area exposed to DNL levels >65 dB by approximately 20%.

K.2.1.3 Equivalent noise levels

If either military action were implemented, daytime noise levels would be dominated by the effects of military aircraft operations on those days when training activities occur. This would occur four times per week if the proposed military action were implemented and twice per week if the alternate action were implemented. Because only a few nonmilitary operations would take place during a typical 5-hr training sortie, noise contributions would be insignificant and the Leq-5 contours would be essentially the same as those indicated in Figs. D.3 and D.4.

Because military training operations would not be scheduled for nighttime hours and other military operations would occur only infrequently during these hours, nighttime noise levels would be the same as those resulting from WMDC operations alone (Fig. K.2 and Tables K.3 and K.5). Daytime Leq-15 levels would be approximately the same as indicated in Appendix D.

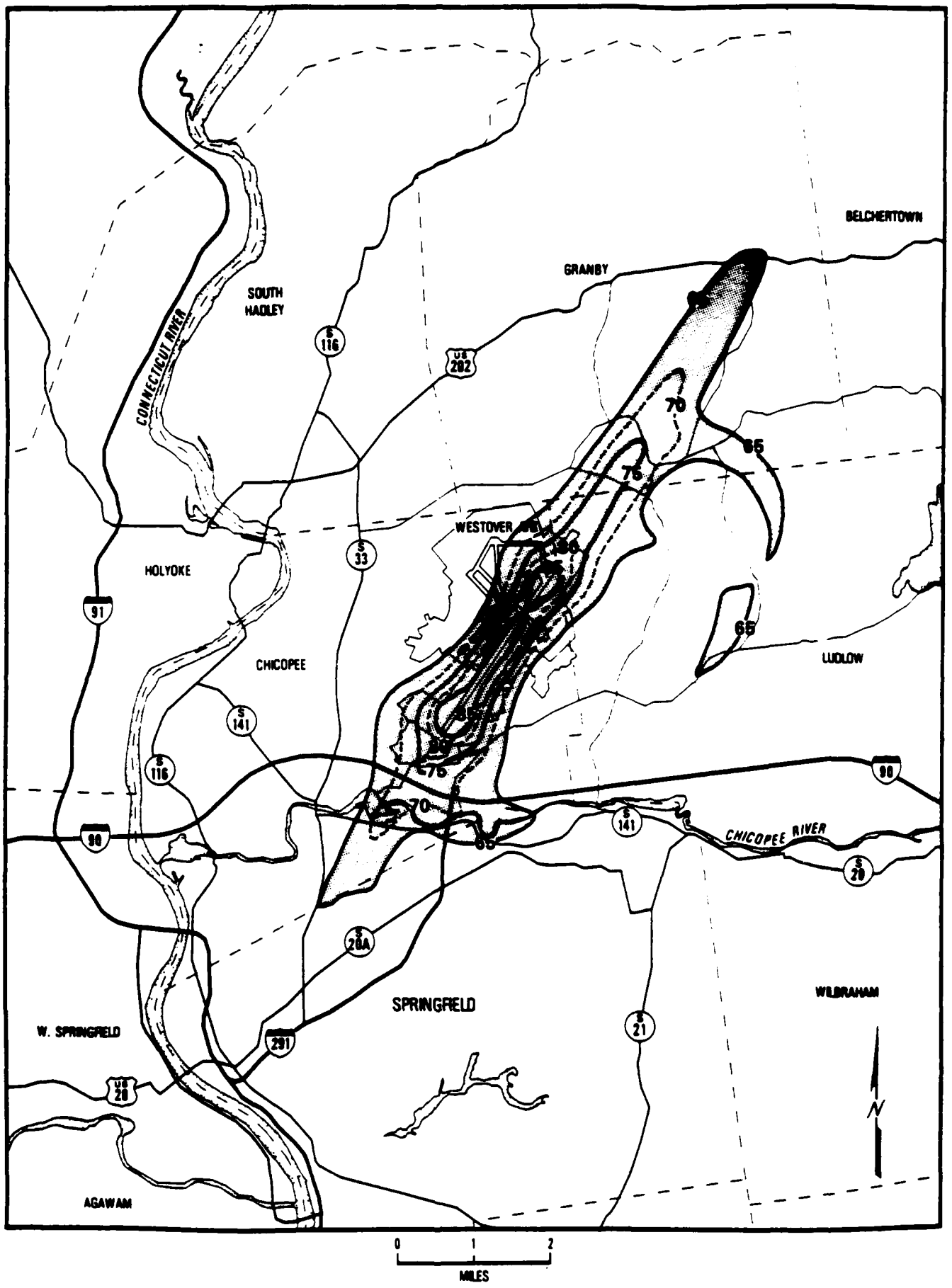


Fig. K.3. Cumulative DNL contours for proposed (16 C-5A) military operations plus potential WMDC operations (with mitigation).

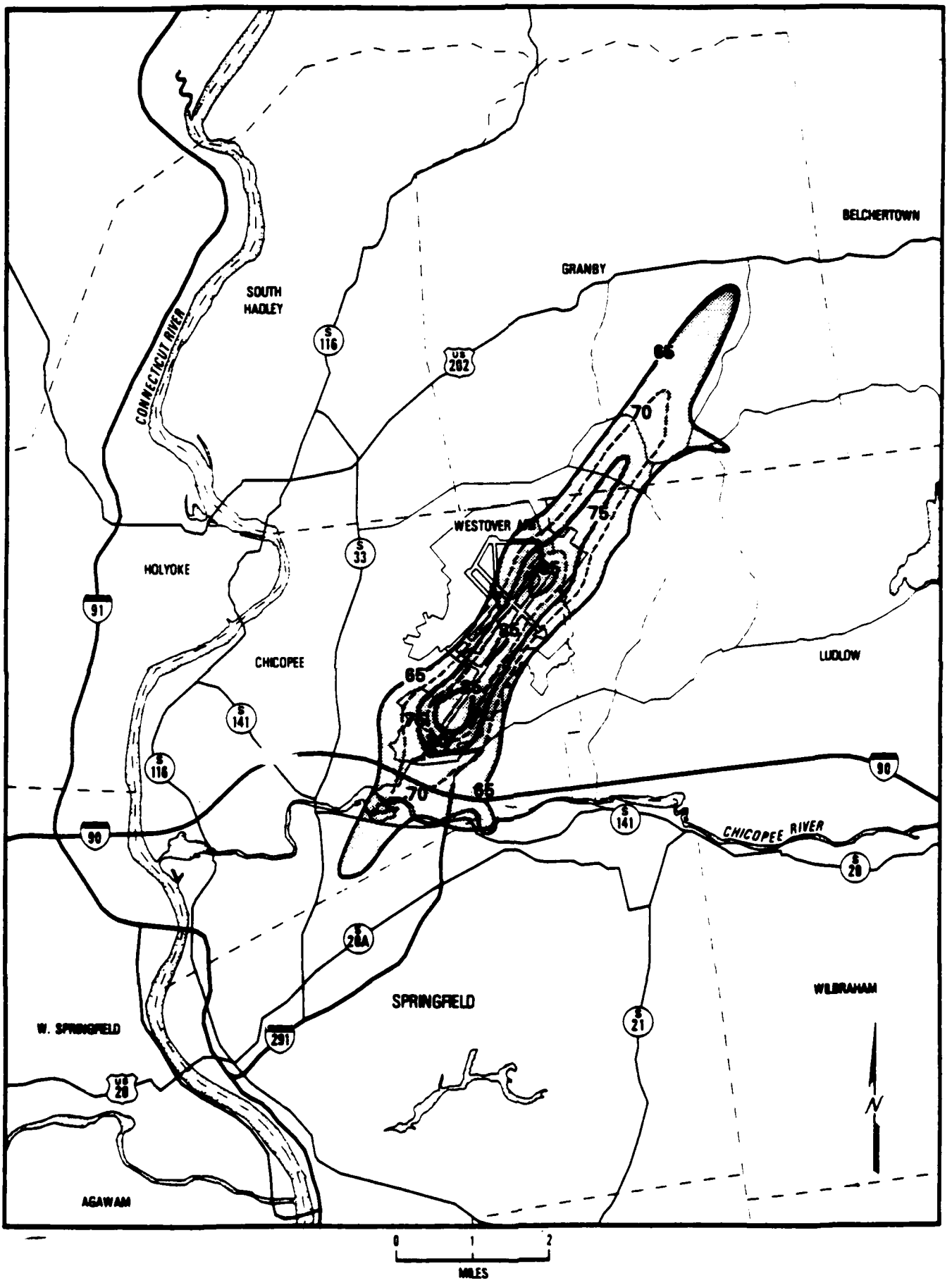


Fig. K.4. Cumulative DNL contours for alternate (8 C-5A) military operations plus potential WMDC operations (with mitigation).

Table K.6. Areas with DNL noise levels above 65 dB for potential WMDC operations in combination with proposed military operations

DNL contour interval	Area within contour		Cumulative area	
	Acres	Sq. mi.	Acres	Sq. mi.
Proposed Air Force mission change (16 C-5A aircraft) in combination with potential WMDC aircraft operations				
With mitigation as proposed by WMDC				
>85	380	0.59	380	0.59
80-85	453	0.71	833	1.30
75-80	876	1.37	1,709	2.67
70-75	1,693	2.65	3,402	5.32
65-70	4,146	6.48	7,548	11.79
Total	7,548	11.79		
Without mitigation				
>85	455	0.71	455	0.71
80-85	484	0.76	939	1.47
75-80	1,004	1.57	1,943	3.04
70-75	2,012	3.14	3,955	6.18
65-70	5,136	8.03	9,091	14.20
Total	9,091	14.20		

Table K.7. Areas with DNL noise levels above 65 dB for potential WMDC operations in combination with alternate military operations

DNL contour interval	Area within contour		Cumulative area	
	Acres	Sq. mi.	Acres	Sq. mi.
Alternate Air Force mission change (8 C-5A aircraft) in combination with potential WMDC operations				
With mitigation as proposed by WMDC				
>85	210	0.33	210	0.33
80-85	495	0.77	706	1.10
75-80	696	1.09	1,402	2.19
70-75	1,334	2.08	2,736	4.27
65-70	2,919	4.56	5,655	8.84
Total	5,655	8.84		
Without mitigation				
>85	330	0.52	330	0.52
80-85	503	0.79	833	1.30
75-80	887	1.39	1,720	2.69
70-75	1,748	2.73	3,468	5.42
65-70	3,613	5.65	7,081	11.06
Total	7,081	11.06		

K.2.2 Population Exposed to Cumulative Noise Effects

The population exposed to cumulative noise impacts was estimated using the techniques described in Sect. D.1.2. Estimated cumulative exposures to DNL levels above 65 dB are indicated in Tables K.8 and K.9 for WMDC operations in combination with the proposed and alternate military actions, respectively. If the proposed (16 C-5A) military action were implemented in combination with development of civil aviation operations, about 5,900 persons would be exposed to DNL levels >65 dB. Of these, approximately 165 would be exposed to levels >75 dB. The highest DNL levels in residential areas would be about 77 dB. Comparison with the data for operations without mitigation indicates that the proposed mitigation plan would reduce population exposure to DNL levels >65 dB by approximately 49% (from about 11,500 persons to about 5,900 persons).

If the alternate (8 C-5A) military action is implemented in combination with the development of civil aviation operations, approximately 3,400 persons would be exposed to DNL levels >65 dB. Of these, about 130 would be exposed to levels >75 dB. Comparison with the data for operation without mitigation indicates that the proposed mitigation plan would reduce population exposure to DNL levels >65 dB by approximately 62% (from about 8,900 persons to about 3,400 persons).

Cumulative population exposures to daytime Leq-15 values would be approximately the same as indicated in Appendix D.

Table K.8. Population exposure to DNL noise levels above 65 dB for potential WMDC operations in combination with proposed military operations

Community	Noise level (dB) 75-70	70-75	75-80	>80	Total
With mitigation as proposed by WMDC					
Chicopee	4,884	417	0	0	5,301
Granby	162	95	165	0	422
Ludlow	151	8	0	0	159
Springfield	0	0	0	0	0
Total	5,197	520	165	0	5,882
% highly annoyed	21	32	46	63	
Number highly annoyed	1,091	166	76	0	1,333
Without mitigation					
Chicopee	6,256	2,505	14	0	8,775
Granby	338	88	151	0	577
Ludlow	399	71	35	0	505
Springfield	1,583	0	0	0	1,583
Total	8,576	2,664	200	0	11,440
% highly annoyed	21	32	46	63	
Number highly annoyed	1,801	853	92	0	2,746

Table K.9. Population exposure to DNL noise levels above 65 dB for potential WMDC operations in combination with alternate military operations

Community	Noise level (dB) 65-70	70-75	75-80	>80	Total
With mitigation as proposed by WMDC					
Chicopee	2,858	86	0	0	2,944
Granby	120	130	124	0	374
Ludlow	50	0	0	0	50
Springfield	0	0	0	0	0
Total	3,028	216	124	0	3,368
% highly annoyed	21	32	46	63	
Number highly annoyed	636	69	57	0	762
Without mitigation					
Chicopee	6,308	1,283	0	0	7,591
Granby	204	170	115	0	489
Ludlow	151	71	35	0	257
Springfield	544	0	0	0	544
Total	7,207	1,524	150	0	8,881
% highly annoyed	21	32	46	63	
Number highly annoyed	1,514	488	69	0	2,071

APPENDIX L

ACOUSTIC DATA FOR MILITARY AIRCRAFT

APPENDIX L

ACOUSTIC DATA FOR MILITARY AIRCRAFT

Detailed acoustic data for military aircraft are provided in a seven volume technical report, Community Noise Exposure Resulting from Aircraft Operations, issued by the Aerospace Medical Research Laboratory, Aerospace Medical Division, Air Force Systems Command. Copies of this report are available from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161. This report is one of a series describing the research program undertaken by the Aerospace Medical Research Laboratory to develop the procedures (NOISEMAP) and data base (NOISEFILE) for predicting community noise exposure resulting from military aircraft operations. It presents the results of field test measurements to define the single-event noise produced on the ground by military fixed-wing aircraft during controlled-level flyovers and ground runups. For flight conditions, data are presented in terms of various acoustic measures over the range 20-25,000 ft minimum slant distance to the aircraft. For ground runups, data are presented as a function of angle and distance to the aircraft. All of the data are normalized to standard acoustic reference conditions of 59°F and 70% relative humidity. Volume 1. Acoustic Data on Military Aircraft, AMRL-TR-73-110, discusses the scope, limitations, and definitions needed to understand and use the subsequent volumes containing the NOISEFILE data for military aircraft. It includes guidance for making airspeed and engine power settings to the flight noise data for other than reference conditions. Worksheets and several examples are also provided in this volume for computing the cumulative noise exposure at a specified location on the ground from multiple flight operations or ground runups. Data on specific aircraft are included in vols. 2 through 6:

Volume 2. Air Force Bomber/Cargo Aircraft Noise Data
Volume 3. Air Force Attack/Fighter Aircraft Noise Data
Volume 4. Air Force Trainer/Fighter Aircraft Noise Data
Volume 5. Air Force Propeller Aircraft Noise Data
Volume 6. Navy Aircraft Noise Data

Volume 7 provides acoustic data on aircraft ground runup noise suppression. Data on the C-5 aircraft are included in vol. 2, and data on the C-130 are included in vol. 5.

Noise measurements used in preparation of the NOISEFILE data were conducted only under the following conditions: (1) no rain or other precipitation; (2) relative humidity not higher than 90% or lower than 30%; (3) ambient temperature at 10 m above the ground not more than 86°F or lower than 41°F; and (4) airbase reported winds not above 10 knots (6 knots for ground runup measurements) and crosswind component not above 5 knots at 10 m above ground.

Level flyovers at various engine power settings were made over relatively flat terrain having no excessive sound absorption characteristics such as might be caused by thick, matted, or tall grass; shrubs; or wooded areas. Cockpit instrument readings of engine/performance parameters are made

during the tests to permit normalization of the acoustic data collected on measurements repeated to increase the sample size for a given test condition.

All noise measurements were conducted using a four microphone array which allows four noise time histories to be recorded during each flyover event. This usually means that only two flyovers are needed at each engine power setting to obtain a sample size sufficient for a 90% confidence interval of 1 to 2 dB in the average sound equivalent level (SEL) values. Each microphone site is located such that no obstructions are present that would significantly affect the sound field within a conical space defined by a half angle of 75° with a line perpendicular to the microphone site. All microphones are positioned 4 ft above the ground and oriented such that grazing incidence is maintained throughout the flyover. Photo-theodolite or radar tracking is used in conjunction with a recorded timing signal to correlate the noise measurements with the instantaneous spatial position of the aircraft during the flyovers.

While the measured flight noise data are acquired under varying field test meteorological and operational conditions, all of the measured and estimated noise levels in this report have been normalized to standard reference acoustic day values of 59°F and 70% relative humidity. As discussed in AMRL-TR-73-107 (by D. E. Bishop and W. J. Galloway, entitled Community Noise Exposure Resulting from Aircraft Operations: Acquisition and Analysis of Aircraft Noise and Performance Data, published at Wright-Patterson AFB, Ohio), this normalization is accomplished by correcting the one-third octave band spectrum at the time of maximum perceived noisiness (PNLM) for the differences in the atmospheric absorption coefficients between the field test and reference temperature and relative humidity values over the field test and reference sound propagation path lengths. In a similar fashion, the ground runup data are also normalized to the same conditions. The time-integrated single-event noise measures (SEL, SELT, and EPNL) for the flight data are also normalized to a reference airspeed to account for the effect of airspeed on the duration of the event. This normalizing airspeed adjustment, in decibels, is obtained by the 10 $\log_{10}$ (field test airspeed/reference airspeed).

The values presented in the data volumes represent the expected average levels assuming meteorological conditions that, over the long term, approximate the standard conditions of 59°F temperature and 70% relative humidity. They are only the expected average levels because the extrapolation procedures used to derive the noise versus distance functions employ analytical models based on average values of atmospheric absorption and excessive attenuation. As such, one cannot measure, on any specific day, either flyover or ground runup noise and expect to get the same levels presented in the data volumes. Variability of such individual samples about the expected average values in the data volumes will be high, with typical standard deviations of 6 to 12 dB or more. However, the average of repetitive measurements of like samples (i.e., same source, same type operating condition, same measurement location) over weeks or months should tend to approximate these expected average values when corrected for nonstandard meteorological and operational conditions.

For example, measurements have been made under the flight track during uncontrolled takeoff and landing operations by the C-5 and C-141 aircraft.

Using three microphones during each event, the average SEL values for a slant distance of 1,000 ft were normalized for airspeed, engine power setting, and weather conditions and then compared with the NOISEFILE values. The results differed from NOISEFILE as follows: (1) C-5 takeoff power SEL for 7 events (19 time histories) = -0.1 dB; (2) C-5 approach power SEL for 13 events (35 time histories) = 0.7 dB.

Because of the strict adherence to standard operating procedures during acquisition and analysis of the measured single-event noise data used in the data volumes, the flight noise values for air-to-ground propagation conditions are believed to be accurate within a standard deviation of plus or minus 1 to 2 dB for slant distances on the order of 10,000 ft. For larger slant distances, the uncertainties in the flight noise data could be plus or minus 5 dB or more because of the nonhomogeneous propagation paths.

The following tables provide:

1. maximum A-weighted sound levels as a function of slant distance for several aircraft,

2. effective perceived noise levels as a function of slant distance for several aircraft,

3. sound exposure levels as a function of slant distance for several aircraft, and

4. sound pressure level spectra as a function of slant distance for C-5A and C-130 aircraft.

Table L.1. Maximum A-weighted sound levels (dBA) at ground level (air-to-ground propagation) in terms of slant distance for several aircraft in use at Westover AFB in several operation modes and related aircraft power levels.[a]

Slant Distance (ft)	Aircraft type:	C-130		C-5A				
	Operation mode:	T/O	App	T/O	App	Cru	Int	Traf
	Power level[b]:	970	580	4	2.99	2.48	3.38	3.07
200		100.2	99.1	125.5	121.6	118	126.2	124.7
250		98	96.9	122.8	119.3	115.7	123.5	122.1
315		95.9	94.7	120.1	117	113.4	120.7	119.5
400		93.7	92.5	117.3	114.6	111.1	118	116.8
500		91.5	90.2	114.5	112.2	108.6	115.3	114.1
630		89.2	87.9	111.8	109.7	106.2	112.5	111.5
800		86.9	85.5	109	107.2	103.6	109.8	108.7
1000		84.6	83	106.1	104.5	100.9	107	106
1250		82.2	80.5	103.2	101.7	98.2	104.1	103.1
1600		79.7	77.9	100.1	98.7	95.3	101	100
2000		77.2	75.2	96.8	95.5	92.2	97.7	96.7
2500		74.6	72.4	93.2	92.1	88.9	94.1	93.2
3150		71.9	69.5	89.4	88.3	85.4	90.2	89.3
4000		69.2	66.4	85.2	84.2	81.5	85.7	85
5000		66.3	63.3	80.6	79.5	77.3	80.8	80.1
6300		63.3	60	75.5	74.3	72.5	75.1	74.6
8000		60.1	56.6	70	68.4	67.2	68.7	68.3
10000		56.9	53.1	64.3	61.8	61.1	61.5	61.2
12500		53.6	49.5	58.5	54.6	54.3	54.2	53.5
16000		50.2	45.8	53.1	47.6	46.9	48.1	46.2
20000		46.9	42.1	48.1	41.7	39.6	43.4	40.4
25000		43.5	38.3	43.4	36.9	33.5	39.1	35.6

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.1. (Continued)[a]

Slant Distance (ft)	Aircraft type:	B-52G				B-52B			
	Operation mode:	T/O	Cru	App	T/O/W	T/O	Cru	App	T/O/W
	Power level[b]:	94	83.5	86	94	94	83.5	86	94
200		130.7	115.1	116.9	129.8	130.2	114.5	116.3	129.3
250		128.5	112.9	114.7	127.7	127.9	112.3	114.1	127.1
315		126.3	110.6	112.4	125.5	125.7	110	111.8	124.9
400		124	108.3	110.1	123.3	123.4	107.7	109.5	122.7
500		121.6	105.9	107.8	121	121	105.3	107.2	120.4
630		119.2	103.5	105.4	118.7	118.6	102.9	104.8	118.1
800		116.8	101	103	116.3	116.2	100.4	102.4	115.7
1000		114.2	98.4	100.5	113.9	113.7	97.4	99.9	113.3
1250		111.6	95.8	98	111.4	111.1	95.2	97.4	110.8
1600		109	93	95.3	108.8	108.4	92.4	94.7	108.2
2000		106.2	90.2	92.6	106.2	105.6	89.6	92	105.6
2500		103.3	87.2	89.8	103.4	102.7	86.6	89.2	102.8
3150		100.3	84.1	86.9	100.5	99.7	83.5	86.3	99.9
4000		97 2	80.9	83.8	97.5	96.6	80.3	83.2	96.9
5000		93.9	77.6	80.7	94.4	93.3	76.9	80	93.8
6300		90.4	74	77.3	91.1	89.8	73.4	76.7	90.5
8000		86.8	70.4	73.8	87.6	86.2	69.8	73.2	87
10000		83	66.5	70.2	83.9	82.4	65.9	69.6	83.3
12500		79.9	62.5	66.3	80	78.3	61.9	65.7	79.3
16000		74.6	58.3	62.3	75.8	74.1	57.7	61.7	75.2
20000		70.1	53.8	58.1	71.4	69.5	53.2	57.4	70.8
25000		65.3	49.1	53.6	66.7	64.7	48.5	53	66.1

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.1. (Continued)[a]

Slant Distance (ft)	Aircraft type:	KC-135R				FB-111			
	Operation mode:	MaxT	Int	Traf	App	AftB	T/O	App	Int
	Power level[b]:	89.6	80.3	70.5	66.5	100	100	81	86
200		102.8	100.9	98.9	99.2	133.7	119	102.9	108
250		100.6	98.8	96.8	97.1	130.8	116.7	100.8	105.9
315		98.5	96.6	94.6	94.9	127.7	114.3	98.6	103.6
400		96.3	94.4	92.4	92.7	124.6	112	96.4	101.4
500		94.1	92.2	90.2	90.5	121.4	109.6	94.2	99
630		91.8	89.9	87.9	88.2	118.4	107.2	91.9	96.7
800		89.5	87.6	85.6	85.8	115.5	104.7	89.6	94.2
1000		87.2	85.2	83.3	83.4	112.7	102.3	87.3	91.7
1250		84.8	82.8	80.9	81	110	99.7	84.9	89.1
1600		82.3	80.3	78.4	78.5	107.3	97.1	82.4	86.4
2000		79.8	77.8	75.8	75.8	104.6	94.4	79.9	83.6
2500		77.3	75.1	73.1	73.1	101.8	91.6	77.3	80.6
3150		74.6	72.4	70.4	70.3	98.9	88.7	74.6	77.6
4000		71.8	69.5	67.5	67.4	96	85.73	71.8	74.4
5000		68.9	66.5	64.4	64.4	93	82.6	68.9	71.1
6300		65.8	63.3	61.2	61.1	89.8	79.3	65.9	67.6
8000		62.6	59.9	57.8	57.8	86.4	75.9	62.7	64
10000		59.1	56.2	54.2	54.2	82.9	72.2	59.3	60.1
12500		55.3	52.3	50.3	50.4	79.2	68.4	55.7	56.3
16000		51.3	48.1	46.2	46.3	75.4	64.4	52	51.7
20000		47	43.6	41.8	42.1	71.2	60.1	48	47.1
25000		42.3	38.8	37.2	37.6	66.9	55.5	43.8	42.3

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.2. Effective perceived noise levels (dBA) at ground level (air-to-ground propagation) in terms of slant distance for several aircraft in use at Westover AFB in several operation modes and related aircraft power levels.[a]

Slant Distance (ft)	Aircraft type:	C-130		C-5A				
	Operation mode:	T/O	App	T/O	App	Cru	Int	Traf
	Power level[b]:	970	580	4	2.99	2.48	3.38	3.07
200		108.9	106.3	132.7	126.7	124	131.5	128.9
250		107.3	104.7	130.6	125	122.3	129.7	127.1
315		105.8	103	128.6	123.2	120.5	127.87	125.3
400		104.2	101.2	126.6	121.4	118.6	125.9	123.4
500		102.5	99.4	124.5	119.5	116.6	123.8	121.3
630		100.8	97.5	122.4	117.5	114.4	121.7	119.2
800		99.1	95.4	120.1	115.3	112.1	119.4	116.9
1000		97.3	93.2	117.6	113	109.7	116.9	114.5
1250		95.4	91	115.1	110.6	107	114.3	111.9
1600		93.5	88.6	112.3	108	104.4	111.6	109.1
2000		91.5	86.1	109.3	105.2	101.7	108.6	106.2
2500		89.5	83.4	106	102.1	98.7	105.4	103
3150		87.2	80.8	102.7	98.7	95.5	101.9	99.4
4000		84.7	78.1	98.4	94.5	91.2	97.2	94.9
5000		82.1	75.4	93.7	89.7	86.5	92.1	89.8
6300		79.5	72.6	88.6	84.4	81.4	86.4	84.3
8000		76.8	69.6	83	78.5	75.8	80.1	78
10000		73.9	66.5	76.8	71.9	69.5	73.1	71
12500		71	63	70.9	65.1	63.4	66.1	63.9
16000		67.9	59.5	66.5	58	56.2	59.7	55.8
20000		64.6	55.6	61.8	52.9	48.7	55	50.3
25000		61.5	51.1	56.6	47.2	42.4	49.9	43.8

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.2. (Continued)[a]

Slant Distance (ft)	Aircraft type:	B-52G				B-52B			
	Operation mode:	T/O	Cru	App	T/O/W	T/O	Cru	App	T/O/W
	Power level[b]:	94	83.5	86	94	94	83.5	86	94
200		136.6	121.3	124.9	136.8	135.8	120.3	125	136.3
250		134.9	119.7	123.3	135.2	134.1	118.6	123.3	134.6
315		133.2	118	121.6	133.5	132.4	116.9	121.6	132.9
400		131.4	116.2	119.8	131.8	130.6	115.1	119.9	131.2
500		129.5	114.3	117.9	129.9	128.7	113.2	118	129.3
630		127.6	112.3	116	128	126.7	111.2	116.1	127.4
800		125.5	110.2	113.9	126	124.6	109.1	114	125.4
1000		123.2	108	111.7	123.9	122.4	106.9	111.8	123.3
1250		120.8	105.6	109.4	121.7	120	104.5	109.5	121.1
1600		118.3	103	106.9	119.3	117.5	101.9	106.9	118.7
2000		115.6	100.2	104.2	117	114.8	99.2	104.3	116.3
2500		112.8	97.4	101.5	114.6	112	96.3	101.5	114
3150		109.9	94.3	98.9	112.2	109.1	93.2	98.9	111.5
4000		107	90.7	96	109.4	106.2	89.6	96.1	108.8
5000		104	87.5	93	106.5	103.2	86.4	93.1	105.9
6300		100.9	84.2	89.9	103.5	100.1	83.1	89.9	102.8
8000		97.6	80.8	86.5	100.2	96.8	79.7	86.6	99.6
10000		94.2	77.2	83	96.9	93.4	76.1	83.1	96.2
12500		90.8	73.6	79.6	93.6	90	72.4	79.7	93
16000		87	69.7	75.8	90.2	86.2	68.6	75.9	89.5
20000		83.1	65.6	71.9	86.3	82.2	64.5	71.9	85.6
25000		78.7	61.2	68	82	77.9	59.9	68	81.4

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.2. (Continued)[a]

Slant Distance (ft)	Aircraft type:	KC-135R				FB-111			
	Operation mode:	MaxT	Int	Traf	App	AftB	T/O	App	Int
	Power level[b]:	89.6	80.3	70.5	66.5	100	100	81	86
200		108.2	106.6	103.7	106.8	137.3	124.7	112.1	112.4
250		106.5	104.9	102.1	105.1	135.1	122.9	110.4	110.7
315		104.8	103.1	100.3	103.4	132.6	121.1	108.7	109
400		103	101.3	98.5	101.7	130	119.2	106.9	107.1
500		101.2	99.4	96.6	99.8	127.6	117.3	105.1	105.2
630		99.2	97.4	94.6	97.9	125.2	115.2	103.1	103.1
800		97.1	95.3	92.5	95.8	122.7	113	101	101
1000		95	93.3	90.5	93.6	120	110.7	98.9	98.8
1250		93	91.2	88.4	91.2	117.4	108.3	96.9	96.4
1600		90.9	89	86.2	88.6	114.9	106	94.8	93.8
2000		88.7	86.7	84	86.2	112.5	103.7	92.7	91.1
2500		86.4	84.3	81.7	83.8	110	101.3	90.4	88.2
3150		84	81.8	79.2	81.4	107.5	98.9	88.1	85.6
4000		81.4	79.9	76.5	78.6	104.7	96.2	85.3	82.8
5000		78.6	75.9	73.5	75.8	101.8	93.3	82.5	79.9
6300		75.8	72.9	70.5	72.7	98.8	90.3	79.5	76.8
8000		72.8	69.7	67.2	69.6	95.7	87.2	76.4	73.6
10000		69.5	66.3	63.6	66.1	92.4	83.8	73	70.1
12500		66.2	62.8	60.1	62.6	89.5	80.4	69.8	66.4
16000		62.6	59	56.3	58.9	86.4	76.7	66.4	62.3
20000		58.5	54.9	51.8	54.8	83	72.6	62.7	57.9
25000		54	50	46.7	49.9	79.3	68.5	58.8	53.1

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.3. Sound exposure levels (dBA) at ground level (air-to-ground propagation) in terms of slant distance for several aircraft in use at Westover AFB in several operation modes and related aircraft power levels.[a]

Slant Distance (ft)	Aircraft type:	C-130		C-5A						
	Operation mode:	T/O	App	T/O	T/O	App	App	Cru	Int	Traf
	Power level[b]:	970	580	4	4.58	2.99	2.4	2.48	3.38	3.07
200		102.7	101	127.3	129	122.2	121.4	118.2	126.2	124.3
250		101.2	99.4	125.2	127.2	120.2	119.7	116.5	124.1	122.3
315		99.7	97.8	123.1	125.4	118.8	118	114.8	122	120.2
400		98.1	96.2	120.9	123.6	117	116.3	113	119.8	118.2
500		96.5	94.5	118.7	121.7	115.2	114.5	111.2	117.7	116.1
630		94.8	92.8	116.5	119.7	113.3	112.7	109.3	115.6	114
800		93.1	91	114.3	117.6	111.3	110.8	107.4	113.4	111.9
1000		91.4	89.1	112.1	115.4	109.2	108.7	105.3	111.2	109.7
1250		89.6	87.2	109.8	113.1	107	106.6	103.2	108.9	107.4
1600		87.7	85.2	107.3	110.6	104.7	104.3	100.8	106.4	105
2000		85.8	83	104.6	107.8	102.1	101.8	98.4	103.7	102.3
2500		83.8	80.8	101.6	104.9	99.2	99.1	95.7	100.7	99.3
3150		81.7	78.5	98.4	101.5	96.1	96.1	92.8	97.4	96
4000		79.6	76.1	94.8	97.8	92.5	92.8	89.5	93.6	92.3
5000		77.3	73.6	90.8	93.7	88.5	89.1	85.9	89.2	88.1
6300		74.9	70.9	86.3	89	83.9	84.9	81.7	84.1	83.2
8000		72.3	68.1	81.4	83.9	78.5	80.1	77	78.3	77.5
10000		69.7	65.2	76.2	78.6	72.5	74.8	71.5	71.7	71
12500		67	62.2	71.1	73.4	65.9	68.9	65.3	65.1	63.9
16000		64.2	59.1	66.3	68.8	59.5	62.9	58.4	59.5	57.2
20000		61.5	56	61.9	64.6	54.2	57.5	51.8	55.4	51.9
25000		58.7	52.8	57.8	60.8	50	52.9	46.3	51.7	47.7

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.3. (Continued)[a]

Slant Distance (ft)	Aircraft type:	B-52G				B-52B			
	Operation mode:	T/O	Cru	App	T/O/W	T/O	Cru	App	T/O/W
	Power level[b]:	94	83.5	86	94	94	83.5	86	94
200		132.7	116.4	119.8	133.2	132	115.3	119.9	132.7
250		131.1	114.8	118.2	131.7	130.4	113.6	118.3	131.1
315		129.5	113.1	116.5	130.1	128.7	112	116.6	129.5
400		127.8	111.4	114.8	128.5	127	110.2	114.9	127.9
500		126	109.6	113.1	126.8	125.3	108.5	113.2	126.2
630		124.2	107.8	111.3	125.1	123.5	106.7	111.4	124.5
800		122.4	105.9	109.5	123.3	121.6	104.8	109.6	122.7
1000		120.4	103.9	107.6	121.5	119.7	102.8	107.7	120.9
1250		118.4	101.9	105.7	119.6	117.7	100.8	105.7	119
1600		116.4	99.7	103.6	117.6	115.6	98.6	103.7	117
2000		114.2	97.5	101.5	115.6	113.5	96.4	101.6	115
2500		111.9	95.1	99.3	113.4	111.2	94	99.4	112.8
3150		109.5	92.6	97	111.1	108.8	91.5	97.1	110.5
4000		107	90	94.5	108.7	106.2	88.9	94.6	108.1
5000		104.3	87.2	92	106.2	103.5	86.1	92	105.6
6300		101.4	84.3	89.2	103.5	100.7	83.2	89.3	102.9
8000		94.4	81.3	86.3	100.6	97.6	80.1	86.4	100
10000		95.2	78	83.3	97.5	94.4	76.9	83.4	96.9
12500		91.7	74.6	80	94.2	91	73.5	80.1	93.5
16000		88	71	76.6	90.6	87.3	69.8	76.7	90
20000		84.1	67.1	73	86.8	83.4	66	73	86.1
25000		79.9	63	69.1	82.7	79.2	61.8	69.2	82.1

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.3. (Continued)[a]

Slant Distance (ft)	Aircraft type:	KC-135R				FB-111			
	Operation mode:	MaxT	Int	Traf	App	AftB	T/O	App	Int
	Power level[b]:	89.6	80.3	70.5	66.5	100	100	81	86
200		103.7	102	99.4	102.4	132.9	120.6	106	108.2
250		102.1	100.5	97.8	100.9	130.6	118.9	104.5	106.6
315		100.6	98.9	96.3	99.3	128.1	117.1	102.9	104.9
400		99	97.3	94.7	97.7	125.6	115.4	101.3	103.3
500		97.4	95.7	93.1	96.1	123	113.6	99.7	101.6
630		95.7	94	91.4	94.4	120.6	111.8	98.1	99.8
800		94	92.3	89.7	92.6	118.3	110	96.4	97.9
1000		92.3	90.5	87.9	90.9	116.1	108.1	94.6	96
1250		90.5	88.7	86.1	89	114	106.2	92.8	94
1600		88.7	86.8	84.2	87.1	111.9	104.1	90.9	91.9
2000		86.7	84.8	82.3	85.1	109.8	102	89	89.7
2500		84.8	82.8	80.2	83	107.6	99.9	87	87.4
3150		82.7	80.7	78	80.8	105.3	97.6	84.9	84.9
4000		80.5	78.4	75.7	78.4	103	95.1	82.7	82.4
5000		78.2	76	73.3	76	100.6	92.6	80.4	79.6
6300		75.7	73.4	70.7	73.4	98	89.9	78	76.8
8000		73.1	70.6	67.9	70.6	95.2	87.1	75.4	73.7
10000		70.2	67.5	64.8	67.6	92.3	84.1	72.6	70.5
12500		67.1	64.2	61.6	64.4	89.2	80.9	69.7	67
16000		63.6	60.6	58.1	60.9	86	77.4	66.5	63.2
20000		59.9	56.7	54.3	57.3	82.4	73.7	63.1	59.2
25000		55.8	52.5	50.3	53.4	78.7	69.7	59.5	55

[a]Definition: T/O, Takeoff; App, Approach; Cru, Cruise; Int, Intermediate; Traf, Traffic pattern; T/O/W, Takeoff with water injection; AftB, Afterburner; MaxT, Maximum rated thrust.

[b]The power levels of each aircraft are expressed as a function of the following engine operating factors, which are considered typical for the operating modes indicated: C-130, turbine intake temperature (^{o}F); C-5A, exhaust pressure ratio; B-52, percent of maximum engine RPM; KC-135, percent of maximum engine RPM; FB-111, percent of maximum engine RPM.

Table L.4. Values of the sound pressure level spectra (dB) as a function of slant distance (air-to-ground propagation) for C-5As and several versions of C-130s.

The tables that follow provide this information for various operation modes and aircraft power levels.

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6

AIRCRAFT: C-5A

OPERATION:
TAKEOFF POWER
4.0 EPR 80 % NC
89 % NF
AIRSPEED = 185 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

IDENTIFICATION:
A/C CODE: 822
OPS CODE: 183
PROFILE VER: A
27 JAN 76
PAGE M1

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	89	87	88	95	98	98	93	94	98	96	97	98	100	108	109	117	116	108	112	115	108	109	114	123
250	87	85	86	93	96	95	91	92	96	94	95	96	98	106	107	115	114	106	110	112	106	106	111	120
315	85	83	84	91	94	93	89	90	94	92	93	94	96	104	105	113	112	104	108	110	103	103	108	116
400	83	81	82	89	92	91	87	88	92	90	91	92	94	102	103	110	110	101	105	107	100	100	104	111
500	81	79	80	87	90	89	85	86	90	88	89	90	92	99	100	108	107	99	103	104	97	97	100	106
630	79	77	78	85	88	87	83	84	88	86	87	88	89	97	98	106	105	96	100	101	94	93	95	100
800	77	75	76	83	86	85	80	82	86	84	85	85	87	95	96	103	102	93	97	97	90	89	90	93
1000	75	73	74	81	84	83	78	80	84	81	82	83	85	93	93	101	100	91	93	94<	86	84	83	85
1250	73	71	72	79	82	81	76	78	82	79	80	81	83	90	91	98	97	87	90	90	82	78	76	75
1600	71	69	70	77	80	79	74	76	80	77	78	79	80	88	88	95	94	84	86	85	76	71	67	63
2000	69	67	68	75	78	77	72	74	77	75	76	76	78	85	85	92	90	80	81	79	70	64	57	49
2500	67	65	66	73	76	75	70	71	75	72	73	74	75	82	82	89	87	76	76	73	63	54	44	31
3150	65	63	64	70	74	73	68	69	73	70	71	71	72	79	79	85	82	71	70	65	54	43	29	9
4000	63	61	62	68	71	71	65	67	70	67	68	68	69	76	75	81	78	65	63	56	44	29	10	
5000	61	58	60	66	69	68	63	64	68	65	65	65	66	72	71	76	72	59	55	46	32	13		
6300	58	56	58	64	67	66	61	62	65	62	62	62	62	68	66	71	66	51	45	33	17			
8000	56	54	56	62	65	64	58	59	62	59	59	58	58	63	61	64	58	41	33	17				
10080	54	52	53	59	62	61	55	56	59	56	55	54	53	58	55	57	49	30	19					
12500	52	50	51	57	60	58	53	53	56	52	51	49	48	52	48	48	38	17	1					
16000	50	47	49	54	57	55	50	50	52	48	46	44	42	44	39	37	25							
20000	47	45	46	52	54	52	46	46	48	43	41	38	34	35	28	24	9							
25000	45	42	43	49	51	49	43	42	44	38	35	31	25	25	16	8								

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 4

< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6

AIRCRAFT:
C-5A

OPERATION:
CRUISE POWER
2.48 EPR 68 X NC
86 X NF
AIRSPEED = 250 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

IDENTIFICATION:
A/C CODE: 022
OPS CODE: 104
PROFILE VER: A
27 JAN 76
PAGE N2

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	75	76	77	82	88	88	81	83	89	85	87	88	98	102	114	106	103	109	105	107	101	100	102	100
250	73	74	75	80	86	86	79	81	87	83	85	86	95	100	112	104	101	106	103	104	99	98	99	104
315	71	72	73	78	84	84	77	79	85	81	83	83	93	97	109	102	99	104	100	102	96	95	96	100
400	69	70	71	76	82	82	75	77	87	79	81	81	91	95	107	99	96	102	98	99	93	91	92	95
500	67	68	69	74	80	80	73	75	80	77	79	79	89	93	105	97	94	99	95	96	90	88	88	90
630	65	66	67	72	78	78	71	73	78	75	77	77	87	91	103	95	91	97	92	93	87	84	83	84
800	63	64	65	70	76	76	69	71	76	73	74	75	85	89	100	92	89	94	89	90	83	80	78	77
1000	61	62	63	68	74	74	67	69	74	71	72	73	83	86	98<	90	86	91	86	86	79	75	71	69
1250	59	60	61	66	72	72	65	67	72	69	70	70	80	84	95	87	83	88	83	82	75	69	64	59
1600	57	58	59	64	70	70	62	65	70	66	68	68	78	81	93	84	80	84	79	77	69	62	55	47
2000	55	56	57	62	68	68	60	63	68	64	65	66	75	79	90	81	77	80	74	71	63	54	45	32
2500	53	54	55	59	66	65	58	60	65	62	63	63	72	76	87	78	73	76	69	65	56	45	32	14
3150	51	52	53	57	63	63	56	58	63	59	60	60	70	73	83	74	69	71	63	57	47	33	16	
4000	49	50	51	55	61	61	54	56	61	57	58	58	67	69	80	70	64	65	56	48	37	20		
5000	47	48	49	53	59	59	51	53	58	54	55	55	63	66	76	65	58	59	47	37	24	3		
6300	44	45	47	51	57	56	49	51	55	51	52	51	59	62	71	59	52	51	37	24	9			
8000	42	43	44	49	55	54	46	48	53	48	48	47	55	57	65	53	44	41	25	8				
10000	40	41	42	46	52	51	44	45	50	45	45	43	51	51	59	45	35	30	11					
12500	38	39	40	44	50	49	41	42	46	41	41	39	45	45	52	36	24	16						
16000	36	36	37	41	47	46	38	39	43	37	36	33	39	38	43	25	11							
20000	33	34	35	39	44	43	34	35	39	32	31	27	31	29	32	12								
25000	31	31	32	36	41	40	31	31	34	27	24	20	23	18	19									

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 4

< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB) *

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6

AIRCRAFT: C-5A

OPERATION:
APPROACH POWER
2.99 EPR 68 % NC
83 % NF
AIRSPEED = 150 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

IDENTIFICATION:
A/C CODE: 022
OPS CODE: 105
PROFILE VER: A
27 JAN 76
PAGE H3

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	84	82	80	85	92	94	86	87	91	87	89	91	96	101	112	118	107	107	112	106	104	104	106	112
250	82	80	78	83	90	92	84	85	89	85	87	89	94	99	109	115	105	105	109	104	101	101	103	108
315	80	78	76	81	88	90	82	83	87	83	85	86	92	97	107	113	102	103	107	101	99	98	99	104
400	78	76	74	78	86	88	80	80	85	81	83	84	90	95	105	111	100	100	104	98	96	95	96	99
500	76	74	72	76	84	86	78	78	83	79	81	82	88	93	103	109	98	98	102	95	93	91	92	94
630	74	72	70	74	82	84	76	76	81	77	79	80	86	90	101	106	95	95	99	92	89	87	87	88
800	72	70	68	72	80	82	74	74	79	75	76	78	84	88	98	104	93	93	96	89	86	83	81	81
1000	70	68	65	70	78	80	72	72	77	72	74	76	81	86	96	101<	90	90	93	85	82	78	75	73
1250	68	66	63	68	76	78	70	70	75	70	72	74	79	83	93	99	87	86	89	81	77	72	67	63
1600	66	64	61	66	74	76	68	68	72	68	70	71	76	81	91	96	84	83	85	76	71	66	59	58
2000	64	62	59	64	72	73	65	66	70	66	67	69	74	78	88	93	80	79	80	70	65	58	48	36
2500	62	60	57	62	70	71	63	64	68	63	65	66	71	75	85	89	77	75	75	64	58	48	35	18
3150	60	58	55	60	68	69	61	61	66	61	62	63	68	72	81	86	72	70	69	56	49	37	19	
4000	58	56	53	58	65	67	59	59	63	58	60	61	65	69	78	81	68	64	62	47	39	23		
5000	56	54	51	56	63	65	56	57	61	56	57	58	62	65	73	76	62	57	54	36	26	6		
6300	54	52	49	54	61	62	54	54	58	53	54	54	58	61	69	71	55	49	44	23	11			
8000	52	50	47	51	59	60	52	51	55	50	50	50	54	56	63	64	48	40	31	6				
10000	50	47	44	49	56	57	49	49	52	46	47	46	49	51	57	57	39	28	17					
12500	47	45	42	47	54	55	46	45	49	43	43	42	44	44	49	48	27	14						
16000	45	43	40	44	51	52	43	42	45	39	38	36	37	37	40	37	14							
20000	43	40	37	41	48	49	40	38	41	34	32	30	30	28	30	24								
25000	40	38	34	39	45	45	36	34	36	28	26	22	21	17	17	7								

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 4

< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION: OMEGA 6.6

AIRCRAFT: C-5A

OPERATION: INTERMEDIATE POWER
3.38 EPR 75 % NC
86 % NF
AIRSPEED = 130 KNOTS

METEOROLOGY: TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

A/C CODE: 022
OPS CODE: 106
PROFILE VER: A
27 JAN 76
PAGE M4

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																								
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	89	88	87	89	96	97	90	88	95	89	91	93	94	103	102	121	116	105	114	109	111	111	115	123
250	87	86	85	87	94	95	88	86	93	87	89	91	92	101	100	119	100	103	112	106	109	108	112	120
315	85	84	83	85	92	93	86	84	91	85	87	88	90	98	97	117	106	101	109	104	106	105	109	116
400	83	82	81	83	90	91	84	82	88	83	85	86	87	96	95	115	104	98	107	101	103	102	105	111
500	81	80	79	81	88	89	82	80	86	81	83	84	85	94	93	112	101	96	104	98	100	98	101	105
630	79	78	77	79	86	86	80	78	84	79	81	82	83	92	91	110	99	93	101	95	97	94	96	99
800	77	76	75	76	84	84	78	76	82	76	79	80	81	90	88	108	96	90	98	91	93	90	90	92
1000	75	74	73	74	82	82	75	74	80	74	76	78	79	87	86	105<	93	87	95	87	89	85	83	83
1250	73	72	71	72	79	80	73	72	78	72	74	75	76	85	83	102	90	84	91	83	84	79	75	72
1600	71	70	69	70	77	78	71	69	76	70	72	73	74	82	81	99	87	80	87	78	78	72	66	60
2000	69	68	67	68	75	76	69	67	74	68	69	71	71	79	78	96	84	76	82	72	72	63	55	44
2500	67	66	65	66	73	74	67	65	71	65	67	68	68	77	74	93	80	72	77	65	64	53	41	25
3150	65	64	63	64	71	72	65	63	69	63	64	65	66	73	71	89	75	67	70	57	55	41	24	1
4000	63	62	61	62	69	70	62	60	66	60	62	62	62	70	67	84	70	61	63	48	44	26	4	
5000	61	60	59	60	67	67	60	58	64	57	59	59	59	66	63	79	64	54	54	36	30	8		
6300	59	58	56	58	64	65	58	55	61	54	56	56	55	62	58	73	58	45	44	22	14			
8000	56	56	54	55	62	62	55	53	58	51	52	52	51	57	52	67	50	35	31	5				
10000	54	53	52	53	60	60	52	50	55	48	48	48	46	51	46	59	40	23	15					
12500	52	51	50	50	57	57	49	47	52	44	44	43	40	44	38	49	28	9						
16000	50	49	47	48	54	54	46	43	48	40	39	37	33	37	28	38	14							
20000	47	46	45	45	51	51	43	39	44	35	34	30	26	27	17	24								
25000	45	44	42	42	48	48	39	35	39	29	27	23	16	16	3	7								

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 4

< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SINGLE EVENT NOISE AS A FUNCTION OF SLANT DISTANCE*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION: OMEGA 6.6

AIRCRAFT: C-5A

OPERATION: INTERMEDIATE POWER, 3.38 EPR, 75 % NC, 86 % NF, AIRSPEED = 130 KNOTS

METEOROLOGY: TEMP = 59 F, REL HUMID = 78 %, DELTA N = 0.0 DB

IDENTIFICATION: A/C CODE: 822, OPS CODE: 186, PROFILE VER: A, 27 JAN 76, PAGE I4

SLANT DISTANCE (FEET)	AL (DBA)	ALT** (DBA)	PNL (PNDB)	PNLT** (PNDB)	SEL (DB)	SELT** (DB)	EPNL** (EPNDB)
200	126.2	131.3	137.8	142.1	123.5	127.3	128.7
250	123.5	128.6	134.6	139.7	121.8	125.6	127.4
315	120.7	125.9	132.2	137.3	120.0	123.9	125.9
400	118.0	123.1	129.6	134.7	118.3	122.1	124.3
500	115.3	120.4	127.0	132.1	116.6	120.4	122.7
630	112.5	117.6	124.2	129.3	114.8	118.7	120.9
800	109.8	114.9	121.3	126.4	113.1	116.9	119.0
1000	107.0	112.1	118.3	123.4	111.3	115.2	117.0
1250	104.1	109.2	115.1	120.2	109.4	113.2	114.8
1600	101.0	106.1	111.7	116.8	107.3	111.2	112.5
2000	97.7	102.8	108.1	113.3	105.0	108.8	109.9
2500	94.1	99.2	104.3	109.5	102.4	106.3	107.1
3150	90.2	95.3	100.2	105.3	99.5	103.3	104.0
4000	85.7	89.8	95.7	99.8	96.2	99.1	99.7
5000	80.8	83.8	90.8	93.9	92.1	94.4	95.0
6300	75.1	77.2	85.3	87.3	87.4	89.8	89.7
8000	68.7	69.7	79.1	80.2	82.8	82.7	83.8
10000	61.5	61.5	72.3	72.3	75.8	75.8	77.2
12500	54.2	54.2	64.8	64.8	69.5	69.5	70.6
16000	48.1	48.1	57.8	57.8	64.4	64.4	64.6
20000	43.4	43.4	52.4	52.4	60.7	60.7	60.3
25000	39.1	39.1	46.7	46.7	57.4	57.4	55.6

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 4

** BASED ON SMOOTHED TONE CORRECTION FUNCTION.

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6
A/C CODE: 022
OPS CODE: 113
PROFILE VER: A
27 JAN 76
PAGE M5

AIRCRAFT:
C-5A

OPERATION:
TRAFFIC PATTERN
3.07 EPR 71 % NC
85 % NF
AIRSPEED = 165 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	86	82	82	85	90	92	87	86	91	88	90	90	95	100	111	120	106	106	114	109	100	110	114	121
250	84	80	80	83	88	90	85	84	89	86	87	88	93	98	109	110	103	104	112	107	106	107	111	117
315	82	78	78	81	86	88	83	82	87	84	85	86	91	95	106	115	101	102	109	104	103	104	107	113
400	80	76	76	79	84	86	81	80	85	82	83	84	88	93	104	113	99	99	107	101	100	101	103	109
500	78	74	74	77	82	84	79	77	82	80	81	82	86	91	102	111	97	97	104	98	97	98	99	103
630	76	72	72	75	80	82	77	75	80	77	79	80	84	89	100	109	94	94	101	95	94	94	94	97
800	74	70	70	73	78	80	75	73	78	75	77	77	82	87	97	106	92	91	98	92	90	89	89	89
1000	72	68	68	71	76	78	73	71	76	73	75	75	80	84	95	103<	89	88	95	88	86	84	82	81
1250	70	66	66	69	74	76	71	69	74	71	73	73	77	82	92	101	86	85	91	83	81	78	76	78
1600	68	64	64	67	72	74	69	67	72	69	70	71	75	79	90	98	83	82	87	78	75	71	69	98
2000	66	62	62	64	70	72	67	65	70	66	68	68	72	76	87	95	79	78	82	73	69	63	84	48
2500	64	60	60	62	68	70	65	63	67	64	66	65	69	74	83	91	75	73	77	66	61	53	40	23
3150	62	58	58	60	66	68	62	60	65	62	63	63	67	70	80	87	71	68	71	58	52	41	24	0
4000	60	56	56	58	63	65	60	58	63	59	60	60	63	67	76	83	66	62	63	48	41	26	6	
5000	58	54	54	56	61	63	58	56	60	56	57	57	60	63	72	78	60	55	55	37	28	8		
6300	56	51	52	54	59	61	55	53	57	53	54	53	56	59	67	72	53	47	44	23	12			
8000	53	49	49	51	57	58	53	50	54	50	51	49	52	54	61	66	45	37	31	6				
10000	51	47	47	49	54	56	50	47	51	47	47	45	47	48	55	58	36	29	16					
12500	49	45	45	47	52	53	47	44	48	43	43	40	41	42	47	48	26	18						
16000	47	42	42	44	49	50	44	41	44	39	38	35	35	36	38	37	18							
20000	44	40	40	41	46	47	40	37	40	34	32	28	27	28	27	23								
25000	42	37	37	39	43	44	37	33	35	28	26	23	18	16	13	6								

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 10
< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6
A/C CODE: 886
OPS CODE: 183
PROFILE VER: A
30 JUN 77
PAGE H1

AIRCRAFT:
C-130

OPERATION:
TAKEOFF POWER
16800 IN-LBS 970 C TIT
AIRSPEED = 170 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	81	108	103	91	90	92	91	90	91	92	91	91	91	90	88	87	84	84	86	86	81	78	77	76
250	79	106	101	89	88	90	89	88	89	90	89	89	89	88	86	85	82	82	84	84	79	76	74	72
315	77	104	99	87	86	88	87	86	87	88	86	87	87	86	84	83	80	80	82	81	76	73	71	69
400	75	102	97	85	84	86	85	84	85	86	84	85	85	84	82	80	78	77	79	79	73	70	67	64
500	73	100	95	83	82	84	83	82	83	84	82	82	83	82	80	78	76	75	77	76	70	66	63	60
630	71	98	93	81	80	82	81	80	81	82	80	80	80	80	78	76	73	72	74	73	67	63	59	54
800	69	96	91	79	78	80	79	78	79	80	78	78	78	77	75	73	71	70	71	70	64	59	54	48
1000	67	94	89	77	76	78	77	76	77	78	76	76	76	75	73	71	68	67	68	66	60	54	48	40
1250	65	92	87	75	74	76	75	74	75	76	74	74	74	73	71	68	65	64	65	62	56	49	41	31
1600	63	90	85	73	72	74	73	72	73	74	72	71	71	70	68	66	62	61	61	58	51	43	33	20
2080	61	88	83	71	70	72	71	70	71	71	69	69	69	68	65	63	59	57	57	52	45	35	24	7
2500	[illegible]	86	81	69	68	70	69	67	68	69	67	67	66	65	62	59	55	53	52	46	38	27	12	
3150	57	84	79	67	66	68	66	65	66	67	64	64	63	62	59	56	51	49	46	40	31	16		
4000	55	82	77	65	63	65	64	63	64	64	62	61	61	59	55	52	47	43	40	31	21	4		
5000	53	80	75	62	61	63	62	61	61	62	59	58	57	55	52	47	42	37	32	21	10			
6300	51	78	72	60	59	61	59	58	59	59	56	55	54	51	47	42	36	30	23	9				
8000	49	75	70	58	57	58	57	56	56	56	53	52	50	47	42	36	29	21	12					
10000	46	73	68	56	54	56	54	53	53	53	49	48	45	42	36	29	21	11						
12500	44	71	66	53	52	53	52	50	50	49	46	43	40	36	30	21	11							
16000	42	69	63	51	49	51	49	47	46	45	41	38	35	29	22	12								
20000	40	66	61	48	47	48	46	43	42	41	36	33	28	21	12									
25000	37	64	58	46	44	44	42	39	38	36	30	26	20	12	0									

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 1
< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6
A/C CODE: 886
OPS CODE: 185
PROFILE VER: A
30 JUN 77
PAGE M2

AIRCRAFT: C-130

OPERATION:
APPROACH POWER
4868 IN-LBS 580 C TIT
AIRSPEED = 140 KNOTS

METEOROLOGY:
TEMP = 59 F
REL.HUMID = 70 %
DELTA N = 0.0 DB

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	73	94	97	91	91	87	89	86	86	88	87	90	87	88	88	87	87	86	86	86	81	79	78	75
250	71	92	95	89	89	85	87	84	84	86	85	88	85	86	86	85	85	84	84	84	79	77	75	71
315	69	90	93	87	87	83	85	82	82	84	82	86	83	84	84	83	83	82	82	81	76	74	72	68
400	67	88	91	85	85	81	83	80	80	82	80	84	81	82	82	88	81	79	79	79	73	71	68	63
500	65	86	89	83	83	79	81	78	78	80	78	81	79	80	80	78	79	77	77	76	70	67	64	59
630	63	84	87	81	81	77	79	76	76	78	76	79	76	78	78	76	76	74	74	73	67	64	60	53
800	61	82	85	79	79	75	77	74	74	76	74	77	74	75	75	73	74	72	71	70	64	60	55	47
1000	59	80	83	77	77	73	75	72	72	74	72	75<	72	73	73	71	71	69	68	66	60	55	49	39
1250	57	78	81	75	75	71	73	70	70	72	70	73	70	71	71	68	68	66	65	62	56	50	42	30
1600	55	76	79	73	73	69	71	68	68	70	68	70	67	68	68	66	65	63	61	58	51	44	34	19
2000	53	74	77	71	71	67	69	66	66	67	65	68	65	66	65	63	62	59	57	52	45	36	25	6
2500	51	72	75	69	69	65	67	63	63	65	63	66	62	63	62	59	58	55	52	46	38	28	13	
3150	49	70	73	67	67	63	64	61	61	63	60	63	59	60	59	56	54	50	46	40	31	17		
4000	47	68	71	65	64	60	62	59	59	60	58	60	57	57	55	52	50	45	40	31	21	5		
5000	45	66	69	62	62	58	60	57	56	58	55	57	53	53	52	47	45	39	32	21	10			
6300	43	64	66	60	60	56	57	54	54	55	52	54	50	49	47	42	39	32	23	9				
8000	41	61	64	58	58	53	55	52	51	52	49	51	46	45	42	36	32	23	12					
10000	38	59	62	56	55	51	52	49	48	49	45	47	41	40	36	29	24	13						
12500	36	57	60	53	53	48	50	46	45	45	42	42	36	34	30	21	14	0						
16000	34	55	57	51	50	46	47	43	41	41	37	37	31	27	22	12	2							
20000	32	52	55	48	48	43	44	39	37	37	32	32	24	19	12									
25000	29	50	52	46	45	39	40	35	33	32	26	25	16	10	0									

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 1

< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6
A/C CODE: 520
OPS CODE: 103
PROFILE VER: A
21 DEC 76
PAGE H1

AIRCRAFT: C-130A,D

OPERATION:
TAKEOFF POWER
970 C TIT 16800 IN-LBS
AIRSPEED = 170 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	81	108	103	91	90	92	91	90	91	92	90	90	91	90	88	87	84	84	86	86	81	78	76	75
250	79	106	101	89	88	90	89	88	89	90	88	88	88	88	86	84	82	82	84	83	78	75	73	72
315	77	104	99	87	86	88	87	86	87	88	86	86	86	86	84	82	80	79	81	81	76	72	70	68
400	75	102	97	85	84	86	85	84	85	86	84	84	84	83	82	80	77	77	79	78	73	69	67	64
500	73	100	95	83	82	84	83	82	83	84	82	82	82	81	80	78	75	75	76	75	70	66	63	59
630	71	98	93	81	80	82	81	80	81	82	80	80	80	79	77	75	73	72	74	72	67	62	58	54
800	69	96	91	79	78	80	79	78	79	80	78	78	78	77	75	73	70	69	71	69	63	58	53	47
1000	67	94	89	77	76	78	77	76	77	78	76	76	76	75	73	71	68	67	68	66	60	54	48	40
1250	65	92	87	75	74	76	75	74	74	75	73	73	73	72	70	68	65	64	64	62	55	48	41	31
1600	63	90	85	73	71	73	72	71	72	73	71	71	71	70	68	65	62	60	60	57	50	42	33	20
2000	61	88	82	70	69	71	70	69	70	71	69	69	68	67	65	62	59	57	56	52	45	35	23	7
2500	58	85	80	68	67	69	68	67	68	69	66	66	66	64	62	59	55	53	51	46	38	26	12	
3150	56	83	78	66	65	67	66	65	66	66	64	64	63	61	59	55	51	48	46	39	30	16		
4000	54	81	76	64	63	65	64	63	63	64	61	61	60	58	55	51	47	43	39	31	21	4		
5000	52	79	74	62	61	63	61	60	61	61	59	58	57	55	51	47	41	36	32	21	9			
6300	50	77	72	60	59	60	59	58	58	59	56	55	53	51	47	42	35	29	23	9				
8000	48	75	70	58	56	58	57	55	55	56	53	51	49	46	42	36	28	21	12					
10000	46	73	68	55	54	56	54	52	53	52	49	47	45	41	36	29	20	10						
12500	44	71	65	53	52	53	51	49	49	49	45	43	40	36	29	21	10							
16000	42	68	63	51	49	50	48	46	46	45	41	38	34	29	21	11								
20000	39	66	61	48	46	47	45	43	42	41	36	32	27	21	12									
25000	37	63	58	45	43	44	42	39	38	36	30	25	19	11										

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 1
< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6
A/C CODE: 520
OPS CODE: 105
PROFILE VER: A
21 DEC 76
PAGE M2

AIRCRAFT: C-130A,D

OPERATION:
APPROACH POWER
588 C TIT 4000 IN-LBS
AIRSPEED = 140 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	73	94	97	91	91	87	89	86	86	88	86	89	87	88	88	87	87	86	86	86	81	79	77	74
250	71	92	95	89	89	85	87	84	84	86	84	87	84	86	86	84	85	84	84	83	78	76	74	71
315	69	90	93	87	87	83	85	82	82	84	82	85	82	84	84	82	83	81	81	81	76	73	71	67
400	67	88	91	85	85	81	83	80	80	82	80	83	80	81	82	80	80	79	79	78	73	70	68	63
500	65	86	89	83	83	79	81	78	78	80	78	81	78	79	80	78	78	77	76	75	70	67	64	58
630	63	84	87	81	81	77	79	76	76	78	76	79	76	77	77	75	76	74	74	72	67	63	59	53
800	61	82	85	79	79	75	77	74	74	76	74	77	74	75	75	73	73	71	71	69	63	59	54	46
1000	59	80	83	77	77	73	75	72	72	74	72	75<	72	73	73	71	71	69	68	66	60	55	49	39
1250	57	78	81	75	75	71	73	70	69	71	69	72	69	70	70	68	68	66	64	62	55	49	42	30
1600	55	76	79	73	72	68	70	67	67	69	67	70	67	68	68	65	65	62	60	57	50	43	34	19
2000	53	74	76	70	70	66	68	65	65	67	65	68	64	65	65	62	62	59	56	52	45	36	24	6
2500	50	71	74	68	68	64	66	63	63	65	62	65	62	62	62	59	58	55	51	46	38	27	13	
3150	48	69	72	66	66	62	64	61	61	62	60	63	59	59	59	55	54	50	46	39	30	17		
4000	46	67	70	64	64	60	62	59	58	60	57	60	56	56	55	51	50	45	39	31	21	5		
5000	44	65	68	62	62	58	59	56	56	57	55	57	53	53	51	47	44	38	32	21	9			
6300	42	63	66	60	60	55	57	54	53	55	52	54	49	49	47	42	38	31	23	9				
8000	40	61	64	58	57	53	55	51	50	52	49	50	45	44	42	36	31	23	12					
10000	38	59	62	55	55	51	52	48	48	48	45	46	41	39	36	29	23	12						
12500	36	57	59	53	53	48	49	45	44	45	41	42	36	34	29	21	13	0						
16000	34	54	57	51	50	45	46	42	41	41	37	37	30	27	21	11	1							
20000	31	52	55	48	47	42	43	39	37	37	32	31	23	19	12									
25000	29	49	52	45	44	39	40	35	33	32	26	24	15	9										

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 1

< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION:
OMEGA 6.6

AIRCRAFT: C-130H,N,P

OPERATION:
TAKEOFF POWER
970 C TIT 16800 IN-LBS
AIRSPEED = 170 KNOTS

METEOROLOGY:
TEMP = 59 F
REL HUMID = 70 %
DELTA N = 0.0 DB

IDENTIFICATION:
A/C CODE: 521
OPS CODE: 103
PROFILE VER: A
23 DEC 76
PAGE M1

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	82	109	104	92	91	93	92	91	92	93	91	92	92	91	89	88	85	85	87	87	82	79	78	77
250	80	107	102	90	89	91	90	89	90	91	89	90	90	89	87	86	83	83	85	85	80	76	75	73
315	78	105	100	88	87	89	88	87	88	89	87	88	88	87	85	84	81	81	83	82	77	74	72	69
400	76	103	98	86	85	87	86	85	86	87	85	85	86	85	83	81	79	78	80	79	74	71	68	65
500	74	101	96	84	83	85	84	83	84	85	83	83	83	83	81	79	76	76	78	77	71	67	64	60
630	72	99	94	82	81	83	82	81	82	83	81	81	81	80	79	77	74	73	75	74	68	64	60	55
800	70	97	92	80	79	81	80	79	80	81	79	79	79	78	76	74	72	71	72	70	65	60	55	48
1000	68	95	90	78	77	79	78	77	78	79	77	77	77	76	74	72	69	68	69	67	61	55	49	41
1250	66	93	88	76	75	77	76	75	76	77	75	75	75	74	71	69	66	65	65	63	57	50	42	32
1600	64	91	86	74	73	75	74	73	74	75	72	72	72	71	69	67	63	62	62	58	52	43	34	21
2000	62	89	84	72	71	73	72	71	71	72	70	70	70	68	66	64	60	58	57	53	46	36	24	8
2500	60	87	82	70	69	71	69	68	69	70	68	68	67	66	63	60	56	54	53	47	39	28	13	
3150	58	85	80	68	67	68	67	66	67	68	65	65	64	63	60	57	52	49	47	40	31	17		
4000	56	83	78	65	64	66	65	64	65	65	63	62	61	60<	56	53	48	44	41	32	22	5		
5000	54	81	75	63	62	64	63	61	62	63	60	59	58	56	52	48	43	38	33	22	11			
6300	52	78	73	61	60	62	60	59	60	60	57	56	55	52	48	43	37	31	24	10				
8000	49	76	71	59	58	59	58	56	57	57	54	53	51	48	43	37	30	22	13					
10000	47	74	69	57	55	57	55	54	54	54	50	49	46	43	37	30	21	12						
12500	45	72	67	54	53	54	53	51	51	50	46	44	41	37	30	22	12							
16000	43	70	64	52	50	51	50	48	47	46	42	39	36	30	22	12								
20000	41	67	62	49	47	49	45	44	43	42	37	33	29	22	13	1								
25000	38	65	59	47	45	45	43	40	39	37	31	27	21	12	1									

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 1

< BAND WHICH DETERMINES THE TONE CORRECTION (C).

TABLE: SOUND PRESSURE LEVEL SPECTRA AS A FUNCTION OF SLANT DISTANCE (DB)*

AIR-TO-GROUND PROPAGATION

IDENTIFICATION: OMEGA 6.6

AIRCRAFT: C-130H,N,P

OPERATION: APPROACH POWER, 500 C TIT 4600 LN-LBS, AIRSPEED = 140 KNOTS

METEOROLOGY: TEMP = 59 F, REL HUMID = 70 %, DELTA N = 0.0 DB

A/C CODE: 521
OPS CODE: 105
PROFILE VER: A
23 DEC 76
PAGE H2

SLANT DISTANCE (FEET)	FREQUENCY BAND NUMBER																							
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
200	74	95	98	92	92	88	90	87	87	89	87	91	86	89	89	88	88	87	87	87	82	80	79	76
250	72	93	96	90	90	86	88	85	85	87	85	89	86	87	87	86	86	85	85	85	80	77	76	72
315	70	91	94	88	88	84	86	83	83	85	83	87	84	85	85	84	84	83	83	82	77	75	73	68
400	68	89	92	86	86	82	84	81	81	83	81	84	82	83	83	81	82	80	80	79	74	72	69	64
500	66	87	90	84	84	80	82	79	79	81	79	82	79	81	81	79	79	78	78	77	71	68	65	59
630	64	85	88	82	82	78	80	77	77	79	77	80	77	78	79	77	77	75	75	74	68	65	61	54
800	62	83	86	80	80	76	78	75	75	77	75	78	75	76	76	74	75	73	72	73	65	61	56	47
1000	60	81	84	78	78	74	76	73	73	75	73	75<	73	74	74	72	72	70	69	67	61	56	50	40
1250	58	79	82	76	76	72	74	71	71	73	71	74	71	72	71	69	69	67	65	63	57	51	43	31
1600	56	77	80	74	74	70	72	69	69	71	68	71	68	69	69	67	66	64	62	58	52	44	35	20
2000	54	75	78	72	72	68	70	67	66	68	66	69	66	66	66	64	63	60	57	53	46	37	25	7
2500	52	73	76	70	70	66	67	64	64	66	64	67	63	64	63	60	59	56	53	47	39	29	14	
3150	50	71	74	68	68	63	65	62	62	64	61	64	60	61	60	57	55	51	47	40	31	18		
4000	48	69	72	65	65	61	63	60	60	61	59	61	57	58	56	53	51	46	41	32	22	6		
5000	46	67	69	63	63	59	61	57	57	59	56	58	54	54	52	48	46	40	33	22	11			
6300	44	64	67	61	61	57	58	55	55	56	53	55	51	50	48	43	40	33	24	10				
8000	41	62	65	59	59	54	56	52	52	53	50	52	47	46	43	37	33	24	13					
10000	39	60	63	57	56	52	53	50	49	50	46	48	42	41	37	30	24	14						
12500	37	58	61	54	54	49	51	47	46	46	42	43	37	35	30	22	15	1						
16000	35	56	58	52	51	46	48	44	42	42	38	38	32	28	22	12	3							
20000	33	53	56	49	48	44	44	40	38	38	33	32	25	20	13	1								
25000	30	51	53	47	46	40	41	36	34	33	27	26	17	10	1									

* EXTRAPOLATED FROM MEAN VALUES FOR LEVEL FLIGHTS. NUMBER OF RECORDS: 1

< BAND WHICH DETERMINES THE TONE CORRECTION (C).